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RECREATIONAL BOATING ON THE RIDEAU WATERWAY, 1890-1930

by

LARRY TURNER, M.A.

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RECREATIONAL BOATING ON THE RIDEAU WATERWAY, 1890-1930

Parks Canada Microfiche Report 253

by Larry Turner

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MANUSCRIPT REPORT SERIES

Shortly after Parks Canada took over the administration of the Rideau Canal in 1972 (previously under the jurisdiction of the Department of Transport) they tasked several of their high quality researchers and historians with detailing various historical/heritage aspects of the Rideau Canal. This resulted in a series of research reports on the Rideau Canal, produced from the mid-1970s through to the mid-1980s.

Intended mostly for internal use, these reports were produced in limited numbers with only a few receiving broader distribution through the History and Archaeology series of books published by the Ministry of Environment (National Historic Parks and Sites Branch of Parks Canada).

A few copies of the manuscript reports were also distributed to "various public repositories in Canada for use by interested individuals" – but today can generally only be found in the local Rideau region libraries of Parks Canada.

General Map of the Rideau Canal Waterway
Map by Ken W. Watson, 2008

RECREATIONAL BOATING ON THE RIDEAU WATERWAY, 1890-1930

by Larry Turner, M.A.

Ontario Region
Parks Canada
Environment Canada
1986

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This report is dedicated to the memory of my ancestors, the Hicks family of Perth who enjoyed boating on Rideau waters between 1890 and 1930 in their boats *Jumbo, Bessie* and *Armaugh* from their cottages "Sunnybank" and "Pethern Point" and whose descendants continue to enjoy pleasure boating on the Rideau to this day.

Larry Turner
March, 1986.

Introduction

Boats have always been a preoccupation with people using the Rideau Canal. For more than one hundred and fifty years, the Rideau Canal has been passing boats between Kingston on Lake Ontario and Ottawa on the Ottawa River. Conceived as a part of military strategy and used as a linkage in commercial transportation, the Rideau had evolved by the turn of the century into a waterway for recreational boats. It has been the purpose of this historical study to focus on the use and development of recreational boats to better understand the transformation of the Rideau Canal from an earlier commercial orientation to the domination by the pleasure boat today. By concentrating on the recreational vessels which ultimately used the canal, we may better understand the recreational movement that left such a visible and lasting impact on the social and economic fabric of the Rideau Corridor.

Although it could be said that recreational boating has always been an activity on the Rideau Canal, the period of study between 1890 and 1930 was chosen to identify the massive increase of recreational boating at the turn of the century. The report also examines the social and economic roots in the widespread back-to-nature movement which engulfed the Rideau system and the technological changes in boats themselves that made them a pleasure to use. The focus on canoe, skiff, launch and steamer beyond dock, wharf and lock gate allows great insight into the use of the Rideau Waterway by residents,

vacationers and tourists.

The report is divided into five parts. The first part looks at the development of recreational boating in Ontario in general and on the Rideau Waterway in particular. Part two identifies the variety of recreational boats on the Rideau and traces their development between 1890 and 1930. Part three explores recreational boaters, their activities, their environment and the places or sites influenced by their pursuit of boating. Part four examines the evolution of the steamer excursion as a popular activity in pleasure boating and the final section is an analysis of the impact of recreational boating on the administration of the Rideau Canal and the system as a whole. While it was not the intention to produce a detailed statistical study, an appendix provides some figures important to the analysis in the text. The reader should also be directed to a large collection of illustrations designed to complement the identification of boats and activities described in the report.

The writing of recreational history in Canada must be done with little aid from secondary sources. Other than a couple of path-finding general studies [1] there is little written on the recreational movement in Ontario, and except for some excellent sources on canoeing,[2] even less on recreational boating. Four works were of general importance to this historical study in helping to lay a framework for further research and interpretation. Recreational boating was touched upon in

Judith Tulloch's *The Rideau Canal: Defence, Transport and Recreation*, and Edward Forbes Bush's *Commercial Navigation on the Rideau Canal, 1832 - 1961*, both published by the National Historic Parks and Sites Branch of Parks Canada.[3] Two Master's Theses also laid a groundwork for further research including Keith Dewar's "Resort Development in the Rideau Lakes Region of Eastern Ontario, 1826 - 1955" and Scott Johnston's "Recreational Boating on the Rideau Waterway", which provided some useful comparative material from a later period.[4]

Without question, the most important source material was contained in local, contemporary newspapers. A thorough investigation was made of newspapers in Perth, Smiths Falls, Ottawa, Kingston and Merrickville, and they provided a social perception of recreation and boating on the Rideau Waterway especially between 1890 and 1915. After the First World War, leisure activity and pleasure boating was taken more for granted and became less a cause célèbre. As the novelty of pleasure boating and technological changes in boats wore off, the papers' attention drifted elsewhere and it is harder to extract information on boating in general. The rich source of information from the competitive papers Perth *Courier*, Perth *Expositor* and Smiths Falls *Rideau Record*, later *Record News*, all of which spanned the entire period under study, tended to shift the balance of the research toward the middle section of the Rideau System and the Ottawa vicinity at the expense of the Cataraqui section which was poorly served by local

newspapers and where access to the Westport *Mirror* was limited. The small local weeklies were much more sensitive to day by day recreational activity on the Rideau than were the larger dailies in Kingston and Ottawa which served a wider geographic area and a wider field of sporting activities in competing resort areas. More formal and less informative, the dailies required special attention to extract the information that was necessary.

Contemporary Journals and Magazines proved a disappointment in the research since the Rideau Waterway was largely overlooked. A page by page review of the *Rod and Gun in Canada* from 1899 to 1927 turned up some important articles and advertisements relating to boating on the Rideau Canal but the magazine was more important as a source for comparative information and the technological changes underway in recreational boats. From its very first issue, *Rod and Gun in Canada* was more seriously concerned with high adventure in wilderness areas than with the pursuit of hunting, fishing and boating in more accessible areas like the lake regions of southern Ontario. The Rideau was definitely not an important focal point for contemporary magazines dealing with outdoor life. Consequently there are few sources outside of the Rideau Waterway which provide a perception of the region.

A significant source for recreational boating are the records of the Department of Railways and Canals (RG43) in the Federal Archives Division of the Public Archives of Canada. While the Rideau Canal Lock

Records were used for specific research into lockage information, the irregularities in record keeping and their limited role in understanding the wider picture of recreational boating prevented any widespread use or statistical analysis. The most important information was acquired from the voluminous documentation available in the Letterbooks of the Superintending Engineer for the Rideau Canal. The day by day concerns of the Superintending Engineer are fully revealed, reflecting the growing impact of recreational boating on Rideau Canal administration and the personal views of the Superintendent as in the case of Arthur Phillips whose career spanned much of the period under study from 1894 to 1934.

Finally a great deal of knowledge was acquired from the existence of a number of recreational boats built and used on the waterways of Ontario between 1890 and 1930. The material resources of various antique and classic boat clubs, especially those of the Manotick Classic Boat Club on the Rideau Canal, attest to the enduring interest and fascination in the wooden boats of a bygone era which helped shape the pattern of recreational activity in this century. The Rideau Canal was built for the passage of boats, and for many residents and visitors both past and present, "the only thoroughfare that has ever truly mattered", in the words of Tony Leighton, "is the one off the end of the dock".[5]

PART I: THE DEVELOPMENT OF RECREATIONAL BOATING

The Foundation of Recreational Boating in Ontario

Ontario is gifted with vast chains of lakes, rivers and waterways located throughout the province. Early settlement and urban concentration developed along shorelines because water communication was essential to economic activity. Access to water routes was considered important for agricultural and commercial frontiers, and, where possible, canals were constructed to facilitate trade, encourage settlement and provide military security. The canoe, sailboat, rowboat, steamboat and various crafts used for economic purposes were well established in Ontario in the nineteenth century. From an early age, many Ontario residents participated in some activity related to the use of boats. It was inevitable that a water-based settlement pattern in Upper Canada would lead to a water-based recreational focus in Ontario. Toward the middle of the nineteenth century, portions of the Great Lakes shorelines emerged as exclusive playgrounds for wealthy individuals at places like the Thousand Islands, Bay of Quinte, Burlington Bay, Niagara Falls, Lake Huron and, later, Georgian Bay.

As the late Victorian era gave way to the new century, Canada entered a period of hope and prosperity fostered by economic expansion and a new sense of national identity. Industrialization, urbanization and immigration altered the face of Ontario. The proportion of urban

to rural population changed from 38:62 in 1891 to 58:42 in 1921.[1] Rural depopulation was balanced somewhat by the rise of small towns like Smiths Falls which shifted from being a centre for servicing an agricultural hinterland to a centre for manufacturing and transportation.[2] Technological change helped bring regions closer to the metropolitan centres by an increasing grid of railway connections and by the development of cars and motor boats. Between 1905 and 1920, automobiles increased in Canada from 533 to 463,848.[3] The gasoline engine heralded a new era of speed and efficiency on the roads and waterways of the province.

The growth of the urban middle class was accompanied by increasing wages, disposable income, as well as leisure time. The new affluence affected a wider range of people who sought relief from the pressures of city life and release through outdoor recreation. Along with the rising expectations of a middle class came the outdoor activism of new generations which helped to fuel the recreational booms of 1890-1913 and 1919-1929.[4]

Between 1890 and 1930, areas bordering on the rugged Canadian Shield, once considered only useful for resource extraction, were transformed into distinct regions where recreational activity centred around the use of the lakes and rivers. Previously settled lands along the edge of the Shield, such as the Trent-Severn and Kawarthas-Lake Simcoe watershed, as well as the Rideau Waterway through the Frontenac axis, developed a recreational focus in addition to existing patterns

of trade, commerce, and agriculture. In the wake of the lumbering frontier, the recreational movement back to the land absorbed the Muskoka Lakes, the highlands of Ontario around Haliburton, Algonquin Park and extended as far north as Lake Temagami. In all these regions, the emergence of the seasonal tourist frontier either contributed to the economic activities already in place or became a major economic function in itself.

Changing attitudes toward nature were a significant impulse behind recreational movements at the turn of the century. Instead of a pioneering fear of the foreboding wilderness, a later generation began to accept the land as a place of serene beauty. The land could be vigorous and exhilarating, strong and cleansing, and the physical and spiritual attributes of life on the land offered a refuge for those affected by the complexity and artificiality of city life. The changing social and environmental situations in urban life helped spawn a North American back-to-nature movement with increased participation in outdoor recreation. G. Altmeyer has pointed out that the Canadian attitude towards nature after 1890 "involved the ideas of Nature as a Benevolent Mother capable of soothing city-worn nerves and restoring health, of rejuvenating a physically deteriorating race and of teaching lessons no book learning could give..."[5]

Settlement and resource extraction had previously been conducted as a virtual war between man and his environment. In a new age of

planning and prosperity, conservation and preservation emerged as ethical concerns about the consequences of development and the future of the land. Especially for those people living within the developing urban framework of Southern Ontario, the notion of getting away from the city or town, becoming involved in outdoor experiences and partaking in restorative and therapeutic leisure activity was a very attractive tonic.

One of Canada's most eminent newspaper editors, John W. Dafoe, proclaimed in 1899 that "no fact of contemporary life is more significant than this return to nature".[6] A fundamental drive behind the recreational movement was the juxtaposition between urban life and country living and the idea of physical fitness in a natural setting over the contamination of life in an artificial setting. One of the symptoms of modern urban life was boredom:

> Energetic, self reliant, inventive, living in a fast developing and ever changing country, the American and even the Canadian, is sometimes bored - generally because of the monotony of his work. Relief has been found of late years in exploring the haunts of nature...The love of country life is largely on the increase and the taste for mechanics is growing. The best cure of all is to be found in the woods and waters in which the artificial life is cast off for a natural one. The incessant toil, the anxious thought and the strenuous life of the dwellers in large cities can find real relief there.[7]

The back to nature movement was steeped in sentimentality for a more simple time.

> Do you want a rest for a season from the life artificial and live the life natural? Do you want to lay aside three thirds of your weariness of mind and soul to ease that

> jaded taste which comes from close and long-continued application to office or store or factory? Do you want to eat, sleep and enjoy - as you did when you were a boy of fourteen?[8]

Outdoor recreation and boating was not considered, just a leisure activity, but a sporting function as well. The premiere issue of the magazine *Rod and Gun in Canada* in 1899 stated that in Canada "among its 6,000,000 people are many ardent sportsmen – men and women - who delight in the pleasures of the camp and the invigorating recreation which life out-of-doors affords".[9] Lou Marsh, a sports columnist for the same magazine, always headed his articles with the statement: "Being a section devoted to those who brave wind and wave, in white winged yacht or dainty canoe, in fragile shell or swift power boat".[10] The back to nature philosophy served those seeking athletic activity as well as relaxation away from the city.

The rigid dichotomy between the city and nature's preserve was not so stark for permanent residents on a waterway like the Rideau Canal. Certainly bustling market towns like Perth and Smiths Falls which were host to small scale manufacturing and some industry did not mirror the urban concentration of Toronto, Montreal or even Ottawa. While these towns experienced economic change and transformation, opportunities for outdoor recreation remained close and accessible. Although one might suppose that local residents would often have taken their natural heritage for granted, the elite as well as other citizens of Perth and Smiths Falls contributed to the recreational movement in a significant way. Local newspaper articles supported the notion of back to nature to clear the mind but questioned whether

recreational outings always served a therapeutic purpose. In 1893 a writer commented in the Smiths Falls *Rideau Record*:

> The taking of a summer vacation has come to be a much more general practice than among the parents and grandparents of the present generation. The need of rest and recreation by those whose business cares are many, or whose sedentary habits are a tax on their strength, has almost universal recognition now, and employers show a consideration in complying with this demand, such as was not thought of in earlier and less prosperous days. They are not entirely disinterested because poor health, weak nerves, and a constant sense of responsibility, added to the wear and tear of hard work, impair the value of a man's work and mean a disastrous collapse, unless the bracing effect of well spent vacations renew the vigor of the impaired powers.
>
> But these breathing spells in the struggle of life are not always made to serve the good purpose for which they are intended. They do not meet the dues called for by the requirements of nature.
>
> Business men are too apt to carry their shop affairs with them, worry over them, wonder how things are going on at the store, the bank, the office or the factory. They handicap nature in their effort to recuperate. Too many young avail themselves of the opportunity afforded for "a high old time". They are too irregular in their eating and entirely too regular in their drinking. Sleep is robbed by the alluring cards, the tricks of Cupid or the pernicious idea of good fellowship associated with story, song and wine. They are having a merry lark and paying the fiddler exorbitant rates, but they are not strengthening themselves for the work which must be done when they return and are once more in the harness.
>
> The sensible summer campaigner throws off every thought of business, neither talks, thinks or reads trade, finds quiet, healthful and embracing environments, is obedient to the suggestions of his constitution, takes on strength, braces his nerves, rightens his muscles, coaxes his stomach into proper condition, makes peace with his liver, clears his brain, conquers insomnia and returns to the active duties of his home work "as good as new." "Everybody needs a change," it is said, but they want to be sure that they get the right change.[11]

Recreation was a means not only to escape urban life and business pressures but also the drudgery of social conventions and family life. The Smiths Falls newspaper commented in 1913:

> The busy father and the anxious mother longs for July and August to get to the lake, not for the fishing, not for the company, not for the increasing appetites with fewer conveniences for satisfying them; but rather for a restful, shady quiet spot where they can lounge and read or enjoy companionship, free and easy, untrammelled by padded coats and starched collars and unwatched by ever curious eyes.[12]

The local papers in the Rideau system were not without some sarcasm for the fleeing city dwellers and back to nature crowd. Under a heading titled "The Vacation", a writer with the Perth *Courier* reported in 1907.

> Thousands of city people are now counting the hours when they can leave for some lake or river for an outing where they can fight mosquitoes and bugs for a few days, and perhaps get drowned. It is a great thing that many of our ancestors lived and died not knowing what a vacation or outing meant.[13]

William C. James in his article "The Quest Pattern and the Canoe Trip" has stated "what we normally think of as leisure activities have important implications".[14] In the progressive and nationalistic spirit of pre-war Canada, recreational boating as a leisure activity conjured images of culture and nationality. The return to nature movement was associated with the cultural imagination expressed to Canadians by artists and writers between 1890 and 1930. Tom Thomson, the Group of Seven and other period artists sought to paint the Canadian north and establish "the basic symbols of national identity, however romantic and unrelated to the realities of contemporary life these may have

been".[15] In knowing the country, and becoming "home conscious", Group of Seven artist Arthur Lismer felt that the responsibility of the artist was to make Canadians "nationally conscious with our environment, setting the stage for true nationality".[16] As the Group of Seven painted the Canadian Shield, they helped create the emotional needs and yearning for the landscape that motivated people to seek and renew themselves as an expression of their love of nature and celebration of nationality. David Milne noted that an artist like Tom Thomson was able to appeal to an average man, and create "pleasant associations for most of us, holidays, rest, recreation."[17]

The writings of authors like Henry David Thoreau and Walt Whitman and Canadian writers Charles G.D. Roberts, Archibald Lampman, Ernest Thompson Seton and Pauline Johnson helped transform the concept of nature from an object of defiance to a place of pleasure and aesthetic beauty. They helped define for Canadians, an interest in their country, which in turn, translated into increased recreational participation in the outdoors. Even amateur poets writing in a sports journal like *Rod and Gun in Canada* helped ordinary people reach for a notion of recreational possibilities on the Ontario waterways. C.L. Gilman published his poem "Lure of the Open" in 1915:

You know the way it gets you 'til
You can not work or rest
Because the call of out-of-doors
Make tumult in your breast.

It gets you at the office and
It follows you right home,
This whisper of the springtime that
Invites you forth to roam.

Where little streams are laughing down
Through wooded dells to make
The world more rich with music e'r
They vanish on the lake.

And dancing waves are waiting to
Bear forth your bark canoe
To where the noon-day campfire smoke
Floats upward to the blue.

These are the things which haunt your heart
And hundreds more you know,
Make up the call that summon you
To just break loose and go.[18]

Recreational boating became an important medium by which people expressed their re-discovery of nature and gained access to the lakes and rivers scattered through Ontario's new found resort lands. While there is ample evidence that people sought pleasure and recreation in boats long before the tourist boom in the 1890s, the cultural manifestation of the back to nature movement, rising affluence, accelerating urbanization and improved transportation made participation in boating all that more possible and accessible. An observer noted in 1899:

> ...there are few of us to whom the idea of a summer holiday or outing is not inseparably connected with the water, in some form, river, lake or sea. As spring passes and summer advances...the prospect and anticipation of an outing in the country does much to make bearable the lot of a city man.[19]

Recreational activity, such as boating, was also perceived at the time to contribute to a Canadian identity. As Canadians sought to

express their identity during the boom times of the Laurier era and the surge of pride associated with the opening of the west, they evoked parallels with couriers de bois, voyageurs and native Indians in their birch bark canoes. When Lou Scholes, the Toronto Oarsman, returned home with an American championship in 1903, John A. Cooper was uplifted to comment in the Canadian Magazine:

> We are an out-door people, fond of exercise and fresh air. The wind that blows over the pine-needles has given us endurance and strength. In amateur sport we have always held our own, and this makes for the vigour of race. It means much for the purity and supremacy of our national life, for right living and high thinking. It means much to the future generations of Canadians who will be compelled to struggle in the enlarging spheres of commerce and industry.[20]

A small article in the Perth *Expositor* celebrated the athleticism of recreational boating, water sports and nationality in 1911:

> The aquatic sports of all countries constitute no small proportion of their outdoor amusements, particularly during the warmer seasons. In addition to the more common forms of boating and swimming - practiced even by barbarous tribes - the diversified water sports peculiar to various lands exhibit man's love for water and perhaps his desire to master it. It is worthy of note that those nations among which swimming if practiced at all, is merely regarded as a means to prevent loss of life, and in which boats are not utilized beyond the domains of commerce and warfare, compare unfavourably in point of power and progress with the more athletic countries in which swimming and boating has attained a high degree of perfection.[21]

As a means to an end and an end in itself, the recreational boat brought turn of the century middle class Canadians closer to their search for an ideal in the environment and their quest for leisure and

recreation. A linkage between canoeing experience and national feeling was expressed in 1915:

> There is a secret influence at work in the wild places of the North that seem to cast a spell over the men who have once been in them. One can never forget the lakes of such wonderful beauty, the rivers, peaceful or turbulent, and the quiet portage paths, or the mighty forests of real trees. It is really getting to know Canada, to go where these things are. After having made camps along the water routes, one feels a proud sense of ownership of that part of the country, which must develop into a deeper feeling of patriotism in regard to the whole land.[22]

Even Religious perceptions of nature could encourage recreational boating as a leisure activity. A fine line existed between a morally acceptable pastime and leisure time spent in idleness and listlessness. If one felt the need to justify one's pleasure and recreation as useful in the eyes of God, the call to nature could be seen "as a Temple where one could again find and communicate with Deity".[23]

The pursuit of recreational boating was a widespread cultural manifestation in the nineteenth century especially on the European, North American and Australian continents. Whether to flee the industrialization and urbanization of modern life or simply to seek pleasure, people took to boats in their leisure time. Whether instilled by important athletic, environmental or cultural values or merely escaping boredom in contemporary life, the recreational boater of the last century established a long and cherished tradition of enjoying the waterways. The image of the early recreational boater survives through many sources: in the writings of John MacGregor of

England which describe his voyages in the *Rob Roy* between 1865-72[24]; in early boating artifacts at Stockholm's Leksaksmuseum in Sweden (see illustration 5); in the painting "Muskie Fishing on the St. Lawrence" by Frank H. Taylor in 1880 (see illustration 7); in the impressionist vision of French artist Pierre Auguste Renoir (1841-1919) and paintings like "the Skiff" (Bridgman Art Library) and "La Grenouillere", 1869 (Nationalmuseum Stockholm, MN 2425) (see illustration 6).

The widespread increase in recreational boating in nineteenth century western civilization may have had many sources, but for Ontario and the Rideau Canal, a combination of urban pressure, technological changes in boats, improved accessibility to wilderness areas, increasing affluence and leisure time, new found respect for the land, a search for renewal, and a developing awareness of national identity were part of the motivation behind the recreational dynamism between 1890 and 1930.

The Rise of Recreational Boating on the Rideau Canal

Euro-Canadians first arrived in the Rideau Corridor after 1783, and the Rideau Military Settlement at Perth in 1816 established an early pattern of rural penetration in the wilderness. The building of the Rideau Canal between 1826 and 1832 opened up a line of communication that would serve first military, then commercial and finally recreational interests. Towns, villages and farms along the waterway were serviced by passenger and freight steamboats from the opening of the canal. The seeds of recreational interest in the waterway were sown early as annual regattas were held at Barriefield from 1835 at the Cataraqui River mouth of the Rideau system. A rowing club was begun at Ottawa in 1867.[25] At the first Dominion Day celebration on 1 July 1867, a photograph taken at the Tay Canal basin in Perth reveals a number of sleek skiffs and canoes whose purpose could only be surmised as recreational. (See illustration 8) Fishing emerged as an important tourist-based recreational activity, and lodges and hotels servicing this increased interest were being established on the lakes system of the Rideau Canal as early as 1877. The Kenney Hotel, Simmons Lodge, Garrett's Rest, Angler's Inn and Coutt's House had all come into operation before 1890.[26] It was at this point that the people of Ontario began making intensive use of their own waterways. As historical geographer R.I. Wolfe stated, "everything that came before 1890 was little more than a prelude".[27]

The old passenger steamers of the mid century gave way to an

increasing number of specialized steamers whose purpose was to ferry tourists and run excursions on the waterway. The *Ella Ross*, *D.C. West* and *Rideau Belle* set routes which would be followed by the more palatial *James Swift* (later *Rideau King*) and the luxurious *Rideau Queen* by 1900.[28] In 1892, a writer was impressed with an excursion to Westport, Newboro and Portland on the steamer *Ida*.

> The boat is comfortable, the route is inviting, the scenery is magnificent, the villages touched at so picturesquely situated on the shores of the lake are interesting and the ozone laden breezes are health giving and inspiring.[29]

Whether on a scheduled passenger run or a special excursion, the steamer became symbolic of the growing interest in recreational boating and the tourist trade. The mere presence of a steamboat in the waters created all the clamour and curiosity of a special event.

> One whistle, however, is always the signal for a gathering together of all and sundry. When the *Rideau Queen* blows for the bridge, from every quarter the boats shoot out, and by the time it has reached the wharf a very pretty scene is presented...Being of a statistical turn of mind I counted 110 people awaiting arrival of the *Queen,* many on the wharf and some in 21 boats that floated about.[30]

For people living along the Rideau Corridor, recreational boating brought a new intimacy to their relationship with the land. The Rideau Canal as a line of communication evolved into a network of exciting lakes with potential for outdoor recreation. The growing popularity of the Rideau around the turn of the century is illustrated by various contemporary reports. For local residents, the steamer and steam yacht

were prominent in their recreational activity. In 1893 a Dominion Day holiday was celebrated on the Rideau by many of the townsfolk of Smiths Falls.

> The weather was glorious and as many as could, took advantage of it by spending the holiday on the river, a large number going on the excursion steamer *Olive* while others went in yachts and row boats.[31]

Another holiday in 1896 saw "almost the entire fleet of row boats, canoes etc." being used by Smiths Falls citizens as well as a number of steam yachts including "the *Tropic*, the *Nellie* and the *Bertha* convey[ing] parties up the lake".[32]

Local steam yachts used for private or public purposes helped popularize the day outing and picnic which encouraged parties to travel to different sections of the waterway without concern over distance and the burden of carrying supplies. A writer for the Merrickville *Star* commented in 1904 that after having a dinner served on the "beautiful grassy sward" near the Kilmarnock Lock Station, "the yacht provid[ed] an ideal way of spending a day at any of the several picnic grounds along the river".[33]

The steam yacht as a refined variation of the bulky passenger steamboat offered greater mobility and freedom of choice in selecting destinations. In 1900 the Angler's Association picnic was held late in June at a site on the Tay Canal and members were ferried to the location on T.A. Code's handsome steam yacht *Fair Maid* and Peter Cavanagh's capacious steam yacht:

> The sail down the Canal with its verdure-clad banks and its widespread duck-hunting and fishing ground at the flats below Dowsen's, was a beautiful one, and the field chosen for the picnic, at the locks, on the farm owned by James McVietty, was an ideal one for the purpose, the overhanging trees on one side, and the open field on the other for the sports and the river not far away, providing all the necessary natural equipment for outdoor holiday recreation.[34]

If the steam yacht widened the possibilities for outings by parties of people, then the increasing interest in canoes and skiffs made private boating and fishing a special attraction. As row boats became streamlined into skiffs for use as pleasure craft and the development of the cedar or basswood Peterborough style canoe made paddling more safe and efficient, their use spread along the waterway. The skiff had experienced early popularity in Kingston while at the other end of the canal the canoe generated keen club competition in Ottawa.

The canoe also helped generate tourist trips on the Rideau Canal. In 1893, the Smiths Falls *Rideau Record* reported "The Rideau route is becoming very popular for canoeists and large numbers of them pass down or up each week".[35] Canoe and skiff races were a centre of attraction at the first Rideau Ferry regatta in 1897. The Perth *Courier* noted the growth in canoeing on the Tay Canal in 1902.

> The interest in boating and canoeing, the latter especially, seems to be steadily increasing in town. Every early-closing night there are from ten to a dozen boats and canoes on the water between here and Glen Tay. In another season there should be a soundly organized boating club here. Perth has one of the finest stretches of river in the continent, and it cannot help but increase in popular regard.[36]

Before the rise of the gasoline engine, small water craft that could be rowed, paddled or sailed proliferated on the system. They vied for attention with the larger boats using steam engines. The Smiths Falls newspaper reported in 1900 that "this year almost every island and every inviting looking point are occupied by cottages and campers and row boats, sail boats, canoes, yachts and steamers are everywhere in evidence".[37]

The face of recreational boating rapidly changed with the adaptation of the internal combustion gas driven engine to the hull of a boat. As early as 1900, Perth carriage-maker Thomas Hicks Sr. ran the first motor boat up the Rideau Lakes.[38] Between 1900 and 1910, the market for motor boats exploded as the technological change in motors produced a self-propelled vessel that could be built at moderate costs. The motor boat meant increased accessibility to all parts of the waterway and increased numbers of users. The recreational boom in Ontario went into full thrust. In 1903, motor boat clubs appeared in Brockville and Toronto.[39] The technology for motor boats spread rapidly and the demand was insatiable. In 1905, the magazine *Rod and Gun and Motor Sports in Canada* reported:

> Gasoline launches are now all the rage and no wonder. Their simplicity, speed, safety and reliability, commend them to all who can reside near water (and such people are very numerous in Canada) they are fast becoming an every day necessity.[40]

The development of the motor boat even out-paced the automobile in its early years. Describing the biggest markets for motor boats in

the Muskokas and Thousand Islands, Lou Marsh commented in 1906 that the demand has been so great "that motor boating is no more a fad than automobiles, and that, it has come to stay".[41]

In a plea for sailboating in 1909, a writer for *Colliers* revealed the changing pattern of recreational boating:

> This is the age of gasoline, over earth and sea the spirit in the tin can drags us at incredible speeds. On land it is relegating the horse to the category of curious luxuries. On water - sad the saying of it - it is displacing the sailboat. Where once the surface of the changeful blue was flecked with white wings, where the shifting canvas crackled and boomed and the breeze harped its music on the taut sheets, now the eye sees only low-gliding hulls, the ear hears but the pop and splutter of the hurrying put-put boats. Something gracious and beautiful has vanished from the world. Loath indeed, should we believe that it will not return.[42]

Pleasure craft records were not kept separate from commercial lockages on the Rideau Canal until a new statistical system was put in place by 1910. Figures from 1910 to 1914 (See Appendix 1) reveal the rapid growth of motor boating on the Rideau Waterway every year. The Smiths Falls *Rideau Record* in 1911 observed Rideau Lake "being stirred by numerous motor boats, some small, some large" and "by skiff or canoe, or steamer or motor boat escape may be made to the water and it is well that the number of those who find it possible thus to escape is rapidly growing".[43]

In 1913 Captain Noonan of the Rideau Lakes Navigation Company reported tourist traffic on the Rideau Canal "being heavier this year than it has been for years".[44] Motorized skiffs, 'runabouts',

launches and yachts were becoming safer, sleeker, faster and more durable. A cottager on Big Rideau Lake had the following to say about the motor boat phenomena in 1913:

> All day long and sometimes part of the night the sound of the noisy little launches is everywhere, but they are in high favour, noise and all, or perhaps it ought to be said in spite of the noise. They are the product of the last ten or fifteen years, but now seem almost indispensable. They are on the Rideau in all shapes and sizes and go careening through the water from four miles an hour up to twenty. They have all kinds of original names such as *We Two*, *No Hurry*, *Ronomore* and are really one of the best modern inventions when they are run with the exhaust under water. Besides these, the lake is alive with row boats in which carefree men and women pursue the fish or drift aimlessly about killing time and getting pleasure doing it.[45]

The rise of the motor boat, combined with the growth of railway lines in the Rideau region, slowly undermined the viability of the large passenger steamer which had been so popular prior to the turn of the century. Just prior to the First World War, the main line of the Canadian Northern Ontario Railway between Toronto and Ottawa became the first railway to run somewhat parallel to the Rideau Canal system with stations at Chaffey's Locks, Portland and Smiths Falls. A Kingston paper had warned in 1907 that the unprecedented travel on railways would threaten the steamship service in the region. The *British Whig* reported that "people were doing well and living well" in urban areas and that there was "an element of rush" in the vacations of these people. Since they were restricted in the time they had for outings, "trying to travel from point to point as fast as they can",[46]

the steamer was in trouble as a future carrier of tourists.

> The steamboat, palatial and clean has been a powerful attraction heretofore. The day is coming when the observation car, drawn by the noiseless and smokeless engine, and driven by electric energy will capture the peoples attention and secure their patronage.[47]

The pre war arrival of the C.N.O.R. railway and the post war explosion of the automobile, sealed the fate for the Rideau steamer fleet. Most post war service was reduced to small scale steamers or gas yachts with routes limited to the interior lakes. The Smiths Falls *Rideau Record* also pointed out the motor boat, as well as the car, as the most serious cause of revenue losses in steamboats and resort hotels.[48]

In spite of a depression felt in Ontario in 1913 as a result of western crop failure, the recreational boom continued on the Rideau into 1914. Perhaps reflecting the new activity associated with railway access to Chaffey's Lock, Portland and Smiths Falls, the *Rideau Record* commented:

> Money may be "tight" but there does not seem to be any lack of it for purpose of pleasure. The tourist traffic never was heavier through Smiths Falls and it is doubtful Rideau Lake ever had so many people along its shore or staying at hotels.[49]

The First World War created a significant interruption in Ontario's first recreational boom. Lockage statistics reveal that the full impact of the war was not felt until 1916. (see Appendix 1) That year an article in a local newspaper, the Perth *Expositor* noted:

> Traffic on the Rideau Canal this season is the lightest on record. Only the *Ottawan* once a week and an occasional launch goes up and down. The head lock-keeper believes that the absence of big pleasure crafts from Ottawa, Montreal and other cities on the Rideau this season is because most of the young fellows of wealthy families have gone to the front.[50]

The "suddenness of the transition" from bustling recreational activity to burdened war effort was felt in all resort areas of Ontario as noted by R.I. Wolfe.[51] Finally in 1919, the Perth *Expositor* was able to report that "not for years has there been so much doing on Rideau Lake".[52] A second recreational boom in Ontario would get under way in the 1920s but there were major alterations in the pattern of pleasure boating.

The palatial steamer in the Rideau Canal was basically gone by 1918. The automobile and its attendant network of roads increased the accessibility to resort and cottage areas, reducing the need for using the Rideau Canal for access in the 1920s. Some small scale boat builders had been replaced by mass production boat building firms who established the runabout as a standard boat in all waters. The increased size of power plants saw the rise of the cabin cruiser while the small and efficient outboard engine was beginning to make double-ended skiff designs obsolete. The increased fascination with the automobile stole some of the attention from motor boats, but mass produced engines and boats brought the price down and enabled more people in lower classes to afford recreational boating. There was every likelihood that more recreational boating was done after the war than before, although Rideau Canal statistics reflected a serious

down-turn in lockages. The canal was just as essential as before, except that the car gave access to cottages and boat access ramps where boats could be put-in, stored, or put-out without ever using a Rideau Canal lock. Especially in the lakes area, locks could be as much a barrier as a linkage. The faster boats became, the slower the canal locks seemed to facilitate their passage. Recreational boating remained a significant seasonal focus on the Rideau Canal between the war and the depression. It was now more intensely private than public, yet maintaining the balance between local and tourist use.

An editorial appeared in the Perth *Courier* in 1927 which clearly revealed the transition of the Rideau from commercial to recreational waterway but warned of the need for promotion to keep the system viable:

> Although the days of its greatest glory have passed and will never return, the Rideau still finds favor as a tourist resort with a growing number of those who appreciate placidity and beauty. There are, indeed, far worse holidays than those to be obtained by a week or a fortnight spent in leisurely progress by motor boat or by other means, along the course of this waterway. There are parts of it abounding in all of the rugged scenery which faced Lt. Colonel By and his Sappers and Miners when they first undertook the construction of the locks and dams to regulate its levels and there are other parts of it which have been converted into attractive summer resorts with all the necessary appurtenances. The Government might very well undertake the popularization of the chain of lakes and rivers forming the canal in order that some return may be made upon the annual expense necessary for its maintenance and repair.[53]

Recreational boating added new life to an old military and commercial canal. As will be seen, there were many limitations as well

as attractions to pleasure boating on the Rideau Canal.

The Rideau Canal - Attractions and Limitations for Recreational Boating

The obvious attractions of the Rideau Canal for the contemporary recreational boat user between 1890 and 1930 were numerous. From narrow man-made channels, to broad island studded lakes to sheltered rivers, there was something for everybody. Large areas of forested land and a variety of wetlands attracted the hunter. In the drowned lands of the Cataraqui River the bass fishing was world renowned. Deep sections of Big Rideau Lake hosted schools of large lake trout while the Long Reach of the Rideau River was the habitat of the muskellunge. Islands, peninsulas and lock stations became favoured sites for day use boaters, campers and cottages.

The canoe and skiff could easily traverse sheltered channels while large inland lakes offered wide expanses of water for sailing and motorboating. Early resorts offered guides and accommodations, while villages and towns along the system provided a wide range of services. There were areas of accessibility and isolation and places for public or private recreation. However, the Rideau Canal never evoked the same broad consciousness of being a summer playground as did other resort areas like the Adirondacks, Laurentians, Thousand Islands, Muskokas or Algonquin Park

It is ironic that much of the lack of attention given the Rideau Canal, compared to other resort areas, is a continuing phenomenon at present. Certainly the Rideau Waterway experienced the recreational

booms both before and after the First World War, but not to the extent of the neighbouring Thousand Islands. The Rideau Waterway celebrated in the recreational awareness at the turn of the century but did not succumb to commercialization or exploitation. This was partially a result of the relative isolation of the Rideau vis à vis other transportation systems and urban centres, as well as specific limitations in the navigability of the canal before 1930.

In early descriptions of the Rideau Waterway there was a dichotomy between the comments praising the beautiful scenery of the route and those lamenting the failed commercial potential of the system. Three articles published in the Smiths Falls *Rideau Record* in 1892 reflect the varied perceptions of the Rideau Canal. A writer who had experienced the old passenger steamers on the Rideau Canal in the 1850s which "had once been numerous and crowded with people intent on business and pleasure" complained that only one regular passenger steamer was cruising the entire route.

> The hotels and stores have vanished from its shores. The wharves have fallen into a state of decay, and, in most cases, have utterly disappeared.[54]

Written before the general development of Rideau Canal excursion boats in 1893 and 1894, the tone nevertheless contrasted with another observer in the same year.

> Rideau Lake is thronged with visitors just now, and from the Ferry to the Upper Lake the shores and islands are dotted all the way with tents and cottages. At the Ferry, the Hotel de Coutts is full to the roof and then not nearly

> all who apply can be accommodated. Garret's Rest at German Park is crowded and campers are everywhere. The fishing is excellent and all are loud in their praise of the Rideau.[55]

The first article may have reflected a nostalgia for the past and the second could be an expression of the booster-minded editor of the local newspaper, whereas a third article reflected a very common notion that the Rideau was being ignored.

> A tourist writing to the Ottawa *Journal* from Portland says that although the Rideau Lake has been visited by a large number of camping parties this summer they are really nearly all from the United States. One would imagine that scenery surpassing in loveliness and variety the famed Thousand Islands, water that teem with bass and trout, pastoral and woodland scenes which invite the brush of the artist, and facilities for travel which place it within half a day's journey of the capital and of Kingston would attract an ever increasing throng from those cities but beyond the few who have purchased islands and erected summer residences, the peerless lake is too little visited by our own people. If Rideau Lake was situated in any part of Europe, no doubt the wealthy families of our own land would feel that life was not worth living if they could not sail on its waters, camp on its islands and admire its wonderful scenery; but as it lies at their very doors and could be reached from many points at trifling expense and in less than half a day they are willing to take Dr. J.G. Holland's word for it, that for beauty of natural scenery the Rideau Lake stands unrivalled on this continent and go abroad to spend their leisure time and their spare money in foreign lands.[56]

A frequent theme expressed in the contemporary discussions of the Rideau was the potential for recreational development and the lack of it thus far. In 1906 an article in *The Canadian Magazine* described the three attractive features of the Rideau Lakes as being its picturesque scenery, its good bass fishing and several engineering triumphs. But the magazine tempered its perception by saying that in spite of being one of the most interesting spots in the country, it "has few

visitors from the United States and Canadians seem to overlook it".[57]

After making a journey to the Rideau Lakes in 1905, N.J. Anglely and party from New York suggested that "before long the Rideau will claim its full quota of summer guests, while the lover of solitude and primeval surroundings will be forced back into new, and at present, unknown resorts". Angley also commented that "up to the last few years but little was known by the outside world of the Rideau Lakes, of which until recently, there was no map published".[58]

In "Leaves From an Angler's Diary", J.A. Moriarty described Newboro Lake as "a beauty spot not already spoiled by the commercialism of the majority of summer resorts and fishing grounds".[59] What may have been an attractive and pleasant surprise for Moriarty was considered a lack of recognition by other observers. The Ottawa *Citizen* editorialized in 1911 that lack of facilities, poor promotion and weak railway and government support limited the Rideau Canal.

> There is no more picturesque water route in the Dominion of Canada than from Ottawa to Kingston through the chain of Rideau Lakes, but hitherto it has not attracted the attention it deserves owing to lack of transportation facilities and establishment of suitable summer resorts.[60]

In 1909 the Ottawa *Journal* decried the lack of advertising and publicity for the Rideau Canal. "If they only knew", wrote the editor, "If the great natural beauty of the Rideau Lakes was properly made known it would attract thousands who are devotees of the rods".[61]

The author of the article "A Rideau District", in the Toronto *Canadian Courier*, claimed that the Rideau Canal was "almost as local as the Newmarket Canal" and that it gave to adjacent town folk "a comparative solitude [in] one of the most beautiful and most historic spots in Ontario". Pointing out that the Grand Trunk Railway and Canadian Pacific Railway which crossed the system were insufficient promotional vehicles, the writer commented that the absence of a parallel line along the waterway by 1911 was a significant deterrent to publicity.

> People in Ontario have overlooked the Rideau Lakes region. Here is one of the finest stretches of land and water scenery in Ontario, close to the larger centres of population and yet less famous or popular than Muskoka, Lake of Bays or Temagami. The explanation is simple. No tourist region in Canada ever gets much advertising outside that which originates at the Railway Offices. Show me a region that is served by no Railway and I will show you a region whose fame is merely local.[62]

It would appear that local sources (as especially expressed in the previous chapter) were most impressed with the recreational development of the Rideau Waterway before the First World War. Their limited frame of reference recognized the recreational boom and observed local citizens as well as tourists partaking in pleasure boating. However, sources beyond the Rideau Corridor perceived the limited horizon of the Rideau when compared to other resort areas. It seems the local sources were unable to determine the relative weakness of tourist visitation whereas the external sources were unable to perceive the extent to which the local residential population

contributed to the rise of recreational boating. On balance there was indeed a boom in recreational boating on the Rideau Waterway but not to the extent experienced in the Thousand Islands and the Muskokas. In spite of the lock stations, the Rideau Canal remained somewhat apart and distant, attracting a limited number of recreational enthusiasts and never emerging as a Mecca for summer tourists.

The urban centres of Ottawa and Kingston at either ends of the Rideau contributed to the level of local recreational boating on the system, but geographical patterns prevented any concentrated use of the canal. Kingston was separated from the first locks of the canal by a weedy, shallow, tortuous path and then a passage of four locks at Kingston Mills. The attractive lakes district was still a distance away. However, there were no physical barriers for Kingston boaters seeking access to the famed Thousand Islands or the sheltered Bay of Quinte. Even Kingston harbour and the lees of Wolfe and Amherst Islands were excellent locations for recreational boating, fishing and camping. The spatial recreational focus for Kingstonians was wide and diverse, with the Rideau Canal being one of many options.

Ottawa was more closely associated with the Rideau because the canal penetrated into the centre of the city, and early railway lines from the city provided access to Smiths Falls near the lakes section. The Ottawa flight locks separated the Ottawa River and Rideau Canal boating clubs, but the canal section offered a pleasant water course

from downtown to Dow's Lake. With the coming of the motor boat, the canal cut became more confined as traffic, speed limits, accessibility and length of course limited, rather than abetted the characteristics of the motor boat. The lock stations at Hartwells, Hogs Back, Black Rapids and Long Island, although very picturesque, acted as additional barriers to boaters intent on getting to the Long Reach area of the Rideau River which was free of encumbrance. A heavy lockage schedule faced recreational boaters using the canal to get to the Rideau Lakes. The section of the canal in Ottawa offered excellent day use facilities but citizens from Kingston or Ottawa were limited in their ability to reach the attractive inland lakes portion of the waterway for day use activities.

On all four points of the compass, other recreational areas near Ottawa competed with the Rideau Canal for attention. The Ottawa River, Gatineau Hills, Laurentian Mountains, and the many tributaries of the Ottawa Valley were attractive sources of water for the recreational boater. In 1899, the Ottawa *Journal* listed a number of summer places close to Ottawa where "almost every family summering in the village owns either a canoe, a small boat or in some instances a yacht". They included Britannia on the Bay, Rockcliffe, Lake Deschenes, Hogs Back, Gatineau Point, the Cascades, Kingsmere, Chelsea and Besserers.[63] In an article "Where Ottawans are spending summer months" in July of 1911, ten locations were mentioned, not one of which was on the Rideau Canal.[64] A wide choice of locations for recreational boating

balanced Ottawa's use of the Rideau Waterway, probably preventing some areas like Big Rideau Lake from being over-populated and exploited. Even in the interior, resort areas like Otty and Christie Lakes near Perth, and Otter and Bass Lakes near Smiths Falls, drew potential vacationers and boaters away from the Rideau.[65] More southern and western reaches of the canal received stiff competition from fishing and boating interests on Wolfe and Sand Lakes near Westport, Devil and Loughborough Lakes west of the drowned lands, as well as Charleston Lake and the Beverly Lakes to the east.[66] Unlike the heavily populated area at the western end of Lake Ontario which tended to utilize the recreational hinterland north to Lake Simcoe, Georgian Bay, the Muskokas and the Kawarthas, the cities of Ottawa and Kingston and places in between were able to choose from among many alternatives for recreational boating.

The level of recreational development in these competing resort areas was greater than along the Rideau, although figures are hard to obtain. In the Muskoka Lakes, lakeshore hotels grew from 13 in 1866 to 50 in 1915. An estimated 300 cottages in 1900 doubled to 600 by 1915.[67] The Adirondacks in New York State offered 500 hotel or camp locations with a capacity for 62,000 persons in 1900.[68] In 1907, it was estimated that the 'Highlands of Ontario' including Algonquin Park, which ten years earlier had attracted 6,000 - 7,000 people, was attracting 30,000 people yearly from Toronto and Montreal.[69] At one point in August of 1910, the Thousand Island Park alone had an estimated

population of ten thousand people.[70] In 1910 only twelve hotels or boarding houses were listed on the Rideau in "Rest and Sport among the Rideau Lakes". The Rideau Ferry regatta in 1909 attracted 2,500 spectators and thirty new cottages were reported being built near Newboro in 1914. There were an estimated 250 cottages located between Smiths Falls and Portland in 1916. These were impressive figures for the Rideau Waterway but they paled in comparison to other resort areas in Ontario.[71]

The promotion of resort areas in Ontario between 1890 and 1930 relied on railways and navigation companies, hotel and resort advertising, and later, from regional, provincial or federal governments. In all areas of promotion, except for Navigation Companies, advertising for outdoor recreation on the Rideau Waterway was weak, if not ineffective.

The contemporary railroad system was instrumental in opening Ontario resort areas for boaters. It was in their interest to promote the lakes systems they gave access to. The following railways touched base with the Rideau Canal but few found time to promote it. The Bytown and Prescott Railway (later the St. Lawrence and Ottawa Grand Junction Railroad Co.) was the first line to cross the Rideau Canal in 1854 following a route that generally paralleled the east side of the Rideau River from Kemptville via Osgoode to Ottawa. The Grand Trunk Railway crossed Kingston Mills in 1856 and a small line of the Brockville and Ottawa Railway was built between Perth and Smiths Falls

in 1859. The Brockville and Ottawa Railway made its connection to Ottawa at Carleton Place via the Canada Central Railway in 1870. In 1884 the former Perth Branch of the Brockville and Ottawa Railway became linked up with the completion of the Ontario and Quebec Railway which in turn was leased out as the Ontario main line of the Canadian Pacific Railway between Montreal and Toronto. The Brockville and Westport Railway opened its line to Westport via Athens, Delta, Forfar, Crosby and Newboro in 1884. The Canadian Northern Railway opened up a main line between Toronto and Ottawa via Chaffey's Locks, Portland and Smiths Falls in 1913. Smiths Falls emerged as a hub for local railways. By 1923, the Canadian National Railway was in control of the C.N.O.R., G.T.R. and Brockville and Westport Railways and affiliates of the Canadian Pacific Railway were the Ontario and Quebec, Brockville and Ottawa and St. Lawrence and Ottawa Railways.[72]

The Brockville and Westport Railway had the greatest potential to promote the Rideau Waterway as its route traversed through the heart of the Rideau Lakes. It was incorporated in 1871 and was changed to the Brockville, Westport and Sault Ste Marie Railway in 1884, the year the first and only forty miles of track were built. A New York syndicate, associated with the New York Central Railroad bought up most of the outstanding bonds through the Knickerbocker Trust Company and then foreclosed. The new owners changed the name to the Brockville, Westport and Northwestern Railway. From 1903, when the

railway started to show good net earnings at $15,376 until 1908 when earnings had doubled to $33,376 it seemed profitable. However, the company defaulted in 1908 and was sold in a High Court sale to the Canadian Northern Railway in 1911.[73]

Between 1900 and 1904, the Brockville, Westport and Northwestern Railway produced "A guide to the picturesque Rideau, Beverly, Charleston, Newboro Lakes and Jones Falls". The railway advertised their brochure in magazines like *The Rod and Gun in Canada* and promised free maps of the lakes. The pamphlet was directed toward an American audience and reflected its connections with the New York Central Lines.[74] Mrs. Anna Falding of Boston, who opened a resort hotel "The Portland" on Big Rideau Lake in 1910, suggested that New Yorkers could get to her lodge by taking "the New York Central train to Morristown, then on the St. Lawrence by Ferry to Brockville, from there the Brockville and Westport to Crosby where a team will meet you for a four mile drive to 'The Portland'".[75] However, the railway was limited by its short route and frequent financial problems.

The Grand Trunk Railway virtually ignored the Rideau Lakes, concentrating on connections with other resort areas. At an exhibition in Toronto in 1908, a display showed the Rideau Lakes and other regions as a place "to get back to nature and enjoy the seclusion and peace of the backwoods".[76] However, the G.T.R. and the Canadian Pacific Railway were much more interested in promoting major vacation areas and new sites for outdoor recreation in the wilderness.

Throughout *Rod and Gun in Canada*, there were no descriptions of the Rideau Lakes in G.T.R. or C.P.R. advertisements; and this in spite of a major C.P.R. officials' private club at Angler's Inn on Big Rideau Lake from 1893 to at least 1901. Both railway systems treated their contacts with the Rideau Canal as fleeting. In the eyes of most railway promoters, the Rideau was either not competitive or not adventurous enough.[77] This did not stop the Kingston and Pembroke line, which ran a northerly course a number of miles west of the Rideau, from advertising the Rideau Lakes as a first class fish and game areas.[78]

The arrival of the Canadian Northern Railway (or Canadian Northern Ontario Railway) was greatly anticipated. A map of the route was printed by the railway in 1907 (see illustration 1), but on account of several delays after 1909 was not completed until 1913. The railway had a considerable impact at Chaffey's Lock and Portland. A letter in the Superintendent’s Letterbooks commented in 1915:

> Previous to the construction of the railway all land in this vicinity merely carried a value of farming land, but with the construction of the railway, which brings tourists right into the heart of the lake district, the valuation of this same land must now be considered from the viewpoint that it is desirable for the purpose of erecting summer residences theron.[79]

Before the Canadian Northern Railway opened their Toronto to Ottawa line, there was considerable speculation that they wished to acquire the assets of the Rideau Lakes Navigation Company "for a

general scheme of improving the Rideau Lakes as a popular summer resort". It was believed that the railway wanted to manipulate the steamer service around their schedules and establish an hotel on the system. The Navigation Company was never sold and the C.N.R. never set forth their plan to invigorate the Rideau resort area. Although the railway made an early impact, the First World War and the rise of the automobile dulled the influence of the C.N.R. and halted canal length steamer service. Some attempt by the C.N.R. to encourage recreational boating was made when ticket agent J.J. Gardiner at Smiths Falls entertained some other ticket and express agents on an outing on Rideau Lake in 1916.[80] By 1917, however, the Canadian Northern Railway was being bailed out financially and became a part of the amalgamation creating the Canadian National Railway. Expensive construction in western Canada, combined with the war, and an over-built Ontario-Quebec railway corridor, created great difficulty for the C.P.R. and C.N.R. in handling their national and local lines. The Rideau Canal did appear in a Canadian National Railways publication "Canoe Trips and Nature Photography" in 1928 as "Ontario Canoe Trip number nine".[81]

The Rideau Lakes Navigation Company which operated the *Rideau King* and *Rideau Queen* offered the most extensive promotional material. The company arranged to have representation in the pamphlet "Snapshots on the Ottawa and Rideau Lakes" which was printed for the Ottawa River Navigation Co. in 1901.[82] By 1910 the R.L.N.C. was publishing their

own yearly pamphlet "Rest and Sport among the Rideau Lakes" which continued until 1914.[83] The Kingston *British Whig* commented in 1911 that the Navigation Company had published a nicely illustrated pamphlet but the operation was too small for major American and Canadian distribution and advertising campaigns.[84] The Company attempted to link themselves not with a Canadian railway, but an American connection with the New York Central Railway through Clayton, on the St. Lawrence. (see illustration 3) Coupons were attached to tickets on the New York line, promoting the steamer access to the Rideau. Captain Noonan of the *Rideau Queen* expressed pleasure with the connection in 1900 when he claimed that "a number of American tourists, sent by the New York Central, have been passengers on the *Queen* during the past few weeks".[85]

In raising the profile of the Rideau Waterway, the *Rideau Queen* made her first trip on the canal during the 1912 season with Cabinet Ministers, Senators and Members of Parliament on board. Included were Hon. Frank Cochrane, Minister of Railways and Canals; Sir William Mackenzie of the Canadian Northern Railway; W.T. White, Minister of Finance, Senator P.J. Matheson of Perth and A. T. Phillips, Superintendent of the Rideau Canal. It was reported that the "scenic route had amazed them" and while meeting at the Hotel Rideau in Smiths Falls, Frank Cochrane announced that the Rideau Canal should be developed "for the pleasure of the Canadian people and tourists".[86]

Hotels and resorts along the Rideau generally were lax in promoting their facilities and instead relied primarily on word of mouth and modest reports in local newspapers before 1930. Mrs. Anna Falding produced a brochure on her lodge, "The Portland" in 1910; an article was written for the Garrett's Rest in the Smiths Falls *Rideau Record* in 1897 and the Opinicon Hotel started an advertising campaign in 1930.[87]

Promotion of the waterway was also undertaken by municipalities such as the Leeds and Grenville Counties Council which published a booklet for tourists in 1925. Local associations indirectly promoted the waterway by working to maintain its special features. The Ottawa and Smiths Falls Board of Trades, motor boat associations in Ottawa, Smiths Falls and Rideau Ferry, Angler's Associations, Canoe Clubs, Game Protection Societies, Guide's Associations and the Big Rideau Lake Protective and Aquatic Association worked at keeping the Rideau Waterway safe, clean and attractive for fishing, hunting and pleasure boating.[88]

The Rideau Waterway was also mentioned in two general guides published privately. There was a short discussion on the Ottawa River Navigation Co. and Rideau Lakes Navigation Company in the "Canadian Summer Resort Guide" published and edited in 1900 by Frederick Smily of Toronto. An undated brochure, "This Summer Come to Ontario, The Lakeland Playground" described the Perth-Kingston corridor as "affording the motor boater and fishermen opportunity of his favourite

sport".[89]

There were two important local publications, printed and distributed privately. Doctor Elmer Lake of Kingston personally published three editions (1907, 1911, 1920) of his "Dr. Lake's Chart of the Rideau Lakes Route Between Kingston and Ottawa" for "Launch Owners, Canoeists and Tourists" which in 1920 had expanded to sixty-eight pages. The booklet included a roughly drawn chart of the Rideau Canal channel identifying markers, buoys, landmarks, islands, bays, shoals and towns. It also prepared detailed sailing directions and information on camp sites, supply depots and lodgings.[90] It filled an important gap in navigable charts between 1890 and 1930. In 1921, Henri Melancon produced a chart for local sale. (see illustration 2) He issued his maps privately in the 1920s although he was a civil servant with the Hydrographic Survey Branch of the Department of Naval Services in Ottawa.[91] The Lake and Melancon efforts represented action on the part of local interests concerned about the safe enjoyment of the Rideau Canal.

The authorities responsible for operating the Rideau did very little to promote the canal and seemed to take a very narrow view of their responsibilities to service the public. In 1872 the Department of Public Works anticipated increased recreational use of the waterway and recommended a compilation of a map based on a sound survey.[92] The earliest public map showing the channel was produced in 1905 when Superintending Engineer of the Rideau Canal Arthur T. Phillips ordered

150 black and white photographic prints of a departmental sketch map of the canal to be printed up for distribution at one dollar a print to people seeking navigational information.[93] The supplies did not last, and by the 1920s, Phillips could only refer individuals to the private charts of Lake and Melancon. In the 1920s Phillips replied to written inquiries about the canal, explaining that no maps were available through his office for distribution or sale and he belittled the private maps as "too small a scale to be used for navigation".[94] Phillips denied the presence of any descriptive literature on let passes and Sunday lockages in 1929. When the editor for the Tourist Information Bureau of Canada approached Phillips for detailed information, Phillips provided only basic information on towns and villages, hotels and railways but he suggested the bureau send a representative to check things out for himself.[95]

As Superintending Engineer of the Canal between 1896 and 1934, A.T. Phillips was not unaware of the recreational boom in pleasure boating. He took annual trips on the canal himself and received free tickets to Ottawa Power Boat Association banquets and dealt on a daily basis with problems rising from recreational boating. However, it is clear that he did not perceive his role to be promoter of recreational boating on the canal. It was his public duty as an administrator and engineer to see that the canal was efficiently operated and maintained. The extent of the canal's public relations was to inform the public of regulations and safety precautions.[96] The concept of generating increased use of canal facilities was considered beyond the

mandate of the canal's administration before 1930.

If the Rideau Canal had ever been expected to compete with the Thousand Islands as a pleasure boating paradise, it would have needed better publicity. An article in the Westport *Mirror* in 1909 claimed that the term canal was associated with slow and monotonous travel.[97] The word canal still meant commercial arteries used by barges and work boats. The term hid the significance of the interior Rideau Lakes as an attractive summer resort area. Contemporary perception was also affected by the absence of reliable charts and the difficulty of reading channel markings. H.J. Angley of New York perceived the channel markings as an attempt to camouflage the route for an impending invader. He seriously felt that the bushes and landmarks used in 1905 were related to the defence orientation of the original canal. He claimed that he "established a precedent for Canadian pleasure seekers by making the journey through the winding lakes and rivers without a guide, a feat those experienced with the channel said could not be accomplished".[98]

Angley described his experience navigating the drowned lands created when the canal was being built.

> Back a short distance from Kingston a wide expanse of water extends to each side of the main channel, where the land has been flooded for the canal. Throughout this artificial lake are hundreds of stumps, as firm and hard as when submerged thirty years ago. The channel is marked by bushes, and as there are many little trees and shrubs, it is hard to tell which way to go.[99]

In a number of locations on the Rideau Canal, encroaching wetlands, narrow channels and tricky drowned lands, shallow waters and poor navigation markers were of concern to recreational boaters. In 1905 W.E. Playfair described a portion of the drowned lands below Lower Brewer's Lock Station as a "River of Sticks - twelve miles or so of burned land, filled with stumps or brush, a veritable purgatory to the paddler".[100] Mark McElhinney of the Ottawa Motor Boat Club called Lake Opinicon "a dreary waste beset with stumps"[101] in 1909 while David S. Johnston described the wetlands beyond Poonamalie as entering "an expanse of water hundreds of acres in extent, thick with stumps, through which no outlet appears".[102] A journalist in Smiths Falls could only comment in 1921 that "the purely canal section is positively ugly in spots, because of the existence of stumps preserved from decay by water".[103]

Early problems with channel marking could not be fully blamed on Rideau Canal authorities since they shared the duty of marking the system with the Department of Marine. However, problems with the channel continued. Arthur Phillips admitted in 1921 that the canal had a shallow draught and that "there are many logs, stumps and roots etc., that drift into the channel" but in 1926 he blamed unusual weed growth along the system on the absence of large passenger and freight steamers which used to tear up the weed beds.[104] Phillips dealt with complaints over obstructions along the channel blockage between Kingston Mills and the City of Kingston by stating in 1928 that it was

an arm of Lake Ontario and not a part of his jurisdiction.[105] The navigable limitations of the Rideau Waterway in certain sections did not help promotion and public relations. Rideau Canal authorities did little to bolster the reputation of the canal to the recreational community. In the 1920s when lockages were on the decrease, there were no new charts published by the canal to reduce the risk of piloting a large cruiser on the system and no means by which to communicate improvements in markings and dredging. Evidently it was the business of the Rideau Canal to operate the waterway, not make people aware of it.

It is important to place recreational boating on the Rideau Waterway in some form of context with patterns in neighbouring resort areas. The Rideau system had many obvious attractions but the limitations were real concerns for contemporary pleasure boaters. If the origin of the word "Rideau" meant either "veil" or "curtain" it would be an apt description of the way the Rideau was sometimes perceived. Especially for boaters visiting the system, a curtain of lock stations and difficult channels stood between the Kingston and Ottawa entrances, hiding the inner secrets of the chain of Rideau Lakes. Scant public or private promotion did little to pull away the veil and reveal the particular attractions to those unaware. In the highways of recreational boating between 1890 and 1930, the Rideau was neither a thruway nor a bypass, but a solid regional artery opening many possibilities for boating for those that knew.

Women and Recreational Boating

The 'woman's sphere' had an ambivalent relationship in the development of water-based recreational activity. The juxtaposition between the city and the country was more often related to male tensions within an urban setting and their physical and spiritual release in lake-bound forest. In the bias of contemporary writing, it was more often the men escaping the confines of a business life to return to a more manly existence in the wild. Hunting, fishing or taking charge of recreational craft were usually the domain of the male. As in the words of Robert Page Lincoln:

> It is really inspiring to see men of means cramped of brain and muscle take to the woods after the old manly system and push things on their hook, building good fires and eating hearty meals along with seasoned woodsmen. A man who does this has a vocation worth looking back upon when the winter days come.[106]

The participation by women in recreational activity such as boating, camping and cottaging was frequently a conflicting experience. Women had to choose whether to act 'natural' or let 'loose' on a holiday or outing, or maintain the standards of period deportment and conventional behaviour. Early recreational boating as a public experience changed with the coming of the motor boat into a private experience, increasing the range of recreational activities for women. While the early motor boat may have been unstable and unreliable, it nonetheless became an indispensable tool in cottage and lake country. In the democratization of recreational boating, women needed to know how to operate boats and also had a desire to use them,

although boating generally remained male-dominated.

In the contemporary literature, women seldom figured in descriptions of canoeing, fishing or motor boating, except for their presence in boats as passengers en route to cottages or special events. Women were frequent participants in steamboat excursions and special outings or picnics but those occasions were more often associated with public holidays than with the regular use of recreational boats. While excursions represented special events during the summer, the rise of the cottaging movement was in part, a process to bring the city home into the venue of lake and forest. Conditions in the cottage were standardized to the expectations of home, even in a rustic and wilder habitat. Although there is little written evidence, boats and cottages could mean different things to different sexes. Even in the case of the simple outing or picnic, it was reported in 1893 that "all but the mother usually have a good time at a picnic and she is so tired getting ready and the watching of the children that they do not break their necks nor tear their clothes that she is nervously worn out when the day is over".[107]

In Glenn Lockwood's social history of Montague Township which bordered on the Rideau River, he characterized women's activities in outings in the 1890s:

> The young girls might be allowed to compete with one another in a few races and some women might even fish; however, for the most part they were merely spectators watching their husbands, sons and brothers take active part in sports.[108]

It was usually men who were pictured going camping or to cottages to fish, use boats and to 'get away'. If women, wives or mothers were participating, it was more than likely that they were left with the same chores of housework, cooking or childcare. This, of course, was not always the case, but work had to be done around tent or cabin, and without conveniences, cooking and cleaning could become onerous tasks.

For many years, cottages meant outhouses, poor lighting, bug infestation as well as old wood-burning cast-iron stoves which required blacking and polishing. In recalling the work habits of the cottage country, Ruth H. McCuaig wrote: "laundry was perhaps the most boring chore when long skirts and shirt waists or middies were the fashion for women, and men wore collared shirts and heavy trousers".[109] The long skirts flowed well upon the swabbed decks of the excursion steamer but the wet bilges, residue fish slime and inopportune spray of water in wooden boats was not conducive to conspicuous dress. The early steam yacht and motor boat also presented some problems to women who were concerned, or at least forced to be concerned about deportment and propriety. The thick black smoke, coal dust and ash of the steam yacht could be just as uncomfortable for a women in laces and flowing dress as (with apologies to Robertson Davies) "a small, sporting, snorting, coughing, roaring, farting,"[110] motor boat.

In a by-line entitled "Some Local Observations" in the Smiths Falls *Record News*, it was noted in 1921 that:

> one wonders whether women really like camp life and if all their professed enthusiasm for it is not so much camouflage. In the case of the large majority of the occupants of these cottages and tents, they have far more comfortable quarters at home...It may be a bold assertion to make, but it is here made in all sincerity, that the number of women going camping would be very, very small were it not fashionable to do so and were it not for the fact that camping is to their husbands and sons and younger daughters a source of pure delight. To married women and the older daughters, who live in constant dread of snakes and poison-ivy and other evils real or imaginary, of outdoor life, camping is martyrdom.[111]

The late Victorian and Edwardian perception of the 'woman's sphere' did not leave much leeway for the ordinary woman to enjoy the pleasures of boating, camping or day excursions. There was a level of surprise in contemporary newspaper reporting when women appeared to challenge conventionality. In 1895, a local paper took notice of a party of sixteen young ladies in the N.A.T. club camping above Rideau Ferry[112]; in 1900, a Kingston paper described three ladies on a fishing cruise on Rideau Lake bringing back thirty-two fine bass[113]; and in 1921 four 'athletic' women who were 'their own house-keepers' paddled the Rideau Canal from Ottawa to Kingston[114]. It was almost unthinkable for four women to canoe alone without male guidance or protection in that era. In 1916, Superintending Engineer of the Rideau Canal, Arthur T. Phillips, responded to an inquiry by two American women canoeing the Rideau System in a condescending and paternalistic manner. He described the canal as "a chain of large and small lakes with high hills on either side" and "wild country" in between with "stopping places some distance apart". He suggested with the "intricate

channel" that "someone" should be there "to take care of you should you get into difficulties".[115] One could understand Phillips' concern for any canoe party on their own, but he deliberately over-stated the degree of difficulty because they were women.

As Gwyneth Hoyle stated in her article "Women of Determination: Northern Journeys by Women Before 1940":

> Women were not encouraged to think of themselves as physically strong, but rather as gentle creatures who needed the stalwart male to support them. Even their long skirted fashion fostered this notion.[116]

The conspicuous refinement expected of women at home or at play clashed with the new ethic of a return to nature. If the middle class ideal of womanhood as the 'flower of civilization' was expected to be carried into the forest and stream, how were women to be expected to enjoy the rediscovery of life in a natural setting. As long as recreation maintained a public focus, women would be expected to dress in a manner reflecting social status. It is fitting that Flora MacDonald Denison, who knew the wilderness and owned the 'Bon Echo' summer hotel on Lake Mazinaw, would comment in 1913 that: "the economically free and self-supporting woman is the most hopeful earnest of a saner dress for women".[117]

A list of 'don'ts' in an 1892 article, "A Woman's Hints to Girls who go out of Town", reveals the extent to which women were socially restrained in recreational activities. Some of the 'Don'ts' included: "Don't adopt a summer vocabulary which you would think unfit for your

winter drawing room; Don't allow even a suspicion of rudeness or impropriety in your attitudes or positions; Freedom and grace in motion must not be confounded with anything unladylike or immodest; Moonlit sailing and rowing are delightful...[but]...There is a sanctifying and refining influence on such nights, and holier, purer thoughts and lofty purposes come to us we know not from where". Finally the author suggested that the pretty summer girl to men "is as essential a part of their outfit as a box of good Havana cigars..."[118]

What women did on boating excursions or on camp sites together was frequently governed by the standards of morally acceptable pastimes. One way for women to employ leisure time was centred around the "rage for nature-study",[119] as described by M. Maclean Helliwell in her column "Woman's Sphere" in a 1903 issue of *The Canadian Magazine*. In 1913 a group of twelve Smiths Falls women in a study club took a boat to Star Island at the Rocky Narrows and studied the island's flora and fauna, and its geological formation, while "incidentally enjoying the cool breezes of Rideau Lake".[120] At a garden party at the Ballynoyer cottage on Rideau Lake in 1917, members of the Imperial Order of the Daughters of the Empire arrived in motor car and motor boat to engage in discussions over tea and to dance on the green with good music.[121] In the summer of 1907, the Perth excursion boat *Arrah Wanna* ran a weekly afternoon excursion for ladies although the newspaper advertisement would have to appease the gentlemen that the

outing would be, "returning at a reasonable hour".[122] The conventional woman would be required to maintain a rather rigid profile while engaging in activities around recreational boats.

A new attitude associated with recreational activity conflicted with the conventional view of women. Outside the narrow confines of a society woman at work or play, was a new spirit of independence emerging from the back to nature movement. As recreational boating and camping began to be perceived as a private function of getting away from the busy confines of normal, urban life styles, women's choice of behaviour began to broaden. In 1900, a new perception of woman's freedom was described in an issue of the sporting magazine *Rod and Gun in Canada*:

> We women of today talk of our rights, and while our tongues wag, we are letting slip by us the very things we clamour for. In the woods of Canada, equality with our brothers and husbands awaits us, and a share in the sports that give health to body and mind. But how many of us avail ourselves of such privilege? Too few indeed. The seaside resort with its second-rate bands, euchre parties and boundless opportunities for the display of diamonds and dress, still reigns the supreme favourite of the gentler sex, proving more strongly than anyone else, that the day of emancipation has not yet dawned for women.[123]

The new activism of the summer girl, who was not "energetic, athletic and brimful of life" was described in 1908 in an article, "Play Days of the Modern Woman". The new woman would not be seen reading in a hammock or lounging under trees but "plunging gaily into the surf at the seaside or vigorously rowing a boat on an Adirondack

or Maine Lake; who is to be seen in the tennis court, the golf links, riding, fishing, hunting, dancing - but not sitting listlessly..."[124]

An article on the "new American woman" published in the Kingston *British Whig* suggested that women who went to the resort and lake regions owed their transformation to their workplace and the new democracy of urban living:

> They come from shops and stores and factories, from silk mills and linen mills; from behind counters and from office - by the thousands. They come from boarding schools and colleges, students and teachers - by the thousands; they come from city homes and mansions in teeming numbers and they enjoy, in their playtime periods from one week to the entire summer.[125]

With local residents engaging in pleasure boating on the Rideau as much as tourists, it is likely that some old traditions of recreational behaviour carried on while new perceptions from outside were mixed in. Public affair mixed with private relaxation. Between the extremes of the long, white dresses and parasols of ladies on an excursion and young girls paddling furiously in female events at the 1909 Rideau Ferry regatta, recreational boating offered a wider range of choices for women holidaying in the Rideau Corridor. The mere numbers of self propelled or motor powered boats made it likely that more women in the future would participate in recreational boating. In contrast to the public orientation of the old steamer excursion, the motor boats brought recreational activity into the private sphere. As cottaging emerged from resort traffic and camping, the new clearings at lakeside became homes, allowing individuals the freedom of

expression within a private setting. The outing became less a public affair and more a private activity. Women could choose how they acted, within the temperament of the family or friends. While the cottage life repeated many of the tasks (at much less convenience) experienced by women at the home, the outdoor life did have its challenges and changes. Women learned how to use boats out of interest or necessity.

Perceptions of women were changed by technological advances like the automobile and the motor boat. While the use of these vehicles may have been dominated by men in the early stages of design and evolution, the freedom of expression allowed by these changes altered social and domestic environments. As changes occurred at home with access to a car, so too there were changes with men and women using recreational boats. A poem in the July 21, 1909 edition of the Perth *Expositor* suggested that the change between house and cottage was negligible. There were changes in activities but similarities in roles.

At the Summer Cottage

Father's in the woodshed
Cleaning forty fish;
Mother's in the kitchen
Washing every dish;
Sister's upstairs making
Every bed we own;
The company is on the porch
With the Gramophone.

Father does the rowing,
Brother does the chores;
Mother does the baking
Sister sweeps the floors,

Everybody's working
Here at Idlenook,
Except the company and that
Sits down and reads a book.[126]

PART II: DEVELOPMENT OF RECREATIONAL BOATS

The kinds of recreational boats used on the Rideau Waterway fell into six main categories which were recognized in 1910 when the Rideau Canal first began keeping track of pleasure boat statistics, separate from commercial lockages. These categories included canoes, skiffs, sailboats, houseboats, steam yachts and motor boats. The following chapters look at the basic kinds of boats used in each category and the purposes for which they were used. In the case of canoes and skiffs, a particular model tended to dominate the shape, size and use of boats in those categories. On the other hand the internal combustion engine was adapted to some traditional boats and also encouraged the experimentation that created whole new designs of motor boats.

A chapter on rowing has been included because of the use of rowing shells and sculls in contemporary aquatic sports. A chapter on boatbuilding also identifies where recreational boats came from, whether built within or outside the Rideau Corridor.

The illustrations at the back of the text will help the reader identify recreational boats used on the Rideau and, in most cases, how they were used. The first appendix will show the number of these boats that were locked through yearly at Rideau Canal lock stations between 1910 and 1922, but the appendix will not reveal how often boats were actually used. Some kinds of boats will only receive scant attention

because they were either uncommon or too specialized to deal with in a satisfactory manner. These boats may include rowing craft like the flat-bottomed 'monitor', duck punt, 'muskrat boat', dory and simple rowboat and sailboats like the dinghy as well as motor boats like the sea flea. The cabin cruiser does not receive separate attention as it exists as an out-growth of the steam yacht, the houseboat and the motor boat while the outboard motor helped transform skiffs into the common square-backed crafts of today.

The Canoe

The canoe has traversed the Rideau and Cataraqui watersheds for hundreds of years. The canoe was perhaps the most significant contribution by North American native peoples to European exploration and commercial development in the New World. The simple yet streamlined design of the native canoe survived in the transition from birch bark to wooden canoe for recreational purposes. Indeed the open-decked canoe, whether made of birch bark, wood, aluminium, fibreglass or kevlar, is one of Canada's most enduring national symbols. The canoe has captured the imagination of contemporary Canadians because of its historic association with man and the landscape, through the Indian, fur trader and explorer and as a means of experiencing nature in a modern world.[127]

The contribution of the canoe to recreational boating is well documented in Canadian historiography. The writings of authors like Benidickson, Hodgins, Marsh, Franks, Manley, Moores, Mohr, Roberts and Shackleton throw light on the development of the recreational canoe, the manner by which it was paddled and the activities that centred around its use.[128] Between 1890 and 1930, the original birch bark canoe was a rare specimen and the recreational canoe had been refined to an open decked, smooth planked wooden hull or wood-canvas model. The experimentation with wooden canoe design in the Peterborough area in the mid-nineteenth century allowed the development of a light canoe made of cedar, basswood or butternut, that could be easily paddled or

portaged. The basic 'Peterborough' or 'Canadian' canoe was usually sixteen feet long, about twelve inches deep with a beam of thirty inches. On the Rideau Canal, the open decked 'Canadian' canoe would have dominated over the closed deck canoe which was most popular in nineteenth-century United States. Benidickson explains the difference:

> The closed canoe, often resembling a kayak and commonly known as the "Rob Roy" after John McGregor's famous mid-century vessel of this type, aroused enthusiastic interest in the United States and Britain. With modifications it was especially popular with canoe sailors. This model made some inroads into Canada, but here a distinctive tradition of design and use persisted alongside and eventually triumphed. The differences lay in the Canadian preference for an open two-man canoe which was better suited to fishing, camping and wilderness travel. In Canada the open canoe was also supported by the experience of history.[129]

The canoe as a recreational boat satisfied a diverse range of activities and sports. With a basic skill in balancing and paddling a canoe, the tourist, resident, cottager or camper could use canoes for fishing, hunting, camping, racing, tripping or pleasure in a day's outing or for periods of longer duration. J. Benidickson has determined that the reasons adduced by canoeing enthusiasts to explain their interest "could be related to aesthetic and spiritual beliefs, cultural and historical values or physical and therapeutic consequences". In the premiere issue of the magazine *Rod and Gun in Canada*, an article stated:

> Of all distinctively Canadian sports and pastimes, canoeing is perhaps, the most delightful, and at the same time lends itself most readily to, and affords the greatest opportunity of indulging a taste for other aquatic and

semi-aquatic sports such as fishing, shooting and camping.[130]

Canoeing as an aquatic sport had an early focus on the Rideau Canal, especially in Ottawa. Organized sport was an emerging phenomenon in the 1890s which was dependent upon the middle class businessmen and his allies in the professions, the universities, and the military, who commanded a new interest in athletic activity.[131] Organized canoeing centred around canoe clubs in Ottawa and Smiths Falls where citizens in the town or city could enjoy the shortened work day or Saturday half-holidays by participating in canoe racing and pleasure boating.

The Toronto Canoe Club had begun in 1880 with six members and six canoes, and twenty-eight years later, could boast a membership of 600. The year 1880 also marked the first Canoe Congress of American and Canadian canoeists at Lake George, New York, where the American Canoeing Association was founded.[132] Competitive canoe races and meets grew in popularity in spite of activities like tennis and bicycling which also took a share of the growing recreational market. Lou Marsh commented that in the 1890s the bicycle craze affected the canoeing, rowing and small boat classes, but by 1908 the magazine *Outdoor Canada* reminded its readers that "in Canada canoeing has been for many years the foremost aquatic sport".[133]

At places like Smiths Falls, Carleton Place and Ottawa, canoe clubs became remarkably popular for the pursuit of recreational boating as well as social centres for parties and dances. In 1902 the

Smiths Falls Canoe Club organized a promenade concert to raise funds for the erection of a clubhouse. The clubhouse was erected at the extreme western end of Lock Island at the detached lock. (See illustration 11) Canoe club dances and socials were held for members and the club was frequently decorated with pennants and incandescent lights for special occasions. The Frost and Wood Athletic Club had taken over the complex by the early 1920s.[134]

In Ottawa, the Rideau Canoe Club was formed in 1902 with less than twenty members and it had erected a magnificent clubhouse along the canal driveway by 1905. A souvenir programme from the Rideau Canoe Club described the clubhouse: (See illustration 10)

> The building which was supervised by Architect Edey, is a model of convenience, and was constructed by Mr. R. A. Bingham. The building, which is 80 ft. x 55 ft., is divided into three flats. The first contains a large dressing room, shower baths, rowing quarters, lockers and racks for two hundred canoes.
>
> The second flat is surrounded by a 10 ft. verandah, from which excellent views may be had of the Rideau and the beautiful driveway of the Improvement Commission. The interior comprises a Ladies' Parlor, Gentleman's Smoking Room, Board Room and a handsome Ball Room, the floor of which is made of the best red oak, and is the finest in Canada.
>
> On the third floor is the Dining Hall, Serving Room and Kitchen. Across the front of this floor is a balcony extending the full width of the building, giving a magnificent view of the beautiful driveway and Lillie Lake.[135]

In 1906 the Ottawa Canoe Club began building a new clubhouse 161 ft. in length and 81 ft. in width including three stories and a 'lofty' tower.[136] The Rideau Canoe Club expanded from an original

lease of 7,000 square feet to a new lease of 21,000 square feet in 1909.[137] The Northern Division of the Canadian Canoe Association, which had been created in 1900, included some of the most competitive clubs from Brockville, Smiths Falls, Carleton Place and Ottawa. The Britannia, Ottawa, Rideau, and New Edinburgh Canoe Clubs from Ottawa were considered to be four of the strongest paddling organizations in the country.[138] In the summer of 1908, the four Ottawa based clubs held regattas and were probably present at various invitational meets, and C.C.A. races.[139] Racing events would have included singles, doubles, fours (see illustration 12) and war canoe events with up to fifteen or more participants, and some mixed and women's events. The seriousness of racing meets may have been broken by hurry-scurry, tilting and upset races. Ottawa area clubs also emphasized long distance racing like the Rideau Canoe Club Marathon of 1908 which was won in under two hours by the New Edinburgh Club.[140] In 1914 a 200 mile Ottawa River race was won by the Rideau Aquatic Club which completed the course in under sixty hours after two nine hour rest periods.[141] (With the rise of motor boats, the Rideau Canoe Club had become the Rideau Aquatic Club by 1914 with a general focus on recreational boating and the maintenance of boathouse facilities.)

One of the most significant events in turn-of-the-century club canoeing was the war canoe class. (See illustration 13) Roberts and Shackleton described the large club canoe and its contribution to recreational boating.

> The large club canoe had a sociable influence, one that made it possible for a smaller club to put its entire membership into one vessel. Of equal importance, it had a democratic influence in the canoeing fraternity. Younger paddlers particularly, some of whom couldn't afford to buy canoes of their own, joined a club to become part of its war canoe crew...Particularly in eastern Ontario, war-canoe racing in the 1890's became the heart and soul of the sport. The town of Brockville alone had three clubs with big canoes and rabidly competitive crews. The club canoe proved a very effective means of channelling youthful exuberance into team effort and, in central Canada, many contending war canoe crews came from community athletic clubs whose activities were by no means limited to canoeing.[142]

In 1902 the Smiths Falls war canoe crew attended an international meet in Boston. The Carleton Place Canoe Club won double victories at the C.C.A. event in 1907 and had two crews competing by 1909.[143] War canoes were also used for pleasure boating as in the case of thirty 'young fellows' paddling up from Smiths Falls in two club canoes in August, 1902, to have supper at the Coutt's House at Rideau Ferry. In 1905 a war canoe from St. Rose, Quebec paddled the Rideau Canal in a round trip via the St. Lawrence and Ottawa River Canals. In the same year, the Hiawatha Canoe Club paddled from Ottawa to Smiths Falls before completing the canal trip on the *Rideau Queen* to Kingston.[144]

The First World War seriously disrupted aquatic sporting clubs and their activities. Some Regatta events were revived in 1919 in Carleton Place and Ottawa but the post-war horizon of recreational boating and sports had been altered.[145] A wide range of sporting events from bicycling, tennis, golf, baseball, football, track and field,

gymnastics, lacrosse among others competed with traditional canoeing and rowing as organized sports. The automobile also re-defined leisure activities for the middle class town or city dweller. Benidickson has also noted a shift away from the athleticism of the pre-war canoe use to the greater appreciation of recreational paddling as a means to enjoy nature and pleasure boating in itself:

> the interwar years may be distinguished for a slight shift suggested by an apparent decline in emphasis on the canoe trip as an activity for fishermen, hunters and sportsmen, and a greater tendency to regard canoeing as a means of seeing nature, contemplating scenery and experiencing the landscape. From these "passive" pleasures of recreational canoeing, which focus on the experience of canoeing for its own sake and the appreciation of landscape in art and photography, it is possible to discern the emergence of a tradition of autonomy in recreational paddling. That is, it is now possible to see the popular canoeing holiday as pleasurable and worthwhile itself, apart from any incidental benefit that could result from character development, physical fitness, and improvement that would aid one in the urban struggle, and apart from the triumph over nature represented by the fisherman's "string of beauties" or the hunter's trophy.[148]

The Rideau Canal had long been attractive for canoeists on day outings or pleasure trips. The scenic variety of lake, river and canal, frequent camping sites, as well as the accessibility made possible by lock stations transformed the waterway into a flat-water canoeists' dream. T. P. Stewart and A. Bell of the Toronto Canoe Club spent up to three weeks each year canoeing, camping and fishing on the Rideau in the 1890s. In 1893 the Rideau route was described as becoming very popular for canoeists, with neighbouring river and

lake systems, offering a wide range of canoe trips. On one such trip in 1893, a canoeist paddled from Ottawa to the Morton dam, then portaged to the Gananoque River and then to the St. Lawrence River. The Morton dam loop from Kingston was a popular seventy-two mile weekend canoe trip for paddlers who sought a round trip with changing scenery.[147]

Canoe camping could be temporary or seasonal. In 1894 Mr. and Mrs. H. Morton and two sons went canoeing on Rideau Lake in two canoes, bringing with them a complete camp outfit, and camping "where they saw fit".[148] In 1899 the Ottawa *Journal* described the Tammany Camp near Hogs Back Lock Station where four men camped each night after work, occasionally going further up the river for a change of scenery:

> These young men all work in the city and they go out each evening in their canoes. They generally take their supplies with them but live a purely camp life and may be seen about 6:30 in the evening cooking their humble meal over a fire built between a few stones.[149]

The figures for pleasure boat lockages on the Rideau Canal between 1910 and 1922 (see Appendix I) reveal a steady increase in canoe lockages from 682 reported in 1910 to 1,941 in 1922. There was an understandable decrease during the war years and an anomaly of 2,814 lockages in 1921. However, lockage statements do not adequately reflect the numbers of recreational canoes being used on the waterway. Most of the canoe lockages were probably canoe trips with heavily laden canoes that were difficult to portage. The consistently low

figures for the Ottawa flight locks suggest that most canoeists entering or leaving the Rideau at this end, simply portaged canoes and gear to avoid the lengthy lockage delay. Indeed many canoes were probably portaged throughout the canal to avoid lockage delays and no figures would account for them. Canoes were a common boat at cottages and they could be put in to the water easily and taken out for day outings by tourists or residents. It is very likely that canoes competed with rowing skiffs as one of the most numerous and popular of recreational boats on the Rideau Waterway between 1890 and 1930. Their quick, silent and easy transportation made canoes a favourite with many kinds of users seeking leisure activity. Even the outboard motor (which could be but was rarely attached to a canoe with a bracket) could not dull the general popularity of the canoe.

Canoes could be built by a competent craftsman but their smooth design and quality woods encouraged the proliferation of craftsman-owned canoe building enterprises and larger companies which concentrated on canoe building. Many small and large companies built canoes along with other kinds of boats. A postwar consolidation of canoe manufacturing in Ontario strengthened the profile of a number of canoe companies from the Peterborough region and some major manufacturers from the United States.[150] In racing and war canoes, Walter Dean of Toronto, and the Deys of Ottawa were famous boatbuilders at the turn of the century.[151] The following woods could be found in various kinds of canoes used in Ontario: Mahogany,

Spanish Cedar, Black Walnut, Butternut, Cherry, Pine, Spruce, Basswood, Cedar, Maple, Oak, Elm and Ash with Cedar, Basswood and Butternut, the most common form of planking. [152]

The major concern with canoeing was safety. Some skill in paddling a canoe was necessary with winds rising on lakes and boat wakes on narrow channels causing disturbances. With a lack of swimming skills, canoeing accidents were frequently fatal. Benidickson has noted the concern for safety, and instruction in the expansion of canoeing literature during the 1920s which "broadened access to information and technique, and arguably contributed to the democratization and expansion of canoeing itself".[153]

Canoeing on the Rideau Waterway between 1890 - 1930 was largely associated with camping, cottaging and the quiet enjoyment of the natural world. The open-decked Canadian canoe became a focus for many kinds of recreational activities, one of which was merely the pursuit of pleasure boating. Toward the Ottawa end of the canal, a strong organization of canoe clubs encouraged a spirit of athleticism in pre-war recreational canoeing. Throughout the period under review, and especially since the First World War, the real point of canoeing on the Rideau was in its significance as a means to view and paddle around a diverse waterway. In the contemporary romance with nature, the canoe was the watercraft which could best facilitate expression.

While not a wilderness, the Rideau Canal could be both isolated and accessible for the recreational canoeist.

The Skiff

As a recreational boat, the skiff owed its heritage to a wide range of European and North American sources. Most significant to the development of skiffs on the Rideau Waterway were the nineteenth-century creations of the versatile pointer boat in the lumber industry and the emergence of the light Adirondack guide boat in New York State.[154] The birth of the St. Lawrence River skiff in the 1860s offered the rising tourist traffic in the Thousand Islands a light, stable, streamlined, straight-tracking double-ended rowboat that could be skimmed over shallow weed ponds, sailed in deep, unpredictable waters and portaged to neighbouring lakes and rivers. The St. Lawrence River skiff which directly influenced the building and use of skiffs on the Rideau Canal, was described in 1885:

> At the Thousand Islands there is an indigenous boat for fishing and rowing, remarkable for the methods by which it is managed under sail. Visitors call it a skiff, natives a skift. Holding five or six persons easily, it is of strong yet light build, and in its lines probably the most beautiful rowboat afloat.[155]

Later in 1889 it was noted that the St. Lawrence River skiffs were:

> used everywhere about the Thousand Islands for fishing rowing and sailing, to the exclusion of all other small boats. They are handled by professional boatmen who show the greatest skill in their handling...The chief peculiarity of the boat is the absence of a rudder, even in sailing, and steering being done by trimming the sheet and changing the balance of the boat. The boatsman brings her up into the wind by moving into the bow, and causes her fall off by moving aft, handling her as perfectly as could be done by a rudder.[156]

By the turn of the century, the St. Lawrence River skiff was the most common means of transportation on the St. Lawrence, and its popularity spread throughout the lakes regions of New England, Quebec and Ontario. Although originally developed as a guide's workboat for taking fishing parties to specific sites, the boat soon became an everyman's craft. To the guide and fishermen, it offered relative speed to fishing areas, access to shallow shoals and deep channel alike as well as more stability for pulling in a big fish and netting than a canoe. It was easy to pull up on shore and transportable on portage by wagon or man power. The hunter liked the skiff for its stealth and potential for camouflage. The hotel owner could provide skiffs as a safe water craft for inexperienced guests and it was versatile for those interested in fishing, sailing or just plain relaxation. Before the motor boat, the skiff became an indispensable craft for the cottage owner, as a stable means of transporting people and luggage, and as a recreational boat for family fun. Furthermore with the precision and skill of wooden boat makers, the skiff could be designed with exotic varnished wood on the gunwales and planking made up of red cedar, white pine, mahogany, black cherry, black walnut and butternut. The skiff could serve from the plebeian taste of a fishing boat to the fleet of a social climbing urbanite without any scepticism toward its proper 'sphere'. The most enduring service of the skiff has been to fishermen, who have long enjoyed its quiet, unobtrusive

contribution to the art of fishing. The skiff survived early waves of motor boat use by its transformation into the 'skiff-putt' whereby a motor was implanted into the regular skiff. Later modifications in bow and stern assembly for the use of the outboard engine were not enough to prevent the design and outline of the skiff from being abandoned as a suitable craft for speedier outboard motors.

When speed was not so important, and the only means to propel a boat were by oar, sail, or steam, the St. Lawrence River skiff was at the height of its popularity. The Thousand Islands Shipyard Museum has identified two hundred types and sub types of small craft like the skiff in North America. The skiff evolved slowly with the contributions of many builders responding to the specific needs of people, regions and the waters where it developed. The Rideau skiffs surviving today owe their presence to the development of the St. Lawrence River skiff which could range in size from 16 - 23 feet in length (especially 18 - 22 feet) with a beam between forty and fifty inches. It is generally accepted that Xavier Colon created the first St. Lawrence River skiff at Clayton, N. Y., in 1868. Further design evolution at A. Bain and Co. at Clayton led to the creation of the St. Lawrence River Skiff, Canoe and Steam Launch Co. in 1887. Major builders on the American side of the St. Lawrence River were George Miller, Fry and Denny and Wilbur-Wheelock, while the Andress family of LaRue Mills, Gananoque and Rockport became major builders on the Canadian Side.[157] Skiff building was an early enterprise dating

before mid-century in the Barriefield boatyards with names like Aykroyd, Blake, Bowman, Johnston, Knapp, La Chapelle, Medley, O'Gorman, Rickey, Sharman and Tisdale adding their shapes and designs to the development of the St. Lawrence River skiff pattern.[158] In Kingston, John Coffey and Andrew McCorkill built early skiffs while Thomas N. Sharman, originally from Barriefield, established a name for himself building skiffs finished with cedar and red cherry before William Little took over the operation at his death in 1913.[159] After 1900, and sometimes before, builders on the Rideau Waterway itself included the Elgin Boat Works and George Patterson of Elgin, Frank Lyons of Newboro, James Conley and Son of Westport, Reginald, William and Clare Dowsett of Portland, Davy Nichol of Smith Falls, and in Ottawa, the Dey family involved in the Capital Boat and Canoe Works as well as the Dey Brothers Boat and Canoe Works and early skiff pioneer Michael 0'Gorman. After 1930, Jim Alford of Chaffey's Locks introduced the lap strake and mahogany square sterned skiff which was particular to the area.[160] There were probably many cases of individual craftsmen who were skilled enough to design their own skiffs based on the St. Lawrence model. Not unlike some guides who would build skiffs in their part time, Thomas Hicks jr., engineer, and his brother William H. Hicks of Perth, a carriage maker, built skiffs out of butternut planking and oak ribs in their Rideau Lake workshop in the 1920s and 30s.[161] It is difficult to identify all the skiff builders in the early period but when motors were installed in skiffs, the process

required greater expertise. Most of the major boat builders were able to make the transition as well as some of the smaller builders like Dowsett and Nichol, but individual craftsmen were not as well suited for installing motors in skiffs. By 1914, two assembly line motor skiff builders were in operation, the Disappearing Propeller Boat Co. Ltd. of Port Carling and the Tunnel King Motor Boat distributed [by] Walter Dean in Toronto.[162] A couple of variations are evident in Rideau skiff building. Because of their frequent use in fishing, guide's skiffs tended to have lower gunwales and wider seats (for standing and casting on) than the St. Lawrence River skiff pattern.[163] (See illustrations of skiffs from 15 to 23)

In all aspects of recreational boating on the Rideau Waterway, the skiff made a significant contribution in its variety of uses. It was a common boat on the system between 1890 and 1930 and it was able to make a number of transitions in rowing, sailing and motoring. The skiff could be transformed from a work boat to an elegant stylized craft with canopy, wooden chairs and brass finishings. In utility and craftsmanship, the St. Lawrence River skiff and its Rideau variations were symbolic with the rise of interest in recreational boating in Ontario.

In his autobiography, Canadian historian Arthur R. M. Lower put the skiff in the context of its times:

> To have a boat in the 1890's was like having a car today. A boat was a symbol of prestige. There was only one model, a double ended lap-streak skiff fitted for two pairs of oars.

These were to be found all over Ontario, and here and there some still survive. They were light, beautifully balanced, excellent sea-boats. I never encountered a sea that they could not take. I wish I had one now.[164]

Rowing

Canada's earliest success in the world of international sports was in rowing. In the year of Confederation, a double victory in the four man shells at the Paris Exposition by the 'Paris Crew' of Saint John, New Brunswick, was a remarkable feat. Before the widespread development of team sports at the turn of the century, a major form of athletic competition for Canadians was the rowing challenge. With the emergence of Ned Hanlan as the undisputed North American sculling champion in 1878 and the winner of five straight world championships on sculling courses in England between 1880 and 1884, Canada acquired its first national sports folk hero.[165] The sport peaked with Hanlan's success and "rowing in Canada took hold of the public imagination to an almost unbelievable degree".[166]

Ottawa established a name for itself in Canadian rowing competition, while Kingston emerged as an early leader in the development of skiff and scull racing. Rowing races were held at the Barriefield regatta in 1837, and James Knapp, the builder of one of the winning boats was selling racing and shooting skiffs at the site twenty years later. Other Barriefield boatbuilders serviced rowing enthusiasts and by 1885, Andrew McCorkill was building rowing shells at Kingston.[167] Rowing regattas in the 1840s seemed to die out in Kingston until 1881 when the Kingston Rowing club was formed. After the rowing peak of the 1880s, the sport seemed to decline in Kingston so that there was no rowing club by 1900.[168]

The Ottawa Rowing Club was formed in 1867 and was originally associated with the Rideau Canal. Robert S. Hunter described early conditions at the club house: (See illustration 9)

> A club house was financed and floated on scows near the foot of the Rideau Canal. Few years passed without something going wrong with the club house or the scow springing leaks and going to the bottom, or the whole thing blowing away somewhere and having to be retrieved.[169]

Both the Ottawa Rowing Club and rowers with the Britannia Bay Club established themselves on the Ottawa River. In spite of the calm, protected stretch of canal between Ottawa Locks and Hartwells Locks, and the expanse of Dows Lake, the rowers seemed to neglect the Rideau Canal. The canal would have made a fine race course with a turn around area in Dows Lake if the straightaway course was too confined. However, there is little evidence of rowers using the canal portion, with most regattas and championships taking place on the Ottawa River.

Boatbuilder Michael 0'Gorman was building single and double sculls in Ottawa as early as 1876 and the Capital Boat and Canoe works were building racing fours and shells in 1905.[170] The Canadian Association of Amateur Oarsmen, which was formed in 1880, held some events in Ottawa and the local clubs had some minor success against more dominant clubs in Toronto, Brockville, Hamilton, St. Catharines, Montreal, Detroit and Buffalo.[171] In 1899, the Ottawa Rowing Club went as far as to hire Ned Hanlan to coach single, double, four and eights sculling categories.[172]

The sport of rowing in Canada was sustained by a number of

international victories by Canadian scullers in England and the United States. Jake Gaudaur was a world champion sculler in 1896 and 1898 while in the prestigious Diamond sculls Lou Scholes, Joe Wright and John Guest were Canadian winners in 1904, 1928 and 1930 respectively. However, on the inland portions of the Rideau waterway, there are few references to rowing or sculling. There were rowing events in some of the annual regattas at Rideau Ferry and Portland, but no reports of the systematic use of shells by residents, cottagers or tourists. The athleticism of the rowing challenge seemed to appeal more to recreational boaters in the city where rowing was a form of daily exercise. The club atmosphere and the spirit of challenge encouraged sportsmen in the city to get out and use recreational boats. Meanwhile in the more remote lakes area of the waterway, the pursuit of pleasure and leisure rather than sports and fitness, dominated the use of recreational boats.

In 1933 the Ottawa Rowing Club had forty active members with a number of boats made by Simms including four eights, two shell fours, four clinker fours, one clinker eight rowing machines and several privately owned singles.[173] Rowing and sculling did not make a major contribution to recreational boating on the Rideau Canal but was an element of diversity in boating. Rowing gave to Canada some of its earliest sporting heroes and it encouraged a new dimension of recreational boating long before the rapid rise of pleasure boating toward the end of the nineteenth century. While rowing helped create

an interest in water-based recreational activity, the scull or shell was not the means by which the waterway resorts of Ontario were opened to an adoring public.

Sailboats

The Rideau Canal was not very conducive to the widespread use of sailing craft for recreational purposes. Narrow stretches of canal and channel, hidden obstructions on drowned lands, rock and island-infested lakes, and a limited draught at lock stations made sailing a risky business without some alternative means to guide the craft. Only on the open waters of Upper, Big and Lower Rideau Lakes did sailing contribute in any significant way to the variety of recreational boating available.

At the southern extremity of the Rideau system, in the city of Kingston, yachting and sailing in Kingston harbour, the Bay of Quinte, the Thousand Islands and Lake Ontario was a major attraction to the recreational boater.[174] Some, but very few, intrepid sailors from Kingston tackled the winding channel of the Rideau Canal to Kingston Mills and beyond as did the sail yacht *Gloria* in 1899 when it arrived at Jones Falls with a camping party.[175]

The extent to which the Rideau Canal was not an attractive venue for sailors is demonstrated by the pleasure boating statistics kept by the Rideau Canal administration. Between 1910 and 1922, no sailing boat cruised the entire length of the canal. Lock stations between Smiths Falls and Ottawa hardly ever reported a lockage of a sailboat. Lockmasters at Hogs Back, Black Rapids, Long Island and Kilmarnock Lock Stations did not report a single sailboat between 1914 and 1922. Only toward Kingston and in the lakes section of the waterway did

sailboats tend to appear for lockage. Between 1914 and 1916 an average of twenty-three sailboats were locked through at lock stations annually. (See Appendix I)

Between 1919 and 1921, annual lockages were reduced to three, nine and two respectively. However, lockage statements are not an accurate measure of the extent to which sailing boats were used. The statements do show that sailing boats were not used for travelling or touring on the canal as there was little incentive for sailing from one lake to another if it required a delay at a lock station. Pleasure boaters using sail were more concerned about finding specific locations where the wind was good rather than attempting to navigate lengthy stretches of the canal.[176]

There is no information on the numbers of sailing craft on the Rideau Lakes, but sailing yachts, sailing skiffs and distinctive sailboats were used by recreational boaters. (See illustration 19) In 1893 a party of several young people were described as sailing up the lake to the Coutt's House at Rideau Ferry.[177] Annual regattas at Rideau Ferry and Portland included sailing events in their programme, and in 1900 an observer noted "numerous yachts, pleasure and sailboats and canoes were everywhere" at the Ferry.[178] In 1902, the Perth *Courier* reported an arranged sailing race on Rideau Lake between Mr. Ramsden's yacht *Budge*, Mr. Ferguson's *After You* and Mr. Sewell's *Valda*. Ferguson's yacht won the friendly race and more were being

contemplated over the summer.[179] At the 1902 regatta, an accident involving Sewell's yacht postponed the sailing race at the Rideau Ferry.[180] By 1920, the Rideau Lake Protective and Aquatic Association's Portland Regatta awarded the Beardmore Trophy to winners in the sailing event.[181]

For the cottage owner on the Rideau Lakes, the sailboat would have been a welcome addition to the recreational boat fleet. Before the installation of motors in sailboats, they were of limited use for canal touring or fishing, and strictly a pleasure craft. The common St. Lawrence River skiff could be sailed, rowed and later motored. It is more than likely that many skiffs on the Rideau Lakes were equipped with oar and sail (and later motor) for the convenience of the user. Before the coming of the motor boat, the sailboat as a recreational craft would have made its most significant contribution to pleasure boating on the Rideau Lakes. Reflecting the versatile nature of a sailboat to a group of youngsters, a sixteen year old boy described his day at 'Sunnybank' cottage on Beveridge Bay of Lower Rideau Lake in August of 1904.

> We were up early and had breakfast and after breakfast Uncle Will [Hicks] and Mr. Bob Meighen came down in the yacht [*Bessie*]. Then Harold, Ernie and Fred went for a sail on the lake. We sailed to Mr. Jone's cottage which is a very pretty one. They have a bridge made of cedar trees and numerous cedar seats. We landed there and went back in the woods and got a lot of birch bark for note-paper. Mr. Meighen walked to the Ferry while we were away. We came home and had dinner and then took Bessie and Auntie Min for a sail while Tom went up to the yacht with Uncle Will. We then came in and got Auntie Lizzie into the boat. We sailed away out on the lake where it was rough (the lake is three

miles wide where we are) and we had the ladies scared. Everytime we turned to tack against the wind the sail would turn and you would split laughing to see them turn pale. They turned as white as ghosts while we laughed and enjoyed the excitement. Harold, Ernie and Fred are now expert sailors and we had the laugh on them.[182]

House Boats

Before the arrival of large gasoline-powered cruisers, the height of potential comfort among recreational vessels was the house boat. Never a common vessel on the Rideau Canal, the house boat was an attempt to bring a home environment to the lakes and rivers. Unlike the cottage, the house boat was mobile, but it was dependent in its early stages on towing. The house boat could be towed with relative ease on the river channel and canal portions of the Rideau Waterway but often experienced difficulties when facing a headwind on an open lake. (See illustration 24) When gasoline engines developed the power package necessary to drive the house boat, it led to the development of the streamlined cruiser which was designed for optimum speed as well as comfort. The cruiser almost brought the house boat to the brink of extinction and some were converted into cottages on dry land.

It appears that house boats were introduced to the Rideau Canal by Americans. The Smiths Falls *Rideau Record* reported in 1894:

> A party of Ottawa people who purpose spending their holidays on the Rideau lakes are considering the idea of fitting out a house boat in which they may live upon the water during the holiday. The idea was taken from an American craft of this kind which came to Ottawa last summer. [183]

Later in the same summer, a steam yacht towed a "floating house, beautifully finished" on a tour of the Rideau Canal. Fourteen New York gentlemen and an equal number of women were on board the *Idler*,

described as the "handsomest house boat in America". The paper also reported that house boats were "not very common craft in these waters".[184]

In 1899, the Merrickville *Star* described a floating palace with luxuriant fittings passing through the Rideau Canal. The house boat *Waunegan*, towed by the tug *Sirius* was being operated by D. A. Maxwell and R.S. Pearle of New York who had visited the Thousand Islands for the past twenty-seven years and had explored the Rideau the last two years because the "scenery cannot be equalled elsewhere".[185] The *Sirius* brought the *Waunegan* through the canal again in 1901 and in 1905 it was being towed by C. F. Rogers' steam yacht *Capt. Dave Wagoner*. In 1906, the *Waunegan* was owned by a Mr. Googenheim from New York, and its home port was Alexandria Bay. Five New York fishermen on the house boat had hired Capt. Peter Trickey, the steam yacht *Capt. Dave Wagoner* and an outfit which included a motor launch and several rowboats for $75 a day. The Kingston *Whig Standard* described the house boat as commodious, with "all the conveniences of a home in town".[186]

In 1900, a Canadian houseboat, called the *Dutchess*, built that year in Portsmouth near Kingston, was being hauled by T. S. Wheeler of New York and his steam yacht *Vaiad* for some cruising around Upper Rideau Lake. The *Dutchess* was described as the 'stoutest afloat' with luxuriously furnished wood, bathrooms with hot and cold water, electric light and large, airy rooms.[187] Wheeler came back to the Rideau with three houseboats and two skiffs in October of 1905.[188]

Another obvious hunting or fishing party locked through at the Narrows Lock Station with the yacht *I Wonder* with a house boat, four skiffs and six passengers.[189]

Lockage statements (revealing pleasure boat statistics with a separate house boat listing) between 1910 and 1922 show that most house boats on the Rideau system were using the extremities of the system especially between Kingston Mills and Chaffey's Locks and to a lesser degree between Hartwells and Burritts Rapids Lock Stations. Except on the Cataraqui portion of the system, no lock station reported more than ten lockages of house boats a year except for the anomaly of 1921 when Newboro reported ninety lockages and Poonamalie, thirteen. The most house boats recorded in lockage statements were one hundred and forty-six in 1912. Except for the year 1911, the lockage statements show that no houseboat passed through the entire Rideau Canal between 1910 - 1922, suggesting that the ponderous speed of towing machine and house boat was less important as a touring combination and more important for site specific leisure activity. House boats also avoided the Narrows Lock Station where no lockages were reported for five years and never more than three in any other year after 1912. (See Appendix I) In the broad expanse between Upper and Big Rideau Lakes, wind could play havoc with craft being towed, especially one as bulky as a house boat. While making a journey to the Rideau Lakes in 1905, J.J. Angley wrote: "A few house boats from the St. Lawrence were noticed along the banks, the visitors as a rule

remaining near the main channel and but occasionally venturing into the lakes".[190]

The carpenter gangs on staff with the Rideau Canal fixing wooden bridges and lock gates were well aware of the difficulties head winds could cause when they attempted to tow their boarding scow on the Rideau Canal between 1912 and 1933.[191]

Winterizing and storing house boats could present a problem. In 1914, when Gordon C. Edwards wanted to winter his houseboat *Geneva* in the locks at Smiths Falls, the Rideau Canal office insisted on a fee of twenty-five dollars, the signing of a disclaimer and posting of a bond worth four thousand dollars.[192] In 1916, the Rideau Canal office charged a ten dollar fee for house boat owners wintering their craft between Hartwells Lock Station and Ottawa Lock Station.[193] When house boats fell into disuse after the war, and large cruisers began to take their place, attempts were made to turn house boats into cottages. The houseboat *Wenona*, now called the *Ark*, was a case in point. It was towed around the Cranberry Lake section of the canal for a number of years before 1919 when Otto Rohr, who had purchased the deteriorating boat from original owner Dr. Nichols, wanted to set it up on shore as a cottage. Rohr, as an American citizen, had a difficult time getting a lease on canal reserve land near the west shore of the basin at Upper Brewers Locks but finally it was granted. The boat was pulled from the water on huge rollers by teams of horses to its present location. Its survival as a cottage to this day is indicative of the

close relationship between the purpose and the enjoyment of the houseboat and the cottage.[194] (See illustration 25)

The sizes of different house boats using the canal are hard to determine, but figures for the *Annandale*, a 63 foot long vessel, registering 75.57 tons and built at Rockport on the St. Lawrence in 1903, may be taken as an example. The *Annandale* was sold to the Rideau Houseboat Association in 1908 but no further information is available on this group or its activities.[195]

The house boat on the Rideau Canal was not a major fixture, but certainly an interesting phase in recreational boating as participants sought to bring their home with them in the form of a mobile cottage. In the 1920s, the large double-ended cruiser, resembling a sailboat without masts, and the box-shaped house boat were merged together in the development of the cabin cruiser now recognized on the canal at present. With the demand for boats to carry illegal liquor, vessels with a large cargo capacity like the rumrunner were developed, equipped with power plants necessary to facilitate the rise of the cruiser. When engines were light enough and powerful enough to make a big hull plane on the water, the modern cruiser was born.[196] The motorized house boat would make a return, but the old version which had to be towed was limited by wind on open lakes and the frequent lockages necessary to utilize certain portions of the canal. The house boat was not a likely touring vessel but in the world of recreational

boats, was more likely to be a luxury leisure craft emphasizing mellow relaxation and comfort than other boats.

The Steam Yacht

The steam yacht was the first true recreational motor boat. Its elegance, exclusiveness and technology were very much a part of the nineteenth century, but it predicted the growth of recreational boating with its emphasis on comfort, luxury, leisure and private enjoyment of nature's waterways. For a short but dynamic period, the steam yacht heralded the rising affluence of the upper classes and the conspicuous consumption of their leisure time. The size and stability of steam yachts made them a favourite on the Great Lakes and the Thousand Islands district of the St. Lawrence River. On the Rideau Canal, they were an excellent touring vessel along the channel or on the lakes. In many ways, the steam yacht was the natural linkage between the commercial, passenger steamboat and its speedier cousin, the gasoline-powered motor boat. The steam yacht helped usher in the private excursion as a more individual recreational experience. It could be built to fit the size required even if the engine, condenser, boiler and bins of coal or wood took up much of the space in a smaller boat. Operating a steam yacht required considerable preparation, almost constant monitoring and many precautions which restricted their use to people who knew how - either committed owners or hired hands. Lacking easy ignition, readiness, portability or maintenance, the steam yacht, whether fired by coal, wood or naphtha, was quickly made redundant with the introduction of gasoline motors.

Richard M. Mitchell, author of *The Steam Launch*, has determined

that the steam yacht really took off as a recreational vessel in the United States in the 1870s, with the 1880s being the Halcyon years.[197] The steam powered yacht was very successful for the touring elite in the protected yet accessible Thousand Islands section of the St. Lawrence River. The steam yacht was either built on site or transported to numerous resort areas by rail. In smaller centres with a recreational market, they were much better suited to carrying passengers and supplies than large scale lake steamers. Although burdened by engine size and a slow speed, they were graceful and attractive vessels for public or private recreation, especially for sightseeing.

The steam yacht underwent a major transformation in 1883. The application of naphtha or white gasoline to a steam-like engine that boiled fuel instead of water, made it possible to greatly reduce engine size, if not concern over safety.[198] With the new encased engines that pumped naphtha into the engine with each stroke, the *Scientific American* claimed in 1895 that "no power propelled boat has acquired such popularity in so short a time as the naphtha launch".[199] The steam or naphtha launch would dominate the self-propelled recreational boat market in Canada from the 1880s to 1905 when the internal combustion gasoline engine took over. The steam and naphtha yachts required displacement hulls and tall smokestacks, and most of the smaller vessels had open decks protected by a canopy or wooden framed covering. Larger yachts could afford enclosed cabins with

sleeping quarters and other facilities. In 1907 an observer on an unknown Ontario lake passed a "large steam yacht where shining brass work and glittering glass in the cabin showed through the windows the height of comfort and luxury".[200] (See illustrations 26 to 33)

Pleasure boat lockage figures for the Rideau Canal between 1910 and 1922 (See appendix I) reveal a consistent reduction in steam yacht lockages from 1045 in 1910 to 585 in 1915 and, finally, 28 in 1922. However, the peak of steam yachting occurred at the turn of the century, and by 1910 the old steam and naphtha systems were being replaced by gasoline engines in ever increasing numbers. There are problems with the accuracy of official returns for pleasure craft lockages because the category of steam yachts could have included small scale dual purpose steam boats, passenger steam yachts attending scheduled ports of call as well as private steam yachts used by residents, cottagers and tourists. Steam yachts, like the cabin cruisers at present, were largely used for touring, sightseeing and day use or vacation-length outings. The trouble taken to prepare a steam yacht for navigation restricted its use as an all purpose boat and tended to limit its role for planned trips and outings. Before the First World War, the Rideau River section of the canal from Smiths Falls to the Long Reach reported few lockages although large numbers were reported at Hartwells, Hogs Back and Black Rapids Lock Stations near Ottawa, as well as at Smiths Falls Detached and Poonamalie Lock Stations. Steam yachts frequently visited the Narrows Lock Station

and there were large numbers of lockages at Kingston Mills Lock Station. Since Kingston was a major centre for the construction of steam yachts and was adjacent to the Thousand Islands, a favourite locale for steam yacht use, it was not surprising that the Kingston Mills Lock Station saw much use. The cluster of locks between the Brewer's and Newboro Lock Stations received consistent business from steam yachts touring the protected if stump-ridden sections of the canal. The relatively high number of lockages at Poonamalie and Narrows Lock Stations at various times may reflect the goings and comings of commercial yachts used in the passenger and cottage supply trade. In 1919 the exact number of thirty eight lockages at three stations near Ottawa may represent nineteen return trips by a single steam yacht en route from Ottawa to Long Island. It is harder to explain one hundred and eleven lockages at Kingston Mills in 1919 and then none the following year, or the jump from fourteen to eighty in the same time period at Poonamalie. It may reflect the removal of passenger boats from one route and their re-deployment to another area; or possibly a proliferation of lockages by one or a number of steam yachts for various purposes. It may be concluded that steam yachts, during their twilight years, were used most frequently near Ottawa and Kingston and in the Rideau Lakes section of the waterway. After World War One, the influence of the motor boat was too disruptive to identify any patterns of use.

Local newspapers frequently described visiting steam yachts since their styles, designs and technology were diverse and changing. The 'trim little yacht' *Kenneth* from Alexandria Bay visited Perth in 1891 and the party were described touring the town on a leg of their Rideau tour.[201] The naphtha launch *Manola*, en route to Montreal and the Richelieu River via the Rideau Canal in 1893, was owned by T. H. Pratt from New Haven, and was described as a fifty foot yacht capable of travelling ten m.p.h. powered by its sixteen horsepower engine. The boat, with its elaborate fittings and upholstery, was estimated to have cost $11,000.[202] Local Smiths Falls citizen R. J. Brodie was described buying the yacht *H R. Clarke*, "one of the largest and best made yachts on the Rideau" in 1897. In 1905 the Merrickville *Star* reported on the *Rowena* from Detroit which was 110 feet long, sporting a 150 h.p. steam engine and being visited by a great many sightseers".[203]

Steam and naphtha yachts were used in a variety of ways. The Hon. Peter McLaren loaned his yacht *Geraldine* to the Citizen's Band of Perth to attend the Presbyterian lawn social at Rideau Ferry where, in 1891, they played before 350 guests in a grove decorated with lamps and lanterns.[204] In 1897 Mayor Barnes of Smiths Falls ferried friends and family on outings to his cottage on his yacht *Nellie*.[205] A party of Kingstonians, numbering thirty in all, went for an overnight stay in Smiths Falls on the steam yacht *Wazzie* in 1910.[206] (See illustration 32) On 11 July 1912 the Smiths Falls *Rideau Record* described

"Commodore W.H. Code and select party of fourteen gentlemen [leaving] here on the former's handsome steam yacht with the intention of attending the Big Orange celebration in Kingston".[207]

The steam yacht seemed to lend itself to special occasions and personal excursions. In 1892 Captain Ogle Carss organized an overnight fishing party destined for Hog's Creek (Hogg's Bay) on his 'tidy little yacht' *Lila C*. His guests included the mayor of Smiths Falls, the town's newspaper editor and a leading forwarder on the Rideau Canal.[208] In 1900 T. A. Code, as president of the newly formed Angler's Association of Perth, lent the use of his steam yacht *Fair Maid* to entertain the officers and executive of the new club along with town and county officials.[209]

The steam yacht had many applications for use beyond private recreational touring. In 1896 the Smiths Falls *Rideau Record* described a new yacht purchased by Ogle Carss which would carry forty or fifty people. The *Bertha* would be overhauled and put into shape for commission use on the Rideau Lakes.[210] Peter Cavanagh of Perth had steam yachts for scheduled runs and excursions in Perth from 1900 to 1916. (See chapter on Excursions)

The steam yacht *Frolic* was purchased by a party of Canadian Pacific Railway officials to use in ferrying people to their private club at the Angler's Inn before the turn of the century.[211] J.C. Judd,

as fishery inspector on the Rideau Canal at the turn of the century, travelled in the steam yacht *Eva Belle* which had been purchased by subscription from local angler's associations so that night lines, nets and poachers could be monitored.[212] The dual purpose steam yachts *Jopl* from Newboro and *Tropic* from Smiths Falls were frequently used beyond the excursion circuit. The former was used to haul a scow loaded with 150 cheese boxes in 1896 and the latter to transport wood from the government woodyard to Smiths Falls in 1899.[213]

Steam yachts forged a high profile at early regattas. Despite the fact that many steam yachts were ponderous and slow, races were held involving these craft. At the 1899 Rideau Ferry regatta, W. L. McLaren's newly built *Wenonah* defeated Dr. Martin's hand crafted *Hattie*. Third place *Willis* chugged over the finish line seven minutes after the first prize winner.[214] At the Rideau Ferry regattas in 1900, nine steam yachts showed up for festivities including races, processions, and evening illuminated flotilla events. That had increased to seventeen yachts, a year later.[215]

The reliability of steam and naphtha powered yachts were sometimes suspect. In 1893 the engineer on the yacht *Nellie* turned on the blower in the engine to improve combustion, and sparks from the smoke stack set ablaze Captain Foster's storehouse by the wharf in Smiths Falls.[216] While taking a month's cruise from the Bay of Quinte to Ottawa in 1915, Horace Dier's yacht *The Dianthe* burned and sank on

the canal.[217] Accidents also occurred to large yachts where the channel was poorly marked. In 1890, Rideau pilot John Mallen ran the steam yacht *Indienne*, owned by a Philadelphia man, into a stump in the 'River Styx' portion of the drowned lands.[218] Six Ottawa people nearly drowned in 1893, when their yacht, *Sea Gull*, with no one on board qualified to operate it, ran aground and sank within sight of Merrickville.[219]

Many Ontario steam yachts were built in Kingston, Toronto and Hamilton."[220] Two builders on the Rideau Waterway, (to be discussed later), were William 0'Mara at Smiths Falls and Hugh Harold at the Rideau Ferry. Although companies building large steam boats were in a good position to experiment with steam yachts, small builders also became involved. Using a basic hull design, a skilled craftsman could allow his imagination to wander in the creation of a comfortable or luxurious steam yacht. One of the most unique steam yachts, the *Sport*, was a frequent visitor to the Rideau Canal from its home base in the Thousand Islands. Designed and built by Ward and Stanton at Newburgh, New York in 1881, its steel hull measured ninety-eight feet and it was classified as the only steam side wheel private yacht in service on the Upper St. Lawrence River. The Wilbur family of Pennsylvania made a hunting and fishing trip on the Rideau Canal each autumn from 1907 until possibly as late as 1926.[221]

The steam yacht as a recreational vessel could not survive the changing tides of marine engine technology, but it established a

style and a purpose in pleasure boating that continued into the twentieth century. Indeed the characteristics of the comfortable, gracious, touring steam yacht were later incorporated into the cabin cruiser. The Rideau Canal was particularly attractive to the class of recreational boaters seeking to tour the length of the system in their yachts or cruisers. Variable scenery, protected inlets and docking facilities at lock stations were an accommodation to those travellers living in their own boats. The canal system opened a wide range of possibilities for large touring vessels. Unlike the landlocked Muskoka Lakes, the Rideau Canal could attract tourists in their boats as well as residents who could enjoy the accessibility offered by the canal linkage. The function of the steam yacht or cabin cruiser as a leisurely touring boat was not so greatly compromised by the time consuming process of passing through the numerous lock stations as was the small runabout. The mere act of stepping into a steam yacht or early cabin cruiser suggested unhurried comfort, and laid-back enjoyment of surroundings. Not until lighter, more powerful gasoline engines could be adapted to larger planing hulls did the modern streamlined and efficient cabin cruiser emerge in the 1920s. The faster cruisers brought to the genre of touring, the impatient energy so easily observed in the use of smaller motor boats and cars.

The steam yacht was an important link in the chain of development in recreational boating. While reaching back to the era of old

passenger steamboats, it pointed to the future of faster and efficient motor boats, whether the size of a runabout or the cabin cruiser. The steam yacht was also an important factor in the evolution of recreational boating from public to private orientation.

The Motor Boat

In 1887 Gottlieb Daimler operated the first gasoline driven motor boat on the Seine River in Paris, France. The internal combustion, gasoline driven engine revolutionized the world of boating as it did for land travel and the rise of the automobile. In England and France, the "Carot-Automobile" and the automobile itself shared a rivalry for world attention that helped speed up the technical exploration and development needed to allow engines to be adjusted to the needs of the recreational boat user.[222] In replacing steam and naphtha fired machines, the gasoline motor appealed to commercial interests as well as to a public motivated by progressive notions of order, control and efficiency. The gasoline engine could be run by an amateur; it required neither wind, constant attention nor 'firing' and could always be made ready when needed thereby offering speed and endurance with comfort. In an article "The Motor Boat as a Pleasure Craft", H.P. Burchell wrote in 1905 that "no mechanical device has ever been invented combining both reasonableness in price with ease of management in so satisfactory a manner as the motor engine".[223]

The motor boat became extremely popular in Ontario soon after its introduction at the turn of the century. The Toronto and Brockville motor boat clubs were formed in 1903 and in 1905 *Rod and Gun in Canada* reported "gasoline launches are now all the rage".[224] Words like 'fad' and 'craze' entered the vocabulary of the motor boat user as the water craft out-paced the development of the automobile until 1904.[225] The

first motor boat race in Canada was held in the Toronto harbour in 1905 while an observer claimed there were 300 - 350 motor boats in Toronto Bay in 1906 and likely 500 by 1907.[226]

In 1906 sports reporter Lou Marsh claimed that the whole country was prosperous, money was flowing freely and everything was booming and that a motor boat epidemic was occurring simultaneously with automobile fever. He described the advantages of a motor boat to the sporting public:

> A motor boat is much cheaper than an automobile, and it has become the substitute for both sailing and automobiling with many men. It costs but little, too, to keep up a motor boat, and the result has been an unprecedented boom in motor boating, and something akin to overcrowding in the young men's yachting clubs.[227]

The New York *Times* noted in 1908 that the popularity of motor boating had spiralled over the last ten years. In 1911 an estimated 400,000 power craft were being operated in the United States and there were 600 yacht and motor boat clubs with an average membership of close to 200 each. The explosion of the motor boat had added thousands to the field of aquatic sports, once the hallmark of the lordly yacht and the streamlined scull.[228]

In 1900 Thomas Hicks of Perth ran his boat the *Bessie* with a newly installed gasoline motor on the Rideau Lakes. In 1901 John Maitland of Smiths Falls launched his solid oak gasoline driven boat at Smiths Falls and in 1902 William Laishley of the "Idywilde" lodge at Chaffey's Lock began using his new motor boat.[229] The Perth *Courier*

reported in 1905, a "great many small launches running on the lake" and in 1906 that "a number of new and fast gasoline yachts" were present on the Tay Canal.[230] In 1908 41 launches at Perth and 36 in Smiths Falls were tabulated and another 26 at neighbouring Carleton Place by 1909.[231] When the Ottawa Motor Boat Association was only a few months old, it reported 70 to 80 members, and by the spring of 1910 its members were operating some 200 to 250 motor boats.[232] Pleasure lockage statistics for the Rideau Canal reveal the extent to which motor boating was taking over the system. (See Appendix 1) There was a 60% increase in motor boat lockages on the canal, rising from 14,882 in 1910 to 24,884 in 1915.

Before the First World War, there was a great deal of publicity in local newspapers relating to the rise of motor boating. An article in a 1908 Perth *Expositor* read:

> Mr. M. L. Lapoint had his new gasoline yacht launched and it is a "peach". It has the speed, is roomy, safe and is equipped with one of the latest models of engines on the market. Mark now has something good, and he takes great pleasure out of it.[233]

In 1909 the same paper described Mr. J.E. DeHertel making a record trip from Rideau Ferry to Perth in just 240 minutes and five seconds. The papers even covered individual motor boat races between challengers at the Rideau Ferry, late in the summer of 1909.[234] Not all of the publicity was positive. In 1905 the Perth *Courier* described an interrupted outing on the Tay Canal:

> A small party of gentlemen were down the river in a gasoline launch, Saturday evening and met with a disappointing occurrence. The gasoline yacht gave out and they had to use seats to paddle to Dowsen's, where they left the craft and footed it home.[235]

The profile of recreational motor boating was also raised by sporting magazines and sportsman shows. The first annual Automobile, Motor Boat and Sportsman's Exhibition at Montreal took place in the first week of April in 1906. This popular annual show was begun in Toronto by 1908 and it served as an excellent promotional event for motor boating and sales of various craft. The first annual National Motor Boat Show got underway in Montreal in 1912.[236] Journals and magazines also appeared, such as *Rod and Gun and Motor Sport in Canada* in 1899; *Motor Boat* in 1904; *Motor Boating Magazine*; and *Motor Boating in Canada*. Many contemporary magazines also carried articles on recreational boating. In 1914 W.J. Taylor of Woodstock, Ontario, published a *Motor Craft Encyclopaedia* in association with his magazine, *Rod and Gun in Canada*.[237]

Motor boat racing also raised the profile of the sport in Ontario. The Gold Cup motor boat races on the St. Lawrence River, starting in 1904, were described as the premier event of the season for local motor boat enthusiasts.[238] The annual Rideau Ferry regatta was literally revived by motor boat users in 1909, and the Ottawa and Smiths Falls Motor Boat Associations initiated the annual Portland regatta in 1915.[239] The rise of motor boating associations themselves revealed the extent to which an interest had been created in the motor boat as a source of experimentation, challenge and socialization. The

associations also organized a major public interest group to lobby Rideau Canal authorities for changes in regulations and safety procedures on the Rideau Canal. The Rideau Ferry Boating Club was begun in 1909, and a successor, the Rideau Ferry Aquatic and Motor Association, erected a club house at the Ferry in 1925. The Ottawa Motor Boat Association was born in 1909 and was very active beyond 1930. The Rideau Canoe Club, begun in 1903, absorbed the new interest in motor boats and became the Rideau Aquatic Club by 1915. Very little is known about the Smiths Falls Motor Boat Association but many local motor boaters on Rideau Lake found representation for their interests in the Big Rideau Lake Protective and Aquatic Association, formed by 1916.[240]

The popularity of motor boats was evident in the development of facilities along the waterway. Even before the coming of the motor boat, a number of boathouses had been erected on the waterway for various kinds of recreational craft. With the special need to protect the workings of a gasoline engine, boathouses proliferated near towns, residences and cottage sites. Whether congregated in communities of boathouses or located individually near cottages, the boathouse was material evidence of the rise of recreational boating. In 1921 it was estimated that 600 to 700 boathouses were standing between Ottawa and Kingston, with at least 200 of those located on canal reserve lands. By 1921 most of the Ottawa area boathouses had been eliminated for the development of the canal driveway and motor boats were stored in four

boathouse complexes between Ottawa and Hartwells Lock Stations.[241] The influx of boathouses before the development of marinas created a distinct architectural design associated with the use and protection of recreational boats.

The great increase in motor boating before the First World War occurred in spite of some limitations in the development of the marine engine. The early one, two and four cycle engines went through rough initiation before refinements were made in carburetion, ignition, exhaust and gasoline mixture. Difficulties in starting engines, and problems with stalling and over-heating plagued the motor boat user. Improvements to marine power plants followed the rapid development and mass production of automobile motors between 1905 and 1915. The following is an example in 1908, of what the early motor boat user had to be prepared for:

> One day last week a party of pleasure seekers from Smiths Falls took a gasoline yacht from that town and sailed away up the Rideau. When at the Rocky Narrows the engine refused to work, as these engines sometimes do, and the party were in a pickle until a tug came along and hauled them to the Ferry, where they spent the night. The next day they had to paddle the craft home. It was a trying experience.[242]

Since the average motor boat owner was no skilled machinist, the operation of a marine engine required patience and respect. The engine was fastened to a solid foundation, and to drive the boat forward through the water often required the engine to be working at its highest capacity. Strain on a speeding hull, an engine being rocked by vibration and an engine that was expected to be working all-out for

much of its use created mechanical difficulties not normally associated with the automobile. Keeping an engine dry was a difficult task at the best of times, and gasoline spills and mixtures were a serious problem. In 1910 the *No Hurry* gasoline launch blew up at Smiths Falls when its operator lit a match to light a night lantern, unaware of some leaking or spilled gasoline in the bilge. George Mahood of Kingston set fire to a string of boathouses in 1912 when he lit a match near a boat and a leaking engine exploded. Rideau Canal regulations prevented steam yachts and motor boats from locking together to prevent sparks from starting fires. In 1914 there were two incidents of boats catching fire in locks as a result of careless smoking.[243]

The new speeds that boats could attain also created new accident scenarios. In 1912 the gasoline launch *Mystery* of Ottawa rammed a stump near Merrickville and sank. In the same year, a small gasoline launch struck a floating log, throwing a person overboard.[244] As will be discussed later, Rideau Canal regulations had to deal with motor boat speed and the problems with boat wake.

As the motor boat became indispensable to the recreational community, negative comments relating to speed, noise and pollution tended to diminish. Provincial regulatory bodies were quick to eliminate the motor boat as a hunting vessel by 1910. The Rideau Canal dealt with speed problems in narrow channel sections but other concerns were seldom challenged. In 1910 the Smiths Falls *Rideau*

Record asked the question, "Does the gasoline launch spoil the fishing?" and answered it by commenting "the gasoline launch to the fish is much the same as the scarecrow is to the crow - only the launch is more effective".[245] Concern was raised over the continual churning of waters, noise and residue of gasoline oil on the surface as it spoiled fishing.

The most consistent complaints about the motor boat other than speed violations were related to noise factors. A cottager commented from Rideau Lake in 1911:

> There is some talk of an indignation meeting among the cottagers to protest against the ear-breaking nerve-racking noise that some of the motor boats make. If the meeting materializes and only a few of the remedial measures that are talked of are adopted, he will be a wise-man who puts on his muffler before he ventures above the Ferry.[246]

When complaints were made in Ottawa by those living in the vicinity of the canal that motor boats were running at night without mufflers, Superintending Engineer A. T. Phillips referred the protesters to city authorities.[247] For the early motor boater, there was only one real complaint as specified by the *Rideau Record* in 1912: "One may want to go a certain place and may get there that day and yet may not".[248]

The internal combustion gasoline engine influenced the use of many kinds of recreational boats. In 1906 A. A. Murphy of Portland installed a gasoline motor in his skiff which exemplified the widespread alteration of rowing skiffs into 'skiff-putts'.[249] The

skiff stayed the same; only the mode of propelling the craft changed from oar to motor. The sailboat became a safer craft with a motor as an alternative to wind power. The power plant offered by the gasoline engine would force changes in the steam yacht and houseboat but the canoe would remain largely independent. It was most significant that the marine engine created whole new types and styles of boats. The engine changed the dynamics of hull design, and as speeds increased, modifications were made to allow the adjustment of steel engine to wooden hull. Between 1900 and 1930 any kind of craft could assume its position as a motor boat if it was supplied with a gasoline engine. The significant contribution of the gas engine to recreational boat design was the development of a family boat larger than a rowing skiff and smaller, if necessary, than a steam yacht. Referred to as a launch or a runabout, the new craft could serve individual or family, residence or cottage, private or public purpose. With the proliferation of boat builders during the recreational boom before the First World War and the emergence of the mass produced motor boat after the war, it is difficult to outline changes in styles, shapes and sizes. Indeed by 1930 the waters of any resort area of Ontario would have been traversed by a literal mish-mash of motor boats.

However, some generalizations and modifications can be noted in the development of the family launch or runabout. The earliest motor boats were largely open-decked, round bottomed, displacement boats

with small and heavy one or two cylinder engines that could generate little speed. (See illustrations 42 to 46) The distinct tube or 'toothpick' displacement hull later carried heavy engines that could typically weigh 600 pounds for only a four cylinder, 12 horse-power engine. The tube hulls would glide easily through the water but were difficult for manoeuvring or for fighting a wind. With long tapered bows, leaner lines, hatches covering the engine and a cockpit sunk into the deck, this stage of motor boat reflected new found speeds and comforts in pleasure boating. (See illustrations 47 to 50) The racing of motor boats helped contribute to the most significant change in style with the emergence of the V-bottomed or semi-V planing hull. The planing hull, which allowed boats to rise high up in the water, were dependent upon the production of lighter and more powerful engines to generate the lift. The V-bottomed boat developed a hard chine (where the bottom of the boat turns into the sides) and continued a distinct sheer (the point where the hull is decked over). A planing hull could be long or wide and could be suited to small or large boats depending upon the power plant. (See illustration 54) Before 1930 the waters of Ontario were host to many kinds of motor boats with displacement or planing hulls, open or closed decks with long and narrow or short and stubby frames. The 1920s experienced the first real impact of the outboard engine although the depression hurt the sales of luxury launches. The 1930s would see fewer needle nosed, decked over boats and more open decked, shorter craft mass produced for a standardized market. [250]

The development of the outboard engine made possible the design of many new craft. Before 1930 the outboard engine encouraged the rise of racing sea fleas and square-sterned rowboats. (See illustration 72) The double ended skiff as a dual purpose rowboat and motor boat had finally met its match. The outboard engine gave to recreational boating considerable portability and a wide price range which enabled many more people in lower income brackets to enjoy motor boating on the waterways.[251] Ozark Riply described the new influence of outboard engines in 1927:

> Modern inventiveness put into the hands of outdoorsmen the convenient, practically all-purpose detachable or, as it is better known, outboard motor. It has made most every place potentially accessible and still relieved the voyage of the erstwhile irksome, gruelling hours of paddling or rowing against beating head winds or arduous upstream going.
>
> Nowaday, when a fellow wants to make a trip into the faraway places, going by train or auto, he can take this little indispensable, certain performer with him, store it under his berth, strap it to his car, and, when he arrives, stick it on in a few minutes to most any kind of boat or canoe and get going without any further perfunctory of subsequent arrangements.[252]

The nervous energy of the automobile was transferred to the motor boat. With the increasing power of the gasoline engine the Rideau Canal became smaller and the locks more of a hindrance than an accommodation for speedy recreational boaters. The impact of the automobile meant that lakes and cottages could be reached by road rather than water. The car reduced the need to use lock stations for accessibility and the cottager was better able to store boats on

site. Like automobiles, motor boats helped change the way people used their leisure time. An appreciation for the value of a boat as an excursion vessel slowly gained ascendancy over the view that a boat was merely a means by which an activity like fishing could be enjoyed. Like the car the attention shifted gradually to the enjoyment of using the boat, especially if it had a new and exciting engine.

The development of the gasoline engine prompted changes in all manners or recreational activity. Andrew D. MacLean wrote "Motor Boating - The Sport That Has Come Back" for the *Canadian Magazine* in 1931. He maintained that before the days of the automobile and golf, recreational boating enjoyed a large following of wealthy people whose allegiance had to be shared after the perfection of the motor car. However, in the 1920s motor boating was sustained by mass produced and reasonably priced boats which had become as easy to operate as the car.[253] The magazine *Business Week* in 1930, suggested a sustained interest in the motor boat during the rise of the automobile.

> Up to 1904 the motor boat industry was larger than the automobile industry. It is now emerging from the eclipse suffered during the 15 years of intensive automobile development. A survey by Sanderson & Porter, business engineers, reveals that the United States had 1,429,514 motor boats at the beginning of this year. Some 3,000 of these were yachts of the documented or tonnage type; 241,514 were power boats over 16 feet long; 400,000 were outboard types; 785,500 were miscellaneous unnumbered. In ten years there was an increase of 162% in boats over 16 feet long registered with the Commerce Departments.[254]

There is some confusion over the impact of the automobile on

motor boating in the 1920s. On the one hand, the automobile helped create a post-war recreational boom encouraging access to lakes and rivers. On the other hand some contemporary articles describe the dominance of the automobile over all kinds of recreational pursuits leaving the motor boat and the airplane behind. Pleasure craft lockages decreased drastically on the Rideau Canal in the 1920s yet the numbers of cottages built in South Elmsley Township bordering the Rideau Lakes more than doubled between 1912 and 1931. Although there was post war deterioration of local manufacturing and a decline of population in Eastern Ontario, automobiles could now travel more easily from major urban centres to the Rideau system. The canal slowly became more accessible by road from Toronto, Montreal, or American cities.

Motor boats literally transformed the use of recreational craft on the waterway as motors were installed in all kinds of old boats and became the central factor in new boats. The new motor launch or runabout became a family boat for all sorts of purposes. The runabout was a boon for residents and cottage owners and it confirmed the transition of pleasure boating from a public to a private concern. The motor boat both complemented and competed with the automobile as together they changed patterns of recreational accessibility. As motors became lighter and more powerful as well as larger or smaller, the outboard engine and the large cruiser motor allowed the internal combustion engine to change the face of recreational craft in all

shapes and sizes. The motor boat was a significant development in recreational history as it encouraged the widespread enjoyment of Canada's waterways with the least amount of energy and most amount of comfort.

Boatbuilding

Wherever settlements touched rivers, lakes and waterways, boatbuilders emerged to supply the needs of those who serviced trade, transportation and communication. Out of the living forests of the Rideau Waterway, boatbuilders created batteaux, sloops, scows, barges, steamboats and row boats. As the economic orientation of the canal shifted toward increased recreational use, the heavy, rough hewn and utilitarian work boat slowly gave way to the palatial steamer, the classy steam yacht, the sleek motor launch, the speedy runabout, the gliding skiff and the streamlined canoe. In addition to the durability, load capacity and stability of the old work boat, pleasure craft required a refined craftsmanship, a variety of exotic and traditional woods and a design suited to sporting and leisure use. Wooden boats for work or pleasure initially were hand crafted by many skilled wood workers, but increasing standards and demands by a discriminating recreational market encouraged specialized workmanship and small localized boatbuilding shops. On waterways like the Rideau, boatbuilders geared their small scale operations to the demands of local users and environmental conditions. They created, altered and modified their own design models or borrowed ideas from boats built elsewhere.

The creation of canoes and skiffs followed a general pattern between 1890 and 1930 that had been established on the St. Lawrence River and in the Peterborough area in the mid-nineteenth century. Early steam yachts and motor boats allowed a wide range of

experimentation in hull and engine design. Racing did more to develop a streamlined motor boat than any other factor in its development. The motor boat developed on a more universal basis and was subject to early mass production techniques. The First World War forced many boatbuilders out of business or compelled them to expand and consolidate their operations. Some small concerns would survive, but the early recreational boatbuilder suffered along with the town carriage maker as the demand for motorized cars and boats led inevitably to manufacturing centralization. The builders of marine engines and boat hulls were at the forefront of a rapidly changing technology. The rising expectations of the recreational boater, combined with the creative energy of boatbuilders, allowed the highest development of speedy, luxurious, and comfortable wooden classic boats of the era.

Recreational boatbuilding had an early focus at either end of the Rideau Waterway. At an annual regatta held at Barriefield in 1848, James Medley won a skiff race in a "slight thing knocked in a hurry by Mr. James Knapp, the Boatbuilder of Green Bay". William Case Knapp, a brother to James, advertised in 1857 that he built pleasure boats, sail boats, jolly boats, skiffs as well as race boats, one of which, 'The Dart', had won first place at the Kingston Regatta of 1856. Dennis and Michael 0'Gorman also advertised in 1857 that they built skiffs, boats and oars, also in Barriefield.[255]

In C. W. Cooper's essay on Frontenac, Lennox and Addington in 1856 he reported that at Barriefield:

> are built the best small craft, skiffs and pleasure boats in use throughout the Province. They are sent hence to all parts, and their character and build are well known to the aquatic sportsman and amateur mariner. Not only in the Province, but abroad, these boats are sought after and in use - some of them now afloat on the Lake of Geneva.[256]

Barriefield, as a small village on the opposite side of the Cataraqui River from Kingston, was at the confluence of the Rideau Canal and Lake Ontario and near the entrance to the St. Lawrence River. A community of pleasure craft boatbuilders became established at protected Green Bay, below the small town. In the "Return of Industrial Establishments" for the 1871 census, four boatbuilding operations were identified; those of William Knapp, James Knapp, Jacob Sharman and Alex Tisdale. In an 1881 advertisement, James Knapp described his operation as a "Practical Boat Builder" with "Boats Built any Style to Order, from the Varnished and Ornamented Cedar to the Cheapest Row Boat". With a large stock of boats on hand, both pleasure boats and shooting skiffs, the ad mentioned that first prizes had been obtained at the Union Exhibition for "Pleasure Boats, Shooting Skiffs, Oars, Sculls and Paddles".[257] (See illustrations 55, 57, 64, 65, 66)

Robert C. Cardwell has identified twenty-five Barriefield boatbuilders dating from 1832, with most participating in the rise of recreational boating toward the end of the century. They include Henry Aykroyd, Frank Blake, John Campbell, John Johnston, George Medley and

the Bowman, Knapp, La Chapelle, O'Gorman, Rickey, Sharman and Tisdale families. Two branches of the Knapp family and the Bowman's would enter into the new era of motor boatbuilders to carry on Barriefield's tradition .[258]

At the other end of the canal, Michael 0'Gorman, who was established at Barriefield in 1847, had moved to Ottawa by 1876 and was advertising a large assortment of skiffs always on hand, with sculls made to order. 0'Gorman built sculls from twelve to eighteen feet in length out of pine, cedar and butternut along with a Rob Roy Canoe and an eighteen foot skiff built with slip keel, small sail and jib.[259] O'Gorman was servicing the Ottawa area where a rowing club had begun operations in 1867. The Dey Brothers Boat and Canoe Works were established in Ottawa in 1862 and another company, begun by E. F. Dey, perhaps a family member, had started up operations before 1890 as the Capital Boat and Canoe Works. Both Dey companies had a tradition for building work boats as well as recreational boats and were selling lumberman's driving and winch boats and surveyor's canoes in 1905.[260] In 1880, other boatbuilders in Ottawa included G. R. Russell, William and Phillip Mason and Antoine Ratte, but it is difficult to determine whether they serviced the widespread timber trade or built boats for a growing recreational market.[261] At a number of points along the Rideau Waterway between 1890 and 1930, boatbuilders set up shop.

In an era when woodworking was still a common craft undertaken at

home and at work, many boats were built by individuals for their own use. Lou Marsh pointed out in 1907 that in Canada, "most men are handy with their tools and accustomed to work with their hands".[262] In 1900 the Perth *Courier* described a 'mechanical genius' by the name of Dr. Martin from Ottawa who had built three steam yachts for himself to use at his cottage near Rideau Ferry.[263] Without any previous experience in building a boat, but using information he had picked up in yachting books, W.H. Goodwin of Kingston built himself a motor boat in 1907.[264] The skilled workmen in the carpenter gangs rebuilding lock gates and wooden bridges on the Rideau Canal were sufficiently versatile to build their own boarding scow, row boat tenders and motor boats.[265] Individual craftsmen along any Ontario waterway were quite capable of contributing to the pleasure craft fleet by building canoes, skiffs, motor boats and yachts using their own common sense or models and printed designs. However, the rapid development of recreational boating after 1890 encouraged woodworkers to establish facilities for boatbuilding on a full-time basis. Pleasure boaters, especially from urban areas and business offices, had neither the time nor the skills to create their own crafts and relied on boatbuilders to produce safe, stable and durable boats for many different sporting or leisure activities.

At Kars, Ephraim Lindsay began building boats in the 1890s as a sideline to his woodworking business. Eventually moving to Osgoode by 1926, Lindsay would build approximately fifteen wooden punts about

fourteen feet long a year, in addition to his business of building wagons, sleighs, doors, sills, tanks and barns. He constructed a metal-hulled pleasure boat for his own use in 1915.[266]

In Smiths Falls, Captain William O'Mara and his son built steamers, barges and steam yachts. While running and building barges on the Rideau Canal, O'Mara developed into an "exceptionally good boatbuilder". O'Mara built the 95 foot long excursion steamer *Olive* in 1875 and the 75 foot long steam yacht *Gladys* for Ottawa native Arthur W. Thompson in 1894. O'Mara was perhaps best known for building and operating the steam yacht *Tropic* from 1885 through the 1890s which could carry up to forty passengers on the Smiths Falls, Perth and Rideau Lakes circuit. When Captain O'Mara died in 1897, he was in Brockville repairing yachts for Messrs Comstock and Walsh. His son carried on the business until at least 1899.[267]

One of the builders of classic wooden boats and a survivor of post-war consolidation was Davy Nichol of Smiths Falls. His elegant craftsmanship was put into rowing skiffs, motor skiffs and motor launches beginning around 1910. The Perth *Courier* described one of his new motor launches in 1927: (See also illustration 53)

> There has been launched at the Nichols works in Smiths Falls a motor boat for Gordon C. Edwards M.P. of Ottawa for use in connection with his summer residence in Portland. The craft is 28 ft. long with 5 ft. 8 inch beam and is equipped with a Scripps motor capable of developing a speed of thirty-five miles an hour.[268]

In 1910, F. H. Phillips advertised a new shop for building motor boats and skiffs in Smiths Falls. Around 1930, Charles Bey, a native from the St. Regis Reserve near Cornwall, started a boatbuilding business in town.[269]

Hugh Harold was a builder of steam yachts and motor boats at the Rideau Ferry where he may have also operated a small marina and repair service. He built W. L. McLaren's 'much admired' *Wenonah* between 1899 and 1900. The *Wenonah* was "carefully designed and well detailed" and described as a "very pretty little yacht" when it was launched. In 1906 Harold built a twenty foot launch for G. E. Armstrong, but the gasoline engine was installed by James and Reid hardware store in Perth. Harold may have also been responsible for building the forty-four foot steam yacht *Willard* at the Ferry in 1912.[270] (See illustration 68)

With the Second Tay Canal coming into operation in 1891, Perth was re-attached in navigable form to the Rideau Canal. The excursion steamer *John Haggart* was built in Perth in anticipation of the new linkage in 1887. A much heralded craft in Perth in 1900 was the *Bessie*, documented as the first gasoline-powered boat on the Rideau Lakes and owned and probably built by carriage-maker Thomas Hicks Sr. (See illustration 41) His sons Thomas Norman Hicks and William Henry Hicks later went on to build butternut skiffs on Rideau Lake between the 1920s and 40s. Boatbuilding was not a primary activity for the

Hicks' and it appears to have been a recreational activity in itself.[271]

Local Perth entrepreneur Peter Cavanagh introduced a number of small excursion craft to the community between 1900 and 1916. In 1904, he actually had one of his boats, the *Aileen*, built at the site of the Tay basin although no mention was made of the contractor.[272]

One of the most innovative builders of recreational boats on the system was the hardware store, iron foundry and machine shop of James and Reid of Perth. In 1906 James and Reid were building motor boats probably under the direction of Tom Thompson, a foreman in the machine shop and a known boatbuilder.[273] (See illustrations 51 and 85) The Perth *Courier* described some of the boats being built:

> James and Reid are building a couple of 25 foot motor boats with the torpedo end. Gasoline is the power of propulsion. This firm recently shipped two 17 foot gasoline boats to Ottawa.[274]

George S. James, one of the owners of James and Reid, was active in annual Rideau Ferry regattas and was a cottage owner at the Ferry. He encouraged the boatbuilding phase of his company which continued to make hulls and install engines at least until 1909. However, little can be determined of the firm's boatbuilding works since nothing was mentioned of it in contemporary newspaper advertising.[275]

One of the most enduring and significant boatbuilders on the Rideau waterway was William J. Dowsett of Portland. W.J. Dowsett opened a carriage works on Colbourne Street in 1890 and may have

formed a partnership with Reginald Dowsett in 1891 when the District Farmers and Business Directory identified R. Dowsett and Brother, boatbuilders, of Portland. At least by 1907, W.J. Dowsett had opened for himself a boatbuilding shop at the lakeside which would turn out boats for the next forty years.[276] It was a small scale operation that produced rowing skiffs, motor skiffs and motor launches planked with Ontario white cedar, framed in oak and decked with mahogany from Honduras, the Phillippines or Africa. W. J. Dowsett, who was aided by his son Clare, described his work:

> I built skiffs and launches during my time. The largest built was 35 feet long and was valued at $4,000. It was sold to W. H. Southam, who then owned the Ottawa *Citizen*. I specialized with skiffs up to 21½ feet long, all with inboard motors.[277]

An early builder of boats in Westport was identified as either Charles Edgley or Edaley in regional directories for 1891 and 1894.[278] However, by 1909 James Conley and Son had emerged as manufacturers of skiffs and gasoline launches in Westport. Formerly involved in furniture making, the Conley operation was described in a souvenir issue of the Westport *Mirror* in 1909:

> Since the picturesque Rideau has become famous throughout the length and breadth of Canada and the United States, and myriads of tourists come annually to its shore, new enterprises which cater to this particular class of people are constantly springing up. The latest of these businesses to be placed among the successful ventures, is the boat-building industry of Jas. Conley and Son, situated in their fine new building on Main Street. During the past season this firm built a large number of motor boats and already this year three fine launches have been completed. The name "Conley" on any boat is a guarantee of superiority. They are sole agents in this locality for the celebrated Ferro

> Gasoline engine, undoubtedly the best on the market today. These engines are made in all sizes. When you need a new motor boat or new engine, just state your requirements to Jas. Conley & Son, and your order will be attended to promptly and with satisfaction to yourself.[279]

Boatbuilding between Newboro and Jones Falls was probably directed to supplying local guides and hotels with double ended St. Lawrence River patterned skiffs for fishing. Between 1890 and 1930, former guides and boatbuilders George Patterson of Elgin and Frank Lyons of Newboro were dominant in creating Rideau skiffs that tended to have lower gunwales and wider seats to help facilitate fishing. George Patterson may also have been behind the Elgin Boat Works which existed in the 1920s. Some off season fishing guides like Clint Fleming of Chaffey's Locks were also capable of building skiffs for the market.[280]

Three boatbuilders not directly associated with the Rideau Waterway or who started operations after 1930 should be identified for their contribution to recreational boating on the system. Gillies and Son, manufacturers at Carleton Place, later the John Gillies Estate Company Ltd., were designers and builders of gasoline and steam launches from at least 1901 to 1906. They built an early gasoline yacht capable of carrying twelve to fifteen passengers for Sam Hall of Rideau Ferry in 1901 as well as a steam yacht for R. W. Marks Bros. Co. of Perth in 1903. They built craft in sizes from eighteen to thirty-five feet utilizing various finishes and materials.[281] The Jeffry Boat Company of Athens was begun around 1932 and serviced a

local demand for speedy runabouts. In the 1930s Jim Alford of Chaffey's Locks was instrumental in developing a lap strake mahogany square sterned skiff that was peculiar to the area.[282]

The Dey family dominated recreational boatbuilding in Ottawa after 1890 as they had before. The Dey Brothers Boat and Canoe Works, begun in 1862 and in operation at least until 1925, was controlled by W.E. Dey and E.S.(or P.) Dey in 1905. Joseph Dey was located at the canal basin in 1880 but the Dey Brothers were established at the Laurier bridge on the canal. E. H. Dey operated the Capital Boat and Canoe Works near the Bank Street bridge on the canal and his business ran beyond 1915 but closed before 1921. Edgar Dey, a son of E. H. Dey, who died in 1912, was an enthusiastic sportsman concentrating on the fields of rowing, motor boating and hockey. He was twice champion single blade paddler of Canada and a champion in the United States as well as winner with M. Neate of Ottawa of the Canadian Canoe Association senior tandem canoe races in 1901 and 1902.[283]

Both Dey Companies built a wide range of wooden boats including skiffs, canoes, sailboats, motor boats, work boats, dinghies and punts with an emphasis on cruising and racing canoes, sculls and skiffs. In 1908 the Capital Boat and Canoe Works boasted that "in all the regattas where our canoes are used, they beat everything. All the leading paddlers of the day use them".[284] In the war canoe category, Capital stated in their advertising that their boats had won the Canadian Canoe Association races in 1904, 1906 and 1907.[285] (See illustrations 58, 60-62)

In 1908 the Dey Brothers Boat and Canoe Works sold 16 foot boats for $18; pleasure canoes for $25 and up, and complete gasoline launches for $180. They offered a 15% discount for all racing craft. By 1912 the Capital Boat and Canoe Works were selling 16 foot motor dories for $125; 18 x 20 foot motor skiffs for $200; fast motor canoes for $375; 25 foot semi-speed boats for $475 and 22 foot runabouts for $375.[286] Business was booming in 1910 as noted by the local newspaper:

> The Capital Boat and Canoe Works of Ottawa are working overtime, so great is the demand for their boats this season. This Company are also the agents for Lockwood-Ash Motors and report that sales are very heavy in the Ottawa Valley this year.[287]

The Dey brothers also ran a boat livery where canoes and boats could be rented by the week, month or season. The Ketchum and Company Ltd., serving the Ottawa area as sporting goods dealers and agents for the Chestnut Canoe Company of Fredericton in 1908, had become the Ketchum Boat Company by 1910, with boatbuiiding and livery facilities extending beyond 1930. Other boatbuilders in Ottawa who may have serviced the pleasure craft market between 1890 and 1930 include Lawrence Brown, Laroque Napoleon, J. P. Powers & Co., W. T. Cleave, J. B. Bouchier and Justine Ratte. A company called the Ottawa Boat Works was also identified in 1910.[288]

As noted at the beginning of the chapter, recreational boatbuilding had an early start at the southern extremity of the

Rideau Waterway. Between 1890 and 1930 some of the significant Barriefield boatbuilders were Frank Blake, Archibald Rickey, the Bowman brothers and James Knapp and family. A.C. Knapp and skiff builder Thomas N. Sharman moved from Barriefield's Greenpoint to join Kingston boatbuilders like John Coffey, Andrew McCorkill who built sleek rowing shells and William Robinson who built steam yachts.[289]

As in Ottawa where a family seemed to dominate boat construction, there were a number of boatbuilders from the Knapp and Davis clans prominent in Barriefield and Kingston. At Barriefield, James Knapp (1821-1895) and Sons (one of which was Henry J. Knapp 1850-1928), founded in 1850, claimed to be the leading launch and boatbuilder of the Dominion in 1910. (See illustrations 55 and 56) They built row boats, skiffs, dinghies, sailing yachts of all kinds and gasoline yachts of all sizes and descriptions at least until 1918.[290] Adelbert Cecil Knapp (1865-1929), a nephew of James Knapp and son of the accomplished boatbuilder William Case Knapp (1816-1885), operated a boatbuilding business as early as 1899 until 1929 at the LaSalle Causeway in Kingston. (See illustration 59) A. C. Knapp advertised small boats of every kind for sale from canoes to motor boats and he also ran a livery and rental outfit.[291]

One of the most dominant boatbuilding firms in Kingston was the Davis Dry Dock Company. The Davis family of boatbuilders is hard to sort out. R. Davis and Son built the steam yacht *Titanis* for Samuel Daniels of Ottawa in 1891; Matthew Davis refitted the *Rideau King* and

built the *Rideau Queen* in 1900 - 1901 and J. H. Davis delivered steam launches from Kingston to Muskoka in 1910.[292] Nonetheless, the Davis Dry Dock Company was a versatile concern in shipbuilding and pleasure craft construction and maintenance. (See illustration 63) They built 1 to 4 cylinder 'Davis Economical Gasoline Engines', as well as steam yachts, motor boats and also carried out wood and iron repairs in their 180 ft. x 36 ft. x 10 ft. dry dock. Between 1899 and 1901 they built the steamers *Wapiti*, *St. Louis* and *Aletha* and by 1912 were advertising motor boats with safety and comfort in mind.[293] When the market for steam systems shifted dramatically to gasoline motors, operations like the Davis Dry Dock Company had to alter their production to accept new market demands.

In 1910 A. Coward of Kingston billed itself as the largest boat factory in Canada. It advertised 25 and 30 foot cruisers for sale as well as a special motor boat 17 feet long with a 2 horsepower engine for $95.50.[294] Coward perceived its most significant market in the development of 'knock down frames' which allowed 'men of moderate means, handy with tools' to complete the work on their own boats ordered from the factory. An article in *Rod and Gun in Canada* explained in 1909:

> Mr. A. Coward of Kingston, Ontario, who has had many years experience with large American concerns is specially qualified to meet this demand. Since catering to this branch of boat owners' requirements he has sent skeleton boats to all parts of the Dominion and is now enlarging his plant with a view of caring for his constantly increasing business. Experience has taught him just what men who do a

> portion of this work at home, require and he meets these requirements in every particular. These frames range in size from twelve feet upwards and include all styles such as torpedo stern, French stern, compromise stern etc. Thousands of these knock down frames are sold across the line every year and without doubt the business will grow to great proportions in Canada, where facilities for boating are exceptionally widespread. Mr. Coward, having prepared his whole establishment for supplying such wants, is able to quote reasonable prices. Boats are also built complete in the same yard and arrangements can be made to install whatever kind of engine the purchaser prefers in such boats at attractive prices. Mr. Coward's enterprise in providing for the requirements of boating men of all classes and of all depths of pockets is meeting with the reward it deserves.[295]

This outline of recreational boatbuilding along the Rideau cannot claim to be complete because individual builders and obscure companies may have been overlooked. Publicity for boatbuilders was rare, unless a regional, provincial or national market was being entered or maintained. Boatbuilders on the Rideau Canal did not create a major or distinctive recreational boat industry like that which developed around the Muskoka Lakes, although builders in Ottawa and Kingston did seek a wider market in their advertising. There is little information on the size of some of the boatbuilding companies on the Rideau system except an oral record which suggests an average of one to three men working in an establishment. Before the mass production of motor boats, one can understand the small scale nature of a boatbuilding company. In Toronto between 1905 and 1906, companies reported a heavy demand for 18 - 30 foot long motor boats, with the Nichols Brothers Motor Boat Company building thirty boats a year in a shop with twelve men, and the famous Walter Dean of Sunnyside producing twenty-seven

new launches from his factory.[296] Boatbuilders serving the local market would have operated on a small scale like any other woodworking manufacturer in a small town whether building furniture, coffins or carriages. Indeed boatbuilders Lindsay, Dowsett, Hicks and Conley on the Rideau system, owed their woodworking craftsmanship to earlier experiences in carriage making or furniture manufacturing. Boatbuilding families like Day, Knapp and Davis appeared to cross the generations.

It can be certain that the proximity of the Rideau Canal to the Ottawa and St. Lawrence Rivers and Lake Ontario, as well as its integration into the province's railway network, would have allowed many other boatbuilding companies from outside the region to compete with Rideau concerns. From a wide range of sources in Ontario, Quebec and the United States and beyond, the Rideau Canal was accessible to many kinds of recreational boats. Open to outside competition, especially with the rapid technological changes in gasoline engines and the development of mass marketing and product techniques, Rideau boatbuilders relied heavily on their experience, skill and craftsmanship.

Beyond Kingston, Ottawa and the Rideau Canal there were many boatbuilders in Ontario between i890 and 1930 whose craft were likely to be used on the Rideau Waterway. While some of these boatbuilders were individuals, most were companies seeking a share of the recreational boating market during the forty year period under

review. The following list includes some of the small firms who emerged in the 1890s and major manufacturers of the 1920s. In most cases these boat firms attempted to sell their products beyond their own region in an attempt to establish a wider market. Most advertised in contemporary periodicals and they reflect the diversity of early recreational boatbuilding in Ontario. While not a comprehensive list, it includes the manufacturing companies with the highest profile in production. In alphabetical order of Ontario cities or towns, the following boatbuilders have been identified: Ahmik Harbour: Croswell Brothers Skiffs and Launches; Bala: McNeill Norris; Barrie: John Carley; Bracebridge: Bracebridge Launch Works; Minett Boat Company; Minett-Shields Limited; Brantford: Brantford Motor Launch; Schultz Brothers Co.; N. R. Thompson; Brighton: M. L. Butler Motor Boats and Yachts; Brockville: Gilbert Motor Boat Co.; St. Lawrence Boat Co.; Carleton Place: A. C. Dunlop; Gillies and Sons Ltd.; John Gillies Estate Ltd.; Charleston Lake: J. B. Smith; Chatham: McKeough and Trotter Gasoline Engines and Launches; Coldwater: W.T. Bush; Gravenhurst: H. Ditchburn Boat Manufacturing Ltd.; Greavette Boat Co.; Hamilton: H.L. Bastien Boat and Canoe Works; Hamilton Motor Co.; Jutten Boat and Launch Works; Robertson Brothers Yard and Launch Works; Kenora: J.W. Stone Boatworks; Lakefield: Brown Boat Co.; Thomas Gordon Canoes; Strickland and Co.; Lakefield Canoe and Manufacturing Company; Lindsay: Perrin Boat Co.; Midland: J.G. Gidley & Sons; Midland Boat Works; Orillia: Hunter Boat Ltd.; J. H. Ross Boatbuilding Co.; Penetang: Adams Launch

and Engine Co. Ltd.; Gidlely Boat Co. Ltd.; Peterborough: Canadian Canoe Co. Ltd.; William English Canoe Co. Ltd.; J. B. 0'Dette & Sons Ltd.; Ontario Canoe Co.; Peterborough Canoe Co.; Port Carling: Disappearing Propellor Boat Co. Ltd.; Duke Boats; W. J. Johnston; Matheson Boat Works; Port Carling Boat Works Ltd.; Powassan: Geisler Boat Co.; Rickport: Anress Boat Works; Rice Lake: Herald Canoe Ltd.; Toronto: George H. Buxton & Son; Canada Launch Works Ltd.; Walter Dean Canoe Co. Ltd.; Nicholls Brothers Motor Boat Co.; Schofiedl-Holden Machine Co.; Toronto Canoe and Boat Co.; Toronto Gas and Gasoline Engine Co.; Walkerville: Wilson Motor Co.; Wallaceburg: Ontario Boat and Engine Co.

Many recreational boats used on the Rideau Waterway between 1890 and 1930 would have been built outside of Ontario and especially in the United States. The Montreal Boat Builders Ltd., of Quebec and R. Chestnut and Sons of New Brunswick competed in the Ontario market, but the major competitors in recreational boats were American. Boatbuilders in the United States had the advantage of early mass market development. Between 1890 and 1930 it was more than likely that the following companies produced boats that were used on the Rideau Waterway. They include the St. Lawrence River Skiff, Canoe and Steam Launch Co.; Rushton's Rowboats and Canoes; Old Town Canoe Co.; Detroit River Boat and Oar Co.; Dodge Boat and Plane Co.; Truscott Boat Manufacturing Co.; Fay and Bowen Engine Co.; Mathews Torpedo Launch;

Racine Wis Motor Boat Co.; Brooks Boat Manufacturing Co.; C. Smith Boat and Engine Co. (Chris Craft); and Elco, Gar Wood, Ventnor, Hacker and Century Boat Companies among many others.

The experimentation with marine engines played an important role in the development of the recreational boat. Early Canadian engine companies faced extensive competition from the United States but the technology was new and it encouraged numerous inventors. Indeed columnist Lou Marsh in *Rod and Gun in Canada* complained in 1908 that some upstart marine engine builders in Canada were spreading a bad reputation:

> The motor boat industry in Canada is settling down to a solid foundation. Since the game took hold here many mushroom firms of engine and hull builders have come and gone. Before they disappeared however they did the game no small amount of harm. These cheap John firms turned out engines that were mechanically imperfect, and the result was annoying breakdowns and delays which gave Canadian engines as a whole, a bit of a bad name which the manufacturers of good reliable Canadian engines found hard to live down.[297]

Near the Rideau Waterway, the St. Lawrence Engine Company of Brockville was an established producer. The Davis Dry Dock Company of Kingston built marine engines from one to four cylinders. A number of other Ontario boatbuilders who produced motor boats also built their own engines. These included: Schofield Holden, and Canada Launch and Engine Works of Toronto; Hamilton Motor Works, Jutten Co., and Robertson Brothers of Hamilton; McKeough and Trotter Gasoline Engines and Launches in Chatham; Adams Launch and Engine Company in Penetang. Other motor boatbuilders often became agents for American

marine engine companies like James Conley and Son of Westport which promoted the Ferro gasoline engine. Marine engine companies in the United States, especially from Buffalo and Detroit, competed strongly against Canadian engine firms such as Kermath, A. R. Williams, Beaudry, Guarantee, Premier, Miller Reversible, Defiance, Toronto Gas and Gasoline Engine, Canadian Fairbanks, and regional firms like Gibson of Guelph, Golden of Galt and Buchanan of Orillia. Many of the engines propelling boats on the Rideau Canal would have carried name plates from these companies.

The emergence of the out-board engine, combined with the mass production technology of the era, allowed primarily large and American engine companies to compete for market share. Thus out-board engines built by Johnson, Evinrude, Elto, Lockwood and Caille dominated the motoring scene before 1930.

Recreational boatbuilding in its early boom stages evolved with a network of small builders reflecting local and regional demand. The creative energy of boatbuilders who tried to develop the fastest skiffs and canoes or the most competitive motor boats established standards and techniques that encouraged experimentation and diversification. A consolidation of boatbuilding took place after the lean years during the First World War when mass production could deliver a product suitable in price, operability, durability and deliverability. While some local builders would survive largely on account of their craftsmanship, boats that were manufactured appealed to a growing, democratic, price conscious public seeking a means to

enjoy pleasure boating on Ontario's waterways including the Rideau Canal.

Boatbuilding had a positive economic impact on the Rideau corridor with some major firms located in Kingston, a competitive atmosphere in Ottawa and some small craftsman-owned and operated companies located on the inland lakes. Boatbuilding on the Rideau would never compare to the size and diversification of the industry which developed around the Muskoka Lakes but it was a factor in the contribution of recreational boating to the local economy. Boats still carrying the name plates of Dey, Dowsett, Nichol and Knapp are treasured antiques today, venerated by organizations like the Manotick Classic Boat Club. Boatbuilders and craftsmen Frank Wyke near Portland and Jack Walker from Port Elmsley continue the tradition of wooden boatbuilding today while Millar-Potter Boat Restoration of Manotick make it possible for some of the boats from the 1890-1930 era to sail again on Rideau waters.

PART III RECREATIONAL BOATERS

The social history of people using recreational boats is related to a wide range of leisure activities. The chapter headings in this section include hunting, fishing, canal trips, camping, youth camps, resort hotels and lodges, cottages and regattas. Excursions will be dealt with in the next section and a chapter on rentals, guides and pilots reveals how some people helped tourists to enjoy pleasure boating. There is no chapter specifically on sightseeing, as it is absorbed throughout the report and it can be taken for granted that many outings were associated with that purpose. A chapter on boredom and drinking would have been useful but little information exists on contemporary cause and effect. In this section there is a focus on particular activities like hunting and fishing and on places like hotels and cottages that encouraged pleasure boating.

Hunting

During the period 1890 to 1930 the Rideau Waterway offered excellent habitats for breeding and migrating waterfowl as well as for fur bearing animals. All along the Rideau Canal, there were numerous duck hunting grounds. Along the Rideau River and Tay River systems an underlying limestone bedrock restricted soil drainage in low lying areas and resulted in large stretches of marsh and swamp land below Perth on the Tay Canal between Poonamalie and Smiths Falls and along the Rideau River near Kilmarnock and Burritts Rapids. The drowned lands on Lower Rideau Lake and in several bays of Big Rideau Lake also provided a wetland habitat for ducks. In the Rideau-Cataraqui headwaters, the southern Precambrian Shield of the Frontenac Axis was characterized by numerous lakes, swamps and an extensive forest cover.[298] The construction of the Rideau Canal between 1826 and 1832 expanded the existing wetlands and created vast reaches of drowned lands which offered a protected habitat for many kinds of waterfowl. With the Rideau's wetland heritage, it was not surprising that duck hunting and recreational boating would merge as an important activity for residents and tourists.

Big-game hunting was an early attraction on the Rideau Waterway but the waves of settlement, especially after the opening of the Rideau Military Settlement in 1816, disturbed the habitat of many large fur-bearing animals, although large areas of forested land which survived the extensive lumbering operations of the 1840s or 50s

formed an important habitat for white-tailed deer and black bear. The hunting of big-game animals was not so dependent upon the use of recreational boats as was the shooting of waterfowl, which required access to wetlands by water rather than by land. In the hunting of animals, boats were generally used only to transport hunters to the hunting grounds. While boats served the duck hunter in the same way, they were also used to flush out ducks, to shoot ducks from, as well as to retrieve the game. Since fall was the normal season (and later the regulated season) in which to shoot ducks and animals, the hunt usually occurred outside the summer months when tourist activity was highest. The hunting of duck and fur bearing animals was more likely to be a residential recreational activity than a tourist-sponsored event.

An analysis of lockmasters journals on the Rideau has shown that hunting and pleasure boating were the most predominant activities of early recreational boaters using the waterway between 1863 and 1877, (although many of the pleasure craft lockages may have been fishermen).[299] The same analysis observed a decline in hunting as the nineteenth century closed,[300] probably due to more stringent regulations, limited hunting seasons, and a decline in the numbers of animals. The development of a pattern of roads also made it easier for hunters to reach hunting grounds by land, instead of water. Thus lockage statements are an unreliable source to determine the extent of hunting but they do reflect a general trend in the decrease of lockages for hunting purposes.

Although ducks were described as being plentiful on various sections of the Rideau Waterway,[301] Newboro seems to have been a particularly popular location for duck hunting as indicated in this account from 1914:

> "It is Newboro", she was told. "It isn't a very exciting place now, but you should see it in September and October, when people come from all over for duck shooting.[302]

In his article "A Day's Duck Hunt on the Rideau" J. A. Moriarty described the duck hunting waters in 'the Bog' southeast of Newboro where, on opening day, citizens were "terrified by loud, prolonged and near cannonading".

> On the evening of August 31st all hunters of large and small pretensions assemble at some convenient place, and a sort of chalk talk is held, parties are made up and agreements are entered into as to the locality in which each party shall hunt, in order that no two parties will be at the same place and thereby spoil the day's sport of both. Next morning, long before daybreak, old fellows who three hundred and sixty-four days in the year complain of rheumatic pains, liver disorders and kindred troubles and ills that flesh is heir to, forget for this one day their aches and pains, and joining their younger companions, scurry stealthily to the water's edge, push out their boats and away to the point selected for the day's outing.[303]

Moriarty described his own experience in the 1906 hunt.

> Next morning I was awakened by the mocking ring of the alarm clock, set for half-past four, and with many a misgiving I dressed and hurried into the darkness, carrying my gun, a case with four live decoys and a bag of wooden decoys. I found Jake at the shore with the launch in readiness, and soon with its melodious hum we were cutting the dark waters, bound for Blackman's Bay.
>
> In a short time we reached the bay. Slowly the launch ran among the stumps and shoals, which at this season of the

> year are extremely dangerous, owing to the low water. Having reached a promising looking feeding spot the launch was stopped and the wooden decoys were placed and anchored. The two old ducks were set free and allowed to swim where they pleased, but the two young ones, which were rather wild, and over which a shot had never been fired, were fastened by rings around their legs and cords tied to stakes driven into the mud. The launch was then hidden under the bushes and we took possession of an old stone covert used on many former occasions. Here, wrapped in our great coats, we lay, awaiting the arrival of the first ducks.[304]

Different kinds of craft were used in the hunt until 1910 when the shooting at ducks from motor boats was banned in Ontario. Motor boats were used to tow a skiff or a group of skiffs or canoes to a general site, allowing hunters to proceed by oar, paddle or 'skiff-putt' from an anchoring location. Motor boats were not easy to handle in wetlands while the skiff and canoe could be brought quietly into a shallow pool and easily camouflaged. If the hunter was carrying and setting his own decoys or preparing his own duck blind to shoot from, a stable skiff would be a likely craft for the purpose. If shooting from a boat, the skiff offered greater stability than a canoe, and was convenient for retrieving the game from the water. A wide variety of 'duck boats', built to suit the conditions and needs of individual hunters, were also common in all duck hunting areas. Individual duck boats were hand crafted to provide a small, yet stable shooting platform that could be mobile and easily camouflaged. Disturbances made while duck hunting had to be kept to a minimum, but in 1910, George Fortiss in the *Outing Magazine* suggested: "a man who is forced to dawdle about in a rowboat "picking up" [ducks] may spoil half a

dozen shots for the gunner before he can get away from the decoys, while a power dory can dart in, sweep up a pair of redheads, and dash away again with the loss of only a minute or two to the man in the battery".[305]

All kinds of boats were used in duck hunting. In 1896, the steam yacht *Orville* was used by J. H. Gould to take three friends duck hunting on Upper Rideau Lake.[306] The photograph of William H. Hicks and his two friends holding guns in the gasoline launch *Bessie* reflects an earlier period when motor boats were still legally used in hunting. (See illustration 84) However, their speed, noise and accessibility to hunting grounds eventually prompted the conservative and conservation minded sportsmen to insist on a ban on the use of motor boats for hunting. A response to motor boats in another part of Ontario was explained in 1910:

> There were many complaints in Chatham of ducks being shot from motor boats. This infringement of the law not merely gave those using these craft an advantage over their fellow sportsmen but by the disturbance they caused very largely destroyed every chance of such sportsmen obtaining a share of the game.[307]

The over-hunting of duck stocks was a concern as early as 1899. Although it was difficult to estimate the size of duck populations in the early part of the century, with breeding grounds spread across Canada and hunting grounds stretching from the Arctic Ocean to the Gulf of Mexico, the depletion of local stock along the Rideau became a concern after the turn of the century. The Perth *Expositor* described

McLean Bay near the Rideau Ferry as being 'shot out' by 'pot hunters and game hogs' and suggested the possible confiscations of canoes, skiffs, punts and boats of poachers.[308] A. C. Shaw, as Secretary of the Perth Branch of the Ontario Fish and Game Protective Association, suggested in 1907 that inadequate control of water levels on the Rideau was another cause of waterfowl decline. Shaw claimed that water was not raised up to navigation height until after the wild ducks breeding in the drowned lands had laid their eggs, which caused thousands of eggs to be destroyed.[309]

If is difficult to determine the extent of duck hunting on the Rideau Waterway, because of a lack of local sources. The canal offered excellent habitats for breeding and migrating waterfowl, and the rich heritage of Smiths Falls' wooden decoy carvers to this day suggests a long tradition of Rideau duck hunting. The boat wake from earlier canal boats and steamers had always created a problem for nesting waterfowl but the accessibility and noise of the motor boat increased the disturbance to breeding grounds. The problem was augmented by the filling of swamps by earth moving equipment and the encroachment of towns and cottages on wetlands which helped decrease the breeding resources of the Rideau Waterway.

Pressure from tourists and residents and the increasing use of recreational boats was not conducive to sustaining a wildlife population over a long period of time. In his article, "on Vanishing

Deer", published in 1907, V. A. Hart explained:

> Then the summer tourist thinks he has a license to kill everything that is in sight, and our cousins across the border to the south are not one bit worse than our own people, for not only deer but grouse are killed, and at the present time the latter are almost exterminated in those sections in which the summer tourist locates.[310]

The irregular development of the Rideau Waterway since 1783 has permitted wild lands and wetlands to survive in precious pockets of natural reserves. As resources sustaining fish, duck and animal populations dwindled with increased pressure by man, hunting became a more restricted recreational activity. In the case of duck hunting, recreational boats formed a special bond with the hunter. However, an activity like hunting on the Rideau Waterway was a mere shadow to the rise of sport fishing after the turn of the century.

Fishing

One of the single most important activities to encourage the use of individual recreational boats on the Rideau Waterway was the sport of fishing. Especially for tourists from cities in the United States and Canada, fishing was a major focus in recreational activity.[311] With the rapid settlement of the north-eastern United States in the nineteenth century and the attendant spoiling of original fishing grounds in more heavily populated portions of Ontario, the pursuit for fresh and abundant stocks of fish carried fishermen into the lake studded Canadian Shield. Contemporary literature on hunting and fishing extolled the virtues of many lake regions of Ontario, but the Rideau Waterway was able to carve a niche as one of the most celebrated largemouth bass fishing areas in the province. In the 1911 *Final Report of the Ontario Game and Fisheries Commission*, the Rideau Lake system as well as the Kawartha Lakes and Muskoka district were recognized as areas where "the sporting fishes are accorded at least a measure of their true worth as a factor in the attraction of tourists".[312]

Whether touring, camping, or on outings, fishing from pleasure boats was an attractive and leisurely way to spend time on holidays. Writing from Newboro in 1906, J. A. Moriarty tried to explain the attraction to fishing.

> Who can describe the sensations felt by an angler when he becomes aware for the first time that he is in for a struggle with a small-mouth black bass - the king of fighters in our inland lakes? Waves of electricity seem to

> run from the line to the pole and the fisherman is filled with a voltage that makes an electric battery seem tame. These glorious sensations can be caused by nothing else in the universe. Nothing else will send "the old blood dancing through pulse and heart and vein." The heart jumps wildly. Health glows in the palest cheek. Every pulse throbs in joyful expectation and the weight of years falls away like a loose garment in a fierce gale, making a man seem a boy again.[313]

The early development of hotels and fishing lodges at Jones Falls, Chaffey's Lock, Newboro, Westport and Portland was directed by an increasing interest in Rideau fishing grounds. In 1904, promotion for the Brockville, Westport and North-Western Railway focused on the fishing potential of the Rideau Lakes, as well as neighbouring Beverley and Charleston Lakes, which had received even earlier attention from fishermen.[314] The Rideau Waterway offered a great variety of fish species and fishing habitats. The Rideau offered deep lake, shallow bay, drowned land, wetland and riverine fishing sites as well as relatively easy access to lakes adjacent to the canal system. However, fishing was most dominant on the chain of lakes between Poonamalie and Jones Falls and the stretch of the Rideau River between Burritts Rapids and Becketts Landing. Smallmouth and especially largemouth bass were common throughout the regions, but especially in Newboro, Clear, Indian and Opinicon Lakes where significant stretches of drowned land offered a fine jungle of waterlogged trees and stumps for bass habitat. The enormous depth of Big Rideau Lake (300 feet at its deepest) supported a fine pool of lake trout (also called salmon), one of the great sport fishes; and the Rideau River at Burritts Rapids offered fishing grounds for the majestic muskellunge. There were many

other sport fishes available: northern pike, pickerel or walleye, perch, bullheads as well as schools of whitefish and herring, although muskie, salmon and swago, black or square tail bass[315] galvanized the appetite of the knowledgeable fisherman. Clint Fleming was Chaffey's Locks' famous fishing guide and skiff builder who wrote *When the Fish are Rising: Tales of the Rideau Lakes* in 1947. He described the nature of the lakes and the fish in all the "primitive, unspoiled back country" of the "Rideau Lakes District".

> Taken all together, they form a network of picturesque, island-studded lakes of indescribable beauty, fifty or more in all. Radiating from Chaffey's Locks where my camp is located, they have held the distinction for a half-century and more of being the best largemouth black bass fishing water in all Canada. The smallmouth is here too, and the pike and pickerel and prize-winning lake trout, the walleye, the fighting muskie, and, needless to say, panfish in abundance.[316]

The Perth *Expositor* noted in 1901 that "the opinion of expert anglers is that the Rideau lake and river waters furnish the best bass fishing in America.[317] In an article on Ontario sporting fishes in the monumental publication *Canada and its Provinces* in 1914, E.T.D. Chambers stated that the most famous places for the sport of bass fishing were the Muskoka, Kawartha and Rideau Lakes and the Bay of Quinte regions. However, he singled out the Rideau:

> The large-mouth black bass is usually taken by bait casting or trolling, and while it is often found in the same waters as its close congener the small-mouth variety, with which it is often confused, its favourite habitat is in the 'drowned lands' adjacent to the Rideau Lakes.[318]

In the *Final Report of the Ontario Game and Fisheries Commission* of 1911, the author pointed out the Bay of Quinte, the Duck Islands near Kingston, the Rideau Lakes and Kawartha Lakes as becoming famous in angling circles for bass, but again the Rideau was pointed out as a specific site for the rise of bait-casting as a means of fishing.

> As a sporting fish the large-mouthed black bass ranks high, even though it is not, as a rule, quite so vigorous a fighter as the small-mouthed bass. The introduction of bait-casting as a means of angling has greatly enhanced its value in this regard, for the very places in which it is most usually to be found are those which it would be most difficult, or even impossible, to fish by ordinary still fishing or trolling methods. It cannot be denied that this class of angling is most fascinating, the skill required to cast the bait from 30 to 100 feet exactly into the desired spot over a hole in the weeds or alongside some sunken tree-stump or log being equally high as that exacted in the art of fly fishing, while the nature of the surroundings very frequently adds greatly to the difficulties of landing the fish after it has been hooked. Perhaps the best fishing grounds for this purpose in the Province occur in the drowned lands to be found along the Rideau Lake system, and it would be hard, indeed, to discover waters more admirably adapted to the requirements alike of the fish and the bait-caster.[319]

The reported stories of bass fishing on the Rideau Waterway were indeed remarkable. The New York *World* reported in 1895, two New York fishermen returning from ten days on Rideau Lake where they caught 400 black bass not counting many under a pound which they threw back.[320] A fisherman at 'Idyl Wild' at Chaffey's Locks caught twelve bass averaging four pounds each in only three hours of fishing in 1900.[321] The Canadian Pacific Railways' I.G. Ogden, as a member of the C.P.R.

Angler's Club on Rideau Lake came back to camp with a creel of bass in 1901 of which several were over five pounds.[322]

In his discussion of the sporting fishes of Ontario in 1914, E.T.D. Chambers pointed out the Rideau Lakes and Lake Nipigon as excellent for lake trout trolling.[323] In 1892, a New York judge, using $500 worth of tackle, was described taking home fifty 'salmon' averaging ten pounds each after a week of fishing on the Rideau.[324] The wife of Senator McLaren hauled in a sixteen pound salmon at the Narrows in 1905[325] and Samuel Dousett hooked a twenty-four pounder off Star Island in Rideau Lake in 1907.[326] The much rarer but more prized trophy fish, the muskellunge attracted considerable attention:

> Reports of the big fish which are found in the river at Burritt's Rapids have reached Alexandria Bay and a party of gentlemen from there passed down in a handsome yacht yesterday to try their luck.[327]

A twenty-two pound muskie was caught at Burritt's Rapids in 1920.[328] In late August of 1914, Albert Phillips caught thirty-eight pike between Baukus Island and Poonamalie with the largest weighing in at ten and a half pounds.[329] With such a visible public record of fishing success it is somewhat surprising that J. A. Moriarty would describe Newboro Lake in 1907 "as a beauty spot not already spoiled by the commercialism of the majority of summer resorts and fishing grounds".[330] Just a little inland and off the beaten track, the Rideau Waterway was always able to avoid some of the excesses in the tourist trade.

Whether from town, country, cottage, camp, hotel or picnic site, fishermen took to recreational boats to go fishing. Certainly there was fishing from shoreline, dock, bridge and lock station but the variety of fish offered by Rideau waters prompted fishermen to take to the fishing grounds in boats of all shapes and sizes. The deep water trout required fishermen to troll by oar or motor. The bass of the drowned lands had to be approached by quiet, shallow and stable craft while the still fishermen needed depth to get away from the panfish hugging the shoreline for safety.

Even in boats as large as steam yachts, fishing was a common activity. In 1901, manufacturer T. A. Code took the Hon. John Haggart (the man, not the boat) along with some Perth gentlemen up the Rideau to go lake trout fishing on his steam yacht *The Fair Maid.* Several fine specimens were lost because they had forgotten a gaff hook to haul fish from the water to the yacht deck.[331] In 1905, Frank Koening from New York fished for six weeks on the Rideau Lakes with his forty-five foot long yacht powered by gasoline engine capable of doing ten miles per hour.[332] While camping on the shore of Rideau Lake, William Hicks of Perth took a party of friends fishing for lake trout in his gasoline launch in 1902.[333] The open deck of many early vessels made fishing by either trolling or bait-casting quite easy, (see photograph 84) but later, more streamlined and closed deck styles of motor boats made fishing less convenient.

Until the development of the outboard motor and the

corresponding changes of small square-sterned motor boats after the First World War, the most common fishing boat was the rowing skiff and its transition into a gasoline powered 'skiff-putt'. (See illustration 53) Various lockmaster's journals at Rideau lock stations separated the rowing skiff and the motorized skiff in their pleasure boat records after 1914, but observations between 1890 and 1930 reveal that most skiffs locking through at stations were being used for fishing parties or camping outfits while motor boats were more frequently described as part of pleasure parties or excursions.[334] The motor boat did offer speed and accessibility to a variety of fishing grounds, but the double ended, curve-bottomed, St. Lawrence River patterned skiff offered great versatility in shallow, stump-infested waters as well as on broad, wind-swept lakes. The skiff could be used for trolling as in the case of a Smiths Falls couple who caught a fifteen pound muskellunge while rowing and trolling by their Rideau River campsite at Patterson Island in 1901.[335] The skiff offered much more stability for the motion necessary in bait-casting than did the canoe which was also a fine means of investigating the Rideau's bays and wetlands. Except for occasional mishaps such as the case of J. A. Moriarty, an angler who was "pitched headlong into the water down in the depths among the fishes, down among the water-lily roots at the bottom" when both he and his guide reached for the same fish in a skiff on Newboro Lake[336], the skiff presented the fisherman with a wide range of possibilities, one of which was the solitude and stealth offered by a

gliding rowboat. (See illustrations 16, 17) Even in the case of the disappearing propeller 'stump jumping' motorized skiff, it could be rowed or motored at the choice of the fisherman.

Fleming and Alford linked the introduction of the outboard motor with the demise of the double-ended skiff and the rise of the square sterned skiff.[337] The skiff survived the first onslaught of the internal combustion engine because the early motor was only adaptable within the hull of a boat. An article in 1911 described the shift in guiding with the motorized skiff in the Thousand Islands:

> There has been a revolution in fishing methods since first Zip Pelow discovered the efficacy of gasoline as applied to the graceful St. Lawrence skiff. It came about slowly, for the boatmen thereabouts are nothing if not conservative, but now there is hardly a guide in the lot who is not the proud possessor of the once despised "put-put". In the old days the disciple of Isaack Walton had to rise and sail or be laboriously rowed to the sometimes distant haunts of the black bass. Nowadays he keeps regular business hours, takes plenty of time for his breakfast, and still reaches the fishing grounds in season to catch the fish at their morning repast.[338]

Although the motor boat and outboard motor would take its toll on the fishing skiff, the motor boat was more difficult to portage than the skiff which was more convenient for moving from lake to lake in the fishing territory adjacent to the Rideau Canal. Furthermore, a distinctive cart or wagon evolved to facilitate the moving of the skiff on land.[339] The canoe was also easy to portage, but fishing from the craft required more skill, balance and paddle stroke.

The St. Lawrence River skiff design was especially important to the hotels and fishing lodges and their active fishing guides. The double-ended, streamlined skiff could be easily towed by steam yacht or motor boat. In order to facilitate speed to the fishing grounds and to use the locking process as efficiently as possible, hotel and lodge guests especially, were sent in the motor boats with their guides, with parties peeling off and rowing in chosen directions as upwards of seven to fifteen skiffs were boarded and detached.[340] (See illustration 18) With the choice of rowing home or re-uniting with the towing launch at a later rendezvous, guides were able to maximize fishing time with their guests. This practice, while also common in the Thousand Islands, was also supportive to co-operating guides. The difficult Rideau Canal channel in the drowned lands made guiding a necessity for many visiting fishermen. Their towing services facilitated quick passage to the fishing grounds and increased the probability of fishermen requiring those services. At Chaffey's Lock during the era 1900 - 1930, the Opinicon Hotel and Simmon's Lodge both had launches at hand to operate the towing service.[341] J. A. Moriarty describes one such towing scene on Newboro Lake in 1910:

> ... while the far famed Newboro guides moved easily among the crowd, carrying the lunch baskets and other necessities of the day, boats were given a final dusting, a buzz of unrest and excitement was in the crowd. The hum of conversation on the one eternal subject - fish - ceased for a minute. A breath of morning air stirred gently the placid surface of the water and suddenly from across the bay was

> heard the long expected hum of the gasoline launch, and Jack Kerr's prim motor boat came into view cutting the water and dashing the spray on all sides.
>
> Soon it drew up at the wharf. Baskets, minnow buckets, fishing tackle etc., were handed down. We took our positions in the commodious launch and five skiffs were fastened in tow. The starting word was given.[342]

Throughout the focus of this study, the towing of skiffs for fishing parties was a common occurrence at the lock stations between Jones Falls and the Rideau Lakes. The idea of towing parties of fishermen, guides and their skiffs together facilitated another tradition of fishing on the Rideau Waterway - the shore supper. While the guide's shore supper was not an indigenous tradition on the Rideau, the distances and lockages between the fishing lodges and the selected sites for fishing were usually too far to return for lunch. Therefore the shore supper was perhaps more ingrained into the fishing tradition of the Rideau than other lake regions where guiding was deemed preferable, if not necessary, for tourists. One observer described the dinner which was "served in that delightful manner for which the Rideau guides have long been famous":[343]

> Dinner on some island cooked by a Newboro guide in a manner which would put to shame the best of French chefs is a pleasure which the tourist and angler should not fail to enjoy at least once, and once enjoyed his pleasure shall never be forgotten, his only regret being that he did not have the opportunity before.
>
> Bread, pepper and salt, butter, tea, some pork, knives, forks, cups, saucers, dishes etc. etc. are cheerfully furnished by the hotel and the guide is capable of doing the rest whether the demand is for boiled, fried or baked fish. Or better still the guide selects a couple of the

> largest bass, carefully cleans and washes them and then tacks them on to a board and places them before the fire. If your guide watches the fish carefully, does not allow them to become burned or smoked but to become thoroughly cooked, when served with pepper, salt and butter you will have a delicacy which brings back recollections of boyhood days and Mother. Tea is steeped over the hot coals and dinner is served on the green grass under a friendly tree. At this time the traveller always envies the Indian the years that he enjoyed undisturbed in this earthly paradise.
>
> Lucky the angler who finds a guide able to produce that master piece of the culinary art--a fish chowder. Were I well versed in the orthography of cooks I might chronicle its principal ingredients and it could be made in hotels and at home but I believe it would lack its chief seasonings--the sound of the water as it washes against the shore; the wild cry of the loon in some distant bay and the roar of the open fire with its sparks encircling above the tree tops, the soft zephyrs as they fan the cheeks of the diners and the smell of the pine fern and birch.[344]

Each skiff, which was usually owned by the guide, would normally have a party of two fishermen, plus the guide. While the launch towing the skiffs was usually piloted by one of the guides, it was also possible, as in the Thousand Islands, that the motor or steam yacht operator would help organize the shore dinner while the guides and fishermen were busy at their angling. John Fleming and Allen Alford described the Chaffey's shore supper:

> After catching their "dinner fish" in the morning, the fishermen would all gather at a dinner place for one of those rare outdoor meals for which the Chaffey's fishing is famous… Bacon dried in deep fat, curled and crisply brown for hors d'oeuvres, followed by philates of fresh fish, dipped in egg and browned to perfection along with potatoes, corn on the cob in season, onion rings, tomatoes and salad. Finally, home-made pies or french toast, smothered in locally produced soft maple sugar (maple sugar boiled down and whipped to a smooth flowing texture).[345]

The shore dinners were packed in baskets by the resorts, and the launches carried the supplies to specific sites with folding tables or other amenities. Some well used shore supper sites received permanent shelters, and by 1928 a Guides Association was formed to build and maintain shore dining facilities as well as to set standards for fees and service. Fees for a guide in 1922 were a dollar a day and by 1932 had risen to four dollars per day.[346]

It is important to keep into perspective that the use of recreational boats for fishing depended a great deal on the supply of fish available. While not suffering as much from the extreme depletion of fish by over-fishing and pollution as other resort areas like the Bay of Quinte and the Thousand Islands, the Rideau fishing resource declined throughout this century. One remarkable example of over fishing was described by a traveller on the *Rideau Queen* in 1903:

> We then came to Chaffey's Locks where there is an American camp with the following sign "12 W. D. Republican Hunting and Fishing Club, Pittsburgh". In this camp there are about thirty campers who have all sorts of fishing tackle and baits, and we might say in passing that they catch thousands of pounds of fish and ship them to Pittsburgh and other points. Our boat took on several hundred pounds for shipment.[347]

Guides like Clint Fleming were very aware of the early abuse of the Rideau's natural heritage by sportsmen and the careless control of wastes by residents and visitors alike.[348] As early as 1901, a fishery inspector had to be appointed to patrol the Rideau system between

Brewers Mills and Ottawa. J. C. Judd traversed the Rideau on a steam yacht called the *Eva Belle*, bought by private subscription. Along with an engineer and pilot, Judd patrolled the Rideau looking for night lines, poachers and nets in order to protect the fishing resource.[349] Patrols continued beyond 1906 when the Department of Fisheries kept boats on the St. Lawrence River, Georgian Bay, Lake Temagami and the Rideau Lakes with another planned for Lake Erie and the St. Clair River.[350] The Perth Branch of the Ontario Fish and Game Protective Association was in operation by 1907,[351] and in the same year a shipment of 300,000 lake trout was accepted for dispersal in Rideau Lake.[352] By 1913, pollution on Rideau Lake had forced cottagers around Rideau Ferry to boil their water. C. H. Frost of Plainfield, New Jersey wrote:

> The people of the district should realize that they have an asset in these beautiful lakes that should be enhanced in value and not diminished if they expect to receive their share of the money spent.[353]

Unlike the pleasure boater who needed merely navigable water and pleasant scenery, the sport fisherman relied on a limited resource that required management and protection. In the search for unspoiled waters, the frontier of the ardent fisherman moved ever northward into the wilderness. What remained behind depended upon water quality and angling pressure. Fishing could not be a growth activity for the Rideau Waterway, but it has long sustained an active influence on the use of recreational boats.

Canal Trips

For the recreational boater, the Rideau Canal offered amazing possibilities for touring. The canal as a network of communication from Kingston to Ottawa was a navigable challenge for persons with the time and the patience to withstand frequent lockages and delays. Furthermore, the Rideau Canal was more than just an inland waterway built to avoid the strategic and dangerous St. Lawrence River. By 1890 it was part of a network of canals that enabled boaters to navigate from New York City to the Great Lakes region, either north-west to Thunder Bay or northeast to Ottawa. For people in Montreal, Ottawa or Kingston, or anyone along the great triangle, the Rideau, Ottawa and St. Lawrence Canals offered a compelling route for the avid boater.

For people planning to navigate the entire Rideau Canal or beyond, there were important considerations. One either had to plan to camp along the route, to arrive at sites offering supplies or suitable accommodation or to live in the boat on which they were travelling. It was not surprising that the canoe, the steam yacht and the cabin cruiser offered the greatest flexibility in this regard.

Between 1890 and 1930 a trip on the Rideau Canal in one's own pleasure boat would have been a challenging adventure. It is difficult to determine how often such a tour was attempted. Many boats cruising and touring the waterway had no intention of locking through both ends of the canal. Boaters would double back before reaching either end if their time constraints prevented a triangle route using the Rideau,

the Ottawa and St. Lawrence Waterways. Canoeists could put out at locations where a railway connection could facilitate their return home. The best indication of the numbers using a triangle route are the lockage statements for the Ottawa Locks which was the only access point to the Ottawa River. It required considerable commitment and dedication for a recreational boater to tackle the time consuming process of locking through at Ottawa. However, motor boating fanatics on the Ottawa River and the Rideau Canal may have found many reasons for doing precisely that with no particular purpose in mind. The column for steam boat lockages in the lockmaster's Journal at Ottawa provides an indication of the infrequency with which pleasure boaters used the triangle route. Unfortunately the figures for cabin cruisers, which were well adopted for the triangle route, are buried in the numbers for motor boats. Most canoeists would have portaged the Ottawa Locks. (See appendix I)

The old passenger steamboats of the 1830s and 1840s were frequent users of the triangle route, but most of the steamers providing pleasure cruises in the 1890s and 1900s were confined to the length of the Rideau Canal or a portion thereof. However, an excursion trip travelling the whole triangle was marketed at the height of passenger steamer popularity. In 1902 the Rideau Lakes Navigation Company advertised an excursion "from Ottawa to Kingston thence down the St. Lawrence and up the Ottawa River to Ottawa" doing the whole trip by daylight.[354] In 1905 the steamer *Aletha* carried

seventy-five excursionists from Belleville on a return trip to Montreal, Ottawa and Kingston via the St. Lawrence, Ottawa and Rideau Canals.[355] In 1906 the third annual six day excursion on the *Aletha* was advertised between the second and sixth of August and mention was made of the growing popularity of this "finest water trip in America".[356]

The steam yacht enabled travellers to form independent parties of excursionists who had a choice of sleeping on the craft or using local accommodation. In 1892 the Smiths Falls *Rideau Record* reported a number of handsome yachts passing through in the summer. One of these, the *Adonis*, owned by J. B. Tresidoler of St. John Quebec, had travelled by way of the Chambly Canal on the Richelieu River, the Lachine Canal beyond Montreal, up the Ottawa River and finally via the Rideau Canal.[357] The same paper described in the same year a party of "Frenchmen" doing the triangle route on the steam yacht *Monica* with the help of a guide secured at Kingston.[358] In 1897 the avid boating enthusiast G. T. Fulford, a Senator from Brockville, made one of his frequent trips on the Rideau Canal in his steam yacht *Dortha*, with the intention of cruising the Ottawa River back to his home on the St. Lawrence.[359] Dr. Harry Wilson, a Professor of Greek at Johns Hopkins University at Baltimore, brought a party of twenty American tourists in his yacht *Annie Lake* to Ottawa in 1899 but he planned to double back to his summer site at Glen Island in the Bay of Quinte by the same route.[360] The Merrickville *Star* also mentioned the route of

the same party of Americans from New York State, Texas and the city of Washington, noting that they were reported having supper at the City Hotel in town. G. E. Deroche of Deseronto may have been their guide.[361]

One of the most remarkable cruises was that of T. H. Smith of Ithaca, New York and Chancellor Day of Syracuse University who were reported travelling the Erie Canal to Lake Ontario in 1899, via the Rideau and Ottawa Canals to Montreal, down the St. Lawrence and up the Saguenay River and planning to return home via the Richelieu River and Lake Champlain to the Erie Canal again. The Smiths Falls *Rideau Record* described their craft *The Venice* as the "finest steam yacht seen here in years". The one hundred foot long mahogany yacht, valued at $50,000, had a crew of eight men including a captain. It could cruise at eighteen miles per hour and its whistle was described as a cross between a "caliope and the cry of a kangeroo".[362]

The first reference in the local newspapers to a cabin cruiser travelling the triangle route was to a Mr. Rea, a millionaire who came from Brooklyn, New York in his fifty-five foot long boat in 1911.[363] The small scale motor boat certainly quickened the pace by which the Rideau Canal could be toured, but the frequent lockages were a barrier to faster craft. Often the motor boat could not provide shelter, and users relied on camping or local accommodation where required.

In 1907, Messrs. Gilhooly, Dobbie and Cordingly of Brockville

decided to tour the Rideau Canal by motor boat but they were probably not the first.[364] Messrs. C. D. Park of New York and W. M. Nye of LaFayette, Indiana took a motor boat only thirty feet in length from New York City via the Hudson River, Erie Canal, Oswego Canal, Rideau and Ottawa Canals to Montreal and home in 1911 without any mishaps.[365] This trip was reversed in 1913 by three men from New York City who arrived in Kingston with their twenty-five foot motor boat powered by a two cycle engine (capable of doing 8 - 10 m.p.h.) after twenty-three days on the waterways.[366]

The Montreal and Ottawa Motor boat clubs created a unique expedition involving as many as forty motor boats in a procession on the Ottawa, Rideau and St. Lawrence systems in 1910. Starting on a Friday, the Montreal boaters went to Ottawa for a reception. They left on a Tuesday with the Ottawa Club for Smiths Falls. After another reception they carried on down to Kingston and beyond to Montreal.[367] It can not be determined if this became an annual event.

The development of the cabin cruiser with streamlined accommodation and a sufficient power plant in the 1920s heralded a new era of canal touring that blossomed after the Second World War. Other kinds of recreational craft were not suited for long distance canal touring. Although camping remained a possibility for those using motor boats, the comfort expected by new generations of motor boat users made smaller motor boats an unlikely craft for widespread canal touring on account of the lack of shelter they offered. Although the

house boat was used in combination with a steam yacht before the 1920s, it was a craft not well suited to the winds on open lakes in the middle of the Rideau waterway. One small craft did succeed in canal touring – the canoe. Jamie Benidickson has described the attraction to canoeing tripping on the Rideau Canal.

> The Rideau Canal route between Ottawa and Kingston which the Toronto Canoe Club travelled in 1886 provided a pleasant and picturesque short cruise. "To the canoeist the Rideau route is a region of pure delight; to the angler canoeist, an earthly paradise." Towns with comfortable hotels and eating places were frequently encountered along this relatively well settled passageway, so a canoeist could enjoy "the safety of a scattered population with the wildness of uncultivated wastes".[368]

The Rideau Canal was a relatively safe flat-water route offering many camp sites, especially at lock stations along the waterway. Railway connections on the system encouraged 'put in' and 'put out' sites. The major difficulties for canoeists were broad stretches of open water on the Rideau Lakes and boat wake along narrow channels. Canoe tripping on the Rideau Canal had an athletic as well as an expeditionary orientation.

The big war canoe *Hiawatha*, owned by the St. Rose Boat Club in Smiths Falls, completed a trip with a crew of nine men around the Kingston, Montreal and Ottawa triangle in 1897.[369] A two hundred mile canoe race, scheduled from Brockville to Ottawa via the Rideau Canal in 1915, offered a $700 trophy to the winner. Local papers exaggerated the "labyrinth around the drowned lands" and "waves as big as houses" on Rideau Lake.[370]

In 1911 the Smiths Falls *Rideau Record* reported an extended canoe trip by Mr. and Mrs. A. B. Taylor of West Hutley, New Jersey:

> [They] came from Clayton going to Montreal, Lake Champlain and Lake George. They are making the journey by easy stages and camp wherever night overtakes them. They have a complete camping outfit including sleeping bags, and are finding the trip a most enjoyable one.[371]

Two Kingston men did the triangle canal route in 1921 as part of Circle Six Sport Club, made up of a group of prominent businessmen and professionals.[372] The Rideau Canal attracted canoe trippers from camps, clubs and outing groups as well as individuals taking their own time to enjoy the waterway with one of the most convenient of recreational boats for the purpose.

In the 1928 production of the Canadian National Railways' *Canoe Trips and Nature Photography* brochure, the Rideau route was described as "one of the best for all around enjoyment". It was "centrally situated" with "easy access". The canoeist was in convenient reach of hotel and boarding accommodation and facilities for obtaining supplies. The 126 mile route offered excellent fishing areas for lake trout and bass. Canoes and camping equipment could be acquired from Frank W. Cook at 219 Bagot Street in Kingston.[373]

Between 1890 and 1930, the Rideau Canal as a passageway for pleasure boats was user-friendly to canoes, steam yachts and, later, cabin cruisers. The varying widths and the length of the Rideau Waterway discouraged rowing and sailing craft and the house boat from

touring through the canal as an end in itself. The motor boat in the runabout class was more ambivalent to the canal. It supplied the power to make a canal trip possible but it opened up a wide range of opportunities of which canal travel was a limited option.

The series of lock stations along the Rideau made the waterway an extensive, integrated navigation route that appealed to many recreational boaters. No matter how often they travelled along the canal, there were always new and exciting challenges along the way. The recreational horizon of the Rideau was thereby enhanced by the options it provided. It offered the freedom of navigation that other land-locked lake resort areas could not, so long as the recreational boater was willing to accept the delays associated with locking through the various stations along the way. Thus, L. W. Breck could get into his rowboat at Kingston in August of 1893 and spend forty-six and a half hours rowing to Ottawa, at a pace of eleven hours per day. On his last day he rowed a distance of thirty-four miles and reported that the gate keepers along the route were very obliging.[374]

Rentals Guides and Pilots

The livery stable was a common feature in nineteenth-century communities where horses, carriages and carts could be hired out much the same as car rental facilities service the public today. Along many Ontario lakes and waterways, the boat livery made its appearance with the burgeoning rise of recreational boating. Usually associated with towns and cities, the boat livery allowed those who could not afford their own boat or were visiting from afar to use recreational boats for pleasure. On the Rideau Waterway, the boat livery was most frequently associated with boatbuilders who sought extra income from an over-supply of their own boats or as a means to promote the use of their craft.

In 1876 Michael 0'Gorman, a builder of racing sculls, skiffs and canoes in Ottawa, offered boats for hire.[375] By 1880, boatbuilders Joseph Dey and Antoine Ratte had boat liveries in Ottawa along with G.R. Russell who ran just a livery.[376] By 1908 the Dey Brothers Boat and Canoe works at the Laurier bridge in Ottawa were offering boats and canoes to rent by week, month or season.[377] The Ketchum Boat Company had started a livery by 1910 and they shared the Ottawa livery trade with the Dey Brothers well into the 1920s. In the 1920s they were joined by the large private boathouse facilities like W. J. Henry and Patterson in offering rentals to customers.[378]

At the turn of the century in the Kingston area, the Bowman Bros., Thomas N. Sharman of Barriefield and A. C. Knapp at the LaSalle

Causeway, ran boatbuilding shops as well as liveries. By 1908, Sharman had moved to Kingston, and after his death in 1913 his livery was taken over by William Little. He carried on beyond 1930 along with Knapp's boat livery.[379]

In 1908, H. L. Bastien of Hamilton, who had been building canoes and boats for over fifty years, could boast six different livery branches in the Georgian Bay and Muskoka resort areas including facilities at the Penetanguishine Hotel, San Soucci, Moon River, Royal Muskoka Hotel, Stanley House and Port Carling where three hundred and fifty boats, canoes and launches were kept for sale or hire.[380] No figures have been found for liveries associated with the Rideau Waterway, but one suspects the numbers of boats available would have been much less.

The earliest reference to liveries on inland portions of the Rideau Waterway is found at Smiths Falls in 1893:

> Parties desiring boats by the hour or day can be supplied by applying to Riley Stotts, blacksmith, Main St. or to Thomas Mcllvenna, opposite W. Miller's blacksmith shop, Smiths Falls.[381]

By 1900, Sam Hall at Rideau Ferry was keeping a horse and boat livery, a stage service to Perth, a grocery store for cottagers and campers and a small steam yacht *Hattie* to take excursion parties up the lake.[382] The Perth *Courier* described Hall's boat livery:

> Sam Hall [has] secured a number of fine row boats which he lets out at very low rates; so that visitors to the lake for a day can always be sure of getting a good boat and

enjoying a row.[383]

There are very few references to boat liveries on the waterway but some hotels or lodges may have had boats for hire if not being used by guests. Between 1932 and 1970, Dominic Kelly provided rowboats on the Long Reach in connection with a refreshment stand and a picnic area.[384] It is likely that some early marinas had boats for rental. The Rideau Canal attracted day-use visitors but not on the scale of the large tourist crowds that may have been expected at places like Kingston, Ottawa or Muskoka. Resourceful local residents could probably borrow a boat with little difficulty and the market would have been limited. Without a major 'playground' centred around a recreational hotel complex, a boat livery may not have been a viable economic operation on the Rideau Canal.

The hotels and lodges on the Rideau Waterway, especially between Jones Falls and Newboro, had a strong orientation toward fishing as a recreational activity. Instead of utilizing their own fleet of boats, hotels made arrangements with guides who provided their own skiffs to escort fishing parties to the fishing grounds. Rideau guiding became famous for its fishing haunts, its graceful boats, its camaraderie and its shore dinner. Former guides John Fleming and Allan Alford described the local guiding activity on the Rideau:

> Guiding came into its own, as a business, with the arrival of increasing numbers of tourists; for the earlier guides rowed their customers to the fishing grounds. A newcomer, on his own could easily get lost, for the seven interlocking lakes some of them quite large, were dotted with countless small islands...Names of some of the early guides are still remembered, Bill Doyle - George Patterson

> - Dick Mahoney - Ormand Baxter - Tom Simmons - J. W.Simmons...Later guides to the scene were, Clint Fleming - George Franklin - Rus Franklin - Jack Murphy - David John Hughson - Jim and Wilford Regan - Alan Alford - Harold Austin - Carl McCready - Frank Lyons - Ed Curry - Ernie Merriman - Ned Fleming - Bob, Dan and Louis Lachos - Louie Burch and many many others. There 'regulars' came from the surrounding area, Newboro, Westport, Crosby, Elgin, Davis Lock and the head of Opinicon Lake.[385]

When Don Warren became a guide at Chaffey's Lock in the early 1930s he could remember about thirty-five seasonal guides, most working at the Opinicon Lodge and the rest at Simmons Lodge.

Although guides were concentrated in the drowned land fishing areas, they also worked out of Portland with the lake trout fishery.[386] A guides association, formed in 1928, standardized expectations and wage rates. Other aspects of guiding such as the types of vessels used and the manner in which these were organized to get to fishing grounds are discussed elsewhere. The independence of the motor boat, and especially those equipped with out-board motors, eroded the guiding fraternity after 1950, but the complexity of the Rideau system and the continued popularity of Rideau fishing lodges allowed guiding to continue to present times.

Modern navigational channel markings and charts have eliminated the need for pilots who used to service tourists on large recreational boats. Despite some attempts toward better channel marking between 1890 and 1930, some sections of the Rideau Canal created anxious times for navigators of large boats experiencing the drowned lands for the first time. Navigation charts were very inadequate during the period,

and the limited efforts by the Rideau Canal administration and the Department of Marine and Fisheries to improve the situation was not encouraging for the big boat user. After an attempt by canal authorities to make the Rideau more navigable in 1907, the Kingston *British Whig* commented.

> This is one of the most popular trips in Canada; but owing to the presence of submerged stumps and other obstructions amateur navigators can not make the trip without assistance of a pilot... [with changes] a stranger should now be able to navigate a boat thru the most dangerous stretches without a pilot.[387]

Conditions seemed to improve gradually such that in 1912 a Smiths Falls paper could report the safe arrival in town of a cabin cruiser from Belleville, although "none had ever been on the Rideau before but one of the young ladies (who] acted as a pilot and by the aid of a chart brought the boat to Smiths Falls".[388] However, there remained a demand for pilots.

In 1915, the Superintending Engineer of the Rideau Canal recommended to one enquirer that he seek out the services of Thomas Ranger or Ben St. Denis in Ottawa or Captain Fleming or Captain Mellon in Kingston.[389] In 1924, Phillips suggested that Frank Nevins, a former captain of the government tug *Loretta*, and who still took boats through the canal every summer, was too elderly, and he recommended instead Captain Mellon from Kingston who was "employed a great deal doing this kind of work in the summer".[390]

Captain Ned Fleming, one of the best known captains of steamers

on the Rideau, was guiding yachts in 1899[391] and was described in the Smiths Falls *Record News* in 1920:

> Ned Fleming of Kingston who used to be skipper "on the Queen", is occasionally seen on pleasure craft passing through the Rideau Canal here. Canadians and American yachtsmen engage him as a pilot.[392]

Guides, pilots and livery owners provided an important service to recreational boaters on the Rideau Waterway. Although not unique to the system, the guides and pilots imported a unique character to recreational experiences on the canal. Old steamboat captains and expert fishermen established an oral tradition of stories from the past and they gave visitors special personal experiences that encouraged them to return again to the Rideau for their holidays and to spread the word about the nature of recreational boating on the Rideau.

Camping

Camping was a recreational activity that was popular on the Rideau Waterway throughout the 1890 to 1930 period. On the Rideau Canal, camping was almost synonymous with recreational boating as pleasure craft were used for access to many camp sites and were involved in activities associated with camping such as fishing and sightseeing. Early camping could be both public or private in orientation, and a branch of the camping movement evolved with the rise of cottaging. Perhaps no other activity was so closely related to the concept of getting back to nature. More than any other craft, the canoe was associated with camping because it was versatile, easy to pack and portage, and could be hauled up on shore at night and turned over for protection. Other boats from skiffs to cruisers were used as well, but not without problems relating to storage, wharfage, shelter or anchorage.

Camping styles were affected considerably by the personalities involved. In 1905 W. E. Playfair canoed the Rideau system with a friend in a sixteen foot Peterborough Canoe along with a tent, a couple of blankets, a 'scant change of raiment' and some fishing tackle. "Little else had we except in the kitchen department, and there the most important articles were two pails and a frying pan".[393] Meanwhile, David S. Johnston (See appendix II) arrived on his site with his party off the steamer *Rideau Queen* in 1909:

> We pitched our dining tent under a big pine; near it was the grub and cooking tent, where Joe, our cook, performed miracles in the shape of pancakes, fried fish and Johnny cake. The sleeping tents were pitched a hundred yards apart on the higher ground, under the oaks and pines. Hammocks, which could tell a whole lot, were slung down by the lake under cedars and oaks.[394]

Camping beside lake, river, or canal, naturally encouraged the use of pleasure boats. One writer, camping on another lake system, wrote in 1910:

> Often from our lake-moated castle, we sallied forth like feudal lords of "ye olden time", sometimes for a sail, sometimes a row, sometimes for exploration, and a picnic dinner on a neighbouring island, the "call of the wild", inviting us still farther on.[395]

The Johnston party on Newboro Lake in 1909 included almost twenty campers. They spent a day paddling canoes to Jones Falls, another day paddling in a number of local lakes. One of the members reported that "on several days the lakes were quite rough, and though the timid ones hesitated at first they had to give in to the fascination of leaping from wave to wave in the canoes".[396]

While fishing and pleasure boating were major activities for campers, the camp-fire was a special attraction. Johnston's camping party spent the evenings "around a huge bonfire, singing, or listening to the gramophone, and enjoying the fresh air and perfect moonlight".[397] In contrast, the Playfair party in 1905 spent three nights raving and stamping around because of mosquitos.[398]

The convenience and accessibility of camping encouraged many

residents of the Rideau Corridor to experience this style of summer recreation. In 1893 the Smiths Falls *Rideau Record* reported that a large number of camping parties on the Rideau Lakes had come up from Ottawa and vicinity every week.[399] A considerable tenting community had formed near Hogs Back Lock Station by the turn of the century. One observer noted in 1899:

> Hogs Back as a summer resort is a pretty place and has many advantages which suggest themselves to the citizen who wishes to get out and have a breath of fresh air once in a while. It is not what might be termed a residential resort. Those who frequent this spot are more of the roving type, who like to pitch their tents in different places occassionally.[400]

The shores of the Rideau River near Burritts Rapids had also proved a fine location for campers from Ottawa by 1899, as reported by the Ottawa *Journal* in that year:

> This is the season for fun and fishing here. [Burritts Rapids] Many campers have escaped the heat of the city and have pitched their tents at or near our little village. Those, whose opinion we have heard on the subject, claim that a more beautiful spot on the Rideau cannot be found.[401]

In 1909 the Kingston *British Whig* reported that in Perth "it is beginning to look like a clean sweep in this town just now, as the majority of the people are camping".[402] While many tourists arriving from other Ontario or American sources may have had the means to afford cottage or hotel accommodation, they, too, participated in the camping movement along with some residents who may not have had much choice in their mode of recreation. The Perth *Courier* reported in 1922:

> Newboro Lake is having its usual large number of campers this year and all the available camping ground is being taken up by families from many of the Canadian cities. [403]

Until the widespread use of the automobile by the 1920s, many camping sites were accessible only by boat. In 1900 Arthur Bell camped on Rideau Lake near Portland by using the steamer *Olive* to transport he and his outfit to and from Merrickville.[404] In the same year, Rupert Mitchell and two companions rowed down from Perth to camp on the Rideau Lakes for a couple of weeks.[405] In 1902 William H. Hicks and four friends went camping and fishing on Rideau Lake in the motor boat *Bessie* from Perth. With faces 'beaming with the ruddy glow of health', the party 'enjoyed the cruising in Mr. Hicks' fine launch' and grew 'ecstatic in describing the beautiful sunrises'.[406] (See illustration 41) The June, 1906 issue of *Rod and Gun and Motor Sports in Canada* asked the question "Camp-fire or Motor Boat. Which is Best? Why Not Both Together?"[407]

One of the most interesting stages in the camping experience was the establishment of group camps by families or friends on the waterway. Two such camps were Oakview on Petty's Bay and the Merrywood Camp, both located on Lower Rideau Lake.[408] (See illustration 83) An observer on the *Rideau Queen* in 1903 reported seeing thirty members of the "12 W. D. Republican Hunting and Fishing Club" from Pittsburgh camped near Chaffey's Locks.[409] Camps Ramiac and Trojan were cluster colonies of tents near Garretts Rest at the turn of the century and inhabitants were described as strong of lung and lithe of limb:

> They take to camp life like Bedouins, they sail, they row, they swim, they dance, they sleep - a little - they talk all the time, and they eat a great deal.[410]

Two group camps on Big Rideau Lake eventually developed cottages on their sites. Camp Ottawa near Fancy Free Island on Big Rideau Lake originally consisted of more than eight members in a male fishing club which was deeded land in 1896. The members gained early access to their club via the steamer *James Swift* in 1896 or their own yacht, the *Weary Waggles*. A cottage had been built by 1900.[411]

Little Boys Camp had its origins with Charles Parker of Philadelphia inviting twenty to thirty ladies and gentlemen to the Rideau in 1906.

> The excursionists who went to Westport last Thursday with *Aileen* enjoyed a novel spectacle at the Narrows - a group of members of the Little Boys Camp clothed in all the loose trapping imaginable. The camp is situated on an island near the north shore of the Big Rideau.[412]

Messrs Morgan, Byshe, and Baker of Ottawa held evangelistic services for campers in a large tent that included a portable organ at their camp site on Big Rideau Lake.[413]

Camps could consist of simple tents used by overnight visitors, larger tents covering temporary wooden platforms used for extended holidays, or semi-permanent cottages erected for a season with tents large enough to be divided into rooms.(See illustrations 82 and 83 for examples of overnight and temporary camps). The semi-permanent camps were the forerunners of permanent cottages in many locations.[414]

While permanent cottages gradually eliminated many choice camping sites on the waterway, the Rideau System remained relatively undeveloped before 1930, and allowed a wide range of camping possibilities without the need for trespassing on private lands. Some of the best and most strategic camping grounds were situated on canal reserve land adjacent to lock stations. Between 1890 and 1930 parties could use canal reserves for picnics or camping, free of charge.[415] This was a great accommodation to recreational boaters touring the canal especially those who could neither afford lodgings nor a boat with sleeping facilities. In 1926 Superintending Engineer for the Rideau Canal, A. T. Phillips reported:

> We have available places for camping purposes between Hartwells and Hogs Back, Black Rapids and Long Island in fact at almost every lock station along the line of the canal there are portions of the reserve on which some campers might be allowed to erect their tents for a few weeks during the summer.[416]

By 1923 there were so many campers seeking sites on canal reserves that a summer permit system had been established. The Rideau Canal would not grant specific sites nor would they allow reservations, but a permit holder would be required to erect a tent or camp within twenty-four hours of permission being granted. No fees were charged for the camping permits.[417]

Canal reserve land was also leased for semi-permanent camp sites which allowed people to erect small cottages that could be taken down at the end of each camping season. The cottage leases were no more

than seasonal camps and rose in cost from $2 in 1907, $7.50 by 1922 and $10 or more by 1926. The camp sites were usually less than an acre in size and specific demands were made on the lease holders to keep the site tidy, the structures painted and the rubbish cleaned up. No trees were allowed to be cut; there was no guarantee of ingress or egress and the site was under the entire responsibility of the lease holder.[418]

It is not surprising that the proximity to good roads and the city of Ottawa encouraged camp leases to proliferate around the Hartwells, Hogs Back and Black Rapids Lock Stations' canal reserves. By 1932 there was evidence of more permanent establishments on leased land with annual rentals being charged.[419] The availability of canal reserve land for day use, and for temporary and seasonal camping was an important attraction on the Rideau Canal, not found at other lake resorts which lacked access to public lands. There is no evidence that private parks for camping purposes were established before 1930, and the Ontario Provincial Park System had no sites on the Rideau Canal during this period. A good guide for camp sites was "Dr. Lake's Chart of the Rideau Lakes Route Between Kingston and Ottawa", published first in 1907.[420]

Camping allowed people to enjoy the waterway and pleasure boating without spending a great deal of money for accommodation. It also serviced the interests of a wide range of people taking part in many different activities. Camping was a recreational alternative for those people who had few alternatives as well as a major attraction for

those people who specifically chose camping. Before 1930, camping was largely associated with pleasure boating and activities like hunting and fishing. The automobile started to eliminate the need for boats to gain accessibility to camp sites but pleasure boating remained an important focus for people while camping.

Youth Camps

The youth camp movement from the 1890s became associated with the recreational return to nature and the new organic relationship between man and the land. The organization of youth groups like the Young Men's Christian Association (Y.M.C.A.), the Boy Scouts and Girl Guides and the development of private camps helped to encourage skill levels in boating activities and were a means by which many children from town or city were introduced to water-based recreation activity. While the youth camping movement was widespread in the lake regions of Ontario before 1930, it had not reached its peak. Youth camping's greatest impact was in areas like Algonquin Park and the Temagami Forest Reserve,[421] where railway connections from the south made wilderness areas accessible. The Rideau Corridor was not a prime site for private camps between 1890 and 1930 but the canal was utilized by camps as a canoe route and its shoreline was used by local youth groups on recreational outings. The Rideau offered a fine and varied experience, but it could not provide a wilderness habitat that seemed so necessary in the early development of private base camps.

The Ottawa Y.M.C.A. Camp, On-da-da-waks, begun at Marshall's Bay on the Ottawa River in 1893, was the oldest camp in Ontario,[422] although frequent use of the Rideau Canal by such groups on outings is hard to document. Y.M.C.A. boys camping grounds or sites were established by the turn of the century at Jones Falls, Chaffey's Locks, Black Rapids and at Mooney's Bay just above the Hogs Back

Locks. The Boy Scout movement emerged in conjunction with Y.M.C.A. groups, and in 1911, the Blacks Rapids camp was being shared by the two groups in association.[423] Recreational boating played a key factor in these camps as indicated by one scoutmaster on Mooney's Bay who paddled a canoe into Ottawa every day.[424] In 1906, a group of parents from Kingston took an excursion to the banks of the river at Jones Falls to see the Y.M.C.A. boys camp.[425] The 1907 Y.M.C.A. boys camp at Chaffey's Locks was described as being very successful: "the fishing and boating have been of the best".[426] The Brockville 'Y' war canoe crew paddled the Rideau Canal from Westport via Kingston to home in 1900.[427] There are no references to members of the Young Women's Christian Association using the Rideau Canal but members in Kingston were introduced to boating skills at a camp base at Fort Henry in 1918.[428]

According to an article from the Ottawa *Journal* in 1909 the subjects taught within the popular boy scout movement included scout craft, camp craft, observation, wood craft, chivalry, lifesaving, endurance, patriotism and seamanship. Instructions under the latter category included swimming, boat and crew management, engines and bearing maintenance, charts and weather observation.[429] In 1915 the Smiths Falls newspaper described a troop of fifteen local boy scouts heading up to their Tar Island Camp on Rideau Lake where they had two motor boats, rowboats, canoes, guns and fishing tackle.[430] Although many Y.M.C.A. and boy scout camps were temporary arrangements that

changed location from year to year, more permanent sites were established on the Black Rapids canal reserve[431] and on the Rideau Lakes. In 1911, girl and boy scouts in Perth had to be content with spending two weeks camped at Best's cottage on Rideau Lake[432] but this all changed in the early 1920s when former Perth mayor and active boat enthusiast J. A. Stewart donated 'Camp Stewart' on Rideau Lake. The permanent site attracted scouting parties from Perth, Smiths Falls, Toronto and New Jersey in 1928.[433] Scoutmaster R. H. Holmes of Perth announced the July 22-28, 1928 camp period at a cost of $2.50 per week and instructed participants to meet a boat at the Tay Canal basin on Sunday afternoon with their kits.[434] One of the groups to attend Camp Stewart in the same year was a party of sea scouts from Perth who travelled to camp along the Tay Canal in their own motorboat.[435] The first Ottawa Sea Scout camp was held on a small island on the Rideau Canal between W. J. Henry's boathouse and the Ottawa Motor Boat Association boathouse in 1927. The Rideau Canal office informed the sea scout master that no trees could be cut, no debris could be left behind. There were to be no disturbances and the camp was to comply with Board of Health rules.[436]

The formation of early local youth camps along the Rideau Canal was an important introduction to recreational boating for many children whose exposure to such activities may have been limited. Youth camping helped to broaden the base of interest in recreational boating and it taught the skills deemed necessary to use the waterway

safely. Especially for the youth of Ottawa and Kingston, it brought the inland waterway into their recreational horizon. Their interest in recreational boating would more than likely extend into adult activities.

The development of private camps and canoe trips was a more distant affair. Campers were more likely to be from major urban centres in higher social classes. Recreational boating stood at the foundation of most youth camping whether directed toward aquatic sports or tripping adventure.[437] When Ferna Halliday formed Camp Oconto in 1924 in neighbouring Frontenac County, canoe trips for girls were centred on the Rideau Canal System.[438] A camp called 'Red Cloud' located near Brackney, Pennsylvania set up 'Opinicon Camp' on the lake of the same name as a tripping outpost in 1930.[439] The Rideau System remained largely unaffected by the development of private youth camps but the presence of the camping movement in Ontario would help sustain the interest and extend the skills of many recreational boaters who would use the Rideau Canal and other lake regions in the province.

Resort Hotels and Lodges

The resort hotels and fishing lodges of the Rideau waterway were instrumental in developing a clientele who would use recreational boats. In the lakes district between Jones Falls and Smiths Falls a number of seasonal establishments were begun even before 1890, which were distinct from the commercial hotels of the local towns and villages. These seasonal resorts were patterned around the needs of tourists on vacation, of local residents on holidays, as well as those of day-use visitors. The Rideau lodges had to handle overnight visitors 'en route' around the waterway in their boats as well as stationary visitors who required guides and boats from their hotel. Instead of developing the large scale infrastructure of the Muskoka resort with elaborate day and evening programmes, the Rideau lodges were relatively small scale with an orientation on sightseeing, pleasure boating and fishing. Not easily accessible from many large urban centres, the Rideau resorts depended upon returning visitors and word of mouth to sustain their operations. The remarkable longevity of the Rideau resort is ample evidence of the kind of hotel stewardship that attracted a loyal clientele to return year after year because of sustained 'atmosphere' and unchanging conditions. The growth of recreational boating was also partly responsible for the development of these resorts. Resorts and pleasure boating formed a symbiotic relationship on the waterway, and their presence made an impact on the local economy.

The Coutts House of Rideau Ferry opened its doors before 1890 and became a focus for recreational activity at its strategic location on a reach between the north-eastern extension of Big Rideau Lake and Lower Rideau Lake where a bridge crossing linked the town of Perth with roads to Smiths Falls, Brockville and Kingston. John Coutts established the hotel in the old Campbell house in the 1880s adding a three storey building with a large dining room and sixteen guest rooms in 1893 that could accommodate forty to fifty boarders by 1897. Peter Coutts took over the hotel by 1900, adding a large veranda in that year. Jack King became the proprietor by 1909 and hotel owner Patrick Timmins from Smiths Falls purchased the hotel in 1923, which was called the Rideau Ferry Inn by 1927.[440] (See illustrations 69, 72, 78)

At this strategic location, owners of the Coutts House were able to tap day use and vacation orientated visitors. In 1890 the Perth *Courier* reported the growing attraction of Rideau Ferry:

> The Ferry's becoming more popular every year, and those who have spent one summer at the ferry house stores and enjoyed the hospitality of the proprietors have shown their satisfaction by spending their holidays there yearly.[441]

In 1892 the Coutts House was host to a party which had chartered the *Tropic* steam yacht for a moonlight excursion from Smiths Falls. The hotel was "full to the roof and then not nearly all who apply can be accommodated".[442] Following the renovations in 1893, the hotel

was more capable of serving the growing crowd of pleasure seekers. In 1902 it was noted that that "few summer resorts have gained in popularity as has Coutts".[443] The Coutts House attracted parties of Americans as well as boarders from places like Ottawa. In 1900 it was noted:

> Mr. Matthew Orme of J. L. Orme and Son, Ottawa, with friends to the number of ten, arrived at the Coutts house last Saturday by the *Rideau Queen*. Mr. Orme is an inveterate fisher and taken more solid enjoyment out of a month's holiday than most people.[444]

With Sam Hall's boat livery service and grocery store in operation by 1900, the Rideau Ferry became a focal point for recreational service.[445] Vacationers visited the hotel for accommodation; visitors from towns could rent boats, and cottagers could acquire supplies. The Coutts House endeavoured to attract as many of these persons as possible. In 1906 they hosted a concert by the Perth Citizen's Band that attracted a town audience on board the steamer *Aileen*.[446] In 1910 the Coutts House hosted a benefit concert involving the "lady and gentlemen cottagers at the Ferry".[447] The Rideau Ferry Mission Band held a social at the hotel for town folk and cottagers in 1917.[448] In 1927 the Rideau Ferry Inn advertised an orchestra on hand every Wednesday night in the summer.[449] However, the most public role taken by the Coutts House concerned activities surrounding the Rideau Ferry regattas when its grounds were used for meals, parades and concerts and its buildings used for awards presentations and banquets.[450] The Coutts House encouraged the use of

recreational boats as a social centre for Rideau Ferry cottagers and campers. Indeed the operation of the Coutts House is an example of the economic impact of recreational boating on resort development.

The importance of the Rideau Ferry was evidenced by the promotion of a competing hotel in 1887 for the south shore of the Ferry with proposed but never completed dimensions of 40 x 24 feet and wings of 24 x 30 feet.[451] The importance of the Coutts House to the Rideau Ferry was expressed in a petition to the Superintending Engineer of the Rideau Canal in 1923 by the Smiths Falls Board of Trade:

> be good enough to give the management of the Coutts House at Rideau Ferry, any such assistance as you possibly can in putting a proper wharf there, for the accommodation of the public and excursionists and tourists.[452]

Another major resort hotel in the area which served as a focus for recreational boaters was Garrett's Rest, located on a small island at the entrance to Briton Bay (before 1914 - German Bay) on a north-eastern arm of Big Rideau Lake. The resort was established before 1890 just two miles from Portland, by S. Garrett and his wife from Smiths Falls. By 1910 the proprietor was Mrs. M. Garrett, and by 1913 Mary Newton had become the manager.[453]

In June 1894, S. Garrett was described moving his household effects up to Garrett's Rest which served as his summer home where he kept comfortable facilities for entertaining visitors.[454] By 1895 the Rest was described as so popular "that not only the people of towns

surrounding Rideau Lake patronize it, but many come from long distances." During a week in the middle of July, there were twenty-nine boarders, seventeen from Smiths Falls, eight from Perth, and four from the United States.[455] A promotional article in the Smiths Falls *Rideau Record* in 1897 extolled the beauties of Garrett's Rest and area:

> In modern days body and mind are strung up to the very highest tension and therefore, most people find it necessary to have a little rest and relaxation some time during the year. Those to whom money is no special consideration, can go when and where they choose. But the average worker of brain or body must carefully consider the cost, and be governed accordingly. Hence it becomes a vital question where to go for the greatest benefit at the lowest expense. Tastes differ, of course. Some must camp. Others troubled with pains and aches naturally go to the springs and mineral watering places. A few will go where they can get the sea breezes. But for those who want absolute rest and pleasure the Upper Rideau certainly offers the best advantages. It is one of the most delightful spots in all Canada. For boating, sailing, fishing and scenery it has no equal. The accommodation at Garrett's Rest is number one. The house this year has been renewed with in and without and presents a charming aspect. The price is extremely moderate and the host and hostess the most genial and obliging to be found anywhere. This place is easily reached too, a matter of considerable importance to those who cannot afford to go far away.
>
> The trip up and down on the palace steamer, *James Swift* is a luxury in itself. Then think of all the pleasant friends up there in cottages of their own. On one side you have the obliging tailor, while on the other you find merchants, editors, clergymen, manufacturers, milliners, masons, etc. all the very best people abroad. You cannot possibly get lonesome. Another feature is the quiet and respectful way in which the Sabbath is observed by all. Last year a service was often held on the Sunday and the effect was most helpful and inspiring.
>
> Those who want to spend a few weeks or even days to advantage should remember the exceptional advantages of our own beautiful Rideau.[456]

Between 1899 and 1900 major additions were made to the Garrett's Rest operation including a dining room extension, new bedrooms and a grocery store for the convenience of cottages and campers. Yet despite the increased accommodation the hotel was completely booked and visitors had to be turned away. Visitors in August were mainly from Ottawa and the United States, and an observer wrote that it was "one of the most popular resorts on the Rideau".[457] (See illustrations 76 and 77)

As at the Coutts House at Rideau Ferry, the proprietors worked very hard at attracting the local clientele, whether they were from towns, cottages or camps. In this regard the resort catered to day-use activities as well as the requirements of tourists on vacation. From as early as 1892, Garrett's Rest provided steam yacht service to Perth and Smiths Falls, and still in the 1920s their own boat was being used as a taxi service.[458] Furthermore, the popularity of the resort caused other steam yacht and steamer services to make scheduled stops at the island. Some yachting services ran specific trips to Garrett's Rest such as the *Tropic* in Smiths Falls which ran three trips a week in 1897, and the *Nettie W* of Perth with a daily route in 1917.[459]

To further their local profile, the proprietors held Sunday services that attracted as many as three hundred cottagers, campers and guests who used a wide range of recreational boats for access to the island. In 1910 dances were held on Tuesday nights with cottagers and guests mingling and upwards of a hundred in attendance.[460]

Entertainment and refreshments were also available for socials such as the one held for the Red Cross Society in 1915.[461]

The lodge, with an estimated thirty beds available,[462] was only a part of the physical operation of Garrett's Rest. Lodgers came from near and far. In 1899 J. F. Frost of Smiths Falls took a yachting party on the steam yacht *Kilburnie* to Garrett's Rest where members of Parliament, Fraser, Cowan, Healy and Landeskin were introduced to the "magnificent scenery".[463] Mr. and Mrs. Coe of New York booked into the 'Rest' for the fifteenth straight year in August of 1911.[464] Mr. and Mrs. T. H. Watchorn went up the lake in their yacht *The Gwen* with a party from Merrickville and spent a few days at the 'Rest' in 1912.[465] (See illustration 43) The island resort and service centre was a focus for recreational boat users. Boating provided the ways and means of enjoying such a popular resort.

An early fishing lodge on Big Rideau Lake was the Angler's Inn, established on Long Island before 1890. Very little is known about the early operation, but in 1893 the hotel was purchased by a syndicate of New York and Canadian capitalists, most of whom were involved in the Canadian Pacific Railway.[466] R. H. Southgate of Chicago, the proprietor of the Auditorium Hotel in Chicago, the Brunswick in New York and at Alexandria Bay, was disappointed to hear about the sale of the Angler's Inn. While on an annual sojourn to the north shore of Rideau Lake on his steam yacht *H.P. Clark* in 1894, he informed the Smiths Falls *Rideau Record* that it had been his intention to

purchase the Angler's Inn and build a mammoth summer resort at the site.[467]

The Angler's Inn evolved into a private club house for C.P.R. officials with membership limited to one hundred.[468] In 1894 the club purchased their own steam yacht called *Frolic*, which they used to ferry members from the C.P.R. station at Smiths Falls to Long Island.[469] The Angler's Inn hosted a number of important guests including Major-General Hutton, the Commander of the Armed Forces in Canada in 1899 and Governor General Minto and Lady Minto, who spent two weeks at the Inn in August of 1903.[470] A fire eventually destroyed the Angler's Inn. With officials of the C.P.R. using recreational boats on Rideau Lake at this period, it is somewhat surprising that C.P.R. promotion of resorts in Ontario ignored the Rideau Canal.

In 1910 Mrs. Anna Falding of Boston, Massachusetts, purchased a cottage built by Marie de Gez Eisner on Big Rideau Lake and established "The Portland". Mrs. Falding added guest houses, a tennis court and gardens to the existing facilities, and in her advertising described Big Rideau Lake as "Nature's Sanatorium" and "The Home of the Small Mouth Black Bass and Lordly Salmon". She advertised access to her resort by rail connection and steamboat service. "The Portland" was taken over in 1914 by shareholders of a private fishing group called Portland Club Limited. Gordon C. Edwards of Ottawa bought out the other shareholders in 1918 when the site became a private cottage again.[471]

Two other lodges on Big Rideau Lake were the Sea Breeze and Star Island Club. Little is known of their operation except that by 1900 the Star Island Club near the Rocky Narrows had a membership which included citizens from Smiths Falls and Ottawa.[472] Toward the 1930s a number of fishing lodges were developed with small cabins or cottages available to fishermen at different points near road access around the Rideau Lakes. The development of many of these lodges was in many ways a direct impact of recreational boating on the local economy.

With the coming of the Brockville, Westport and Sault Ste Marie Railway (Brockville, Westport and Northwestern R.R. in 1903 and C.N.O.R. branch line by 1910) after 1884, the towns of Newboro and Westport were given a distinct advantage in attracting tourists to the middle of the Rideau Waterway before 1913. An anonymous pamphlet in 1888 explained Westport's special location:

> The hotel accommodation is also excellent, there being three hotels - the Wardrobe House, the American, and the Windsor...Nature has done much to make Westport a place of attraction for either the businessman or tourist. Situated as it is on a beautiful amphitheatre overlooking a broad expanse of water it cannot fail when its advantages become known as a favoured summer resort. The broad sheet of water by which the village nestles is dotted with beautiful islands which rival those of the St. Lawrence as a camping ground, while the fishing in the lake is unexcelled.[473]

In spite of the advantage of the railway, the town did not become a hubris for recreational visitors. In a 1909 souvenir issue of the town paper, The Westport *Mirror*, glowing comments about recreational

potential were balanced by assertions that "these Rideau Lakes were better known fifty year ago than now...the Rideau route ceased to be a main thoroughfare, and is now only locally known". Other articles presented a measured view noting the railway was carrying an "increasing number of sportsmen", and Westport "as of late" was becoming a summer resort.[474] Like many other towns along the Rideau system, recreational activity added to the diversity of the townscape but did not dominate. The seasonal fluctuation would have been evident but most of the Westport hotels, including the Alhambra, catered to the regular travelling public all year round. On the Upper, Big and Lower Rideau Lakes, Westport was the largest service centre.

In 1926, the Perth *Courier* reported the construction of a new Westport hotel designed by Mr. Driver, an architect from Kingston, with forty rooms, cold and warm running water, up to date baths and twenty double garages. Called the Lexina Hotel by owners Alex and Lena Brown, the 'systemized' hotel offered tennis, golfing, riding, fishing, croquet and boating for pastimes as well as winter sport for year round activities. The Lexina hotel became the Tweedsmuir when it was purchased by the Roberts family in 1932. The Tweedsmuir was a year round resort hotel which catered to the seasonal as well as regular travelling public.[475]

The Rideau Hotel and 'the Poplars' were two resorts associated with the village of Newboro. Little is known of 'the Poplars' but the

Rideau Hotel attracted visitors through its strategic location near the channel cut at Newboro and the railway between Brockville and Westport. The resort focus was expressed in the following description of the Rideau Hotel in 1909.

> As the status of many towns and villages is very often fixed by the character of its hotels, it is but natural that the good people of Newboro should evince considerable interest in a recent property transfer by which the Hotel Rideau, long known to anglers and shooters on both sides of the international boundary line, came into possession of Mr. Lev. Southworth, of Brockville. This gentleman whose ten years' management of Cedar Park Hotel, at Charleston Lake, was the means of establishing an American connection of the best class, has long been considered the village of Newboro to be the key to the situation in so far as the tourist traffic of the Rideau is concerned, its peculiar location on the water shed of the chain and in the heart of the best fishing and shooting, rendering it especially attractive. It is also easy of access both by rail and steamer, a very important feature in the itinerary of most tourists.[476]

In 1919 a visiting fisherman to Newboro Lake gave the following summary to his stay at the Rideau Hotel:

> I found unusually good accommodation and service at the Rideau Hotel, and can also recommend the boatman who attended me (Michael Murray) as a reliable man who knows his business. The charge made here ($4.00 per day for boat and man) appears to me rather high; the late war has been made an excuse for a multitude of sins in this respect, not only at Newboro but elsewhere.[477]

A visitor's description of the Rideau Hotel survives in a 1907 *Rod and Gun in Canada* article.

> Here there was "a picture no artist can paint." A tired angler carries a string of fish to the hotel, proud of his success and his conquests but his ardour is cooled by a

> friend who remarks, "We caught some fish today that took a bait the size of the best you have!"
>
> Around the hotel are scattered in heaps the strings of the different anglers. Here and there groups stand and talk about the "dandy" that got away or tell of the landing of the best they caught. The unsuccessful ones tell about throwing away better ones than can be seen any place around.
>
> The majority sit on the veranda and smoke and relive the day's adventures or swap stories with a talkative neighbor. But we are too tired to linger so we think of bed and bid our friends "adieu![478]

There were other hotels in Newboro, such as Dominion House, Ottawa House and Ontario House but the Rideau Hotel can be singled out for its resort market.

Three other resort complexes on the Rideau Canal will only be summarized here because of previous analysis by Keith Dewar in his thesis "Resort Development in the Rideau Lakes Region of Eastern Ontario, 1826-1955".[479] The Cedar Grove, Boarding House, or Simmon's Fishing Lodge operated by the Simmons family from its modest beginning in 1889 to the present day at Chaffey's Lock, was a small lodge with a large visitation from New York State before 1930.

> Mrs. Simmons began serving meals to people cruising the waterways as well as summer cottages, for they were beginning to move into the area...Guides were hired and the tourist business in Chaffey's began to boom.[480]

The emphasis on fishing and recreational boating was expressed in a poem written by Jennie Moullon for proprietor J. W. Simmons (1877-1957). The following is the fourth stanza of the poem "Our Old Friend Jim".

If perchance a boat is needed,
Or a guide is ushered in,
Morning's calm is rudely broken
By the question, "Where is Jim."
When gasoline is needed,
Or a motor on the bim'
Someone calls (at times impatient)
"Now I wonder, "Where is Jim?"[481]

While Simmons Lodge had only twenty guest rooms available in the 1920s, the Opinicon Hotel had a capacity of seventy-five. In 1899 the old house of John Chaffey, built in 1870, was transformed into a boarding house by William Fleming. It became the Idylwilde Hotel in 1901 and was purchased by an Ohio group in 1906 known as the Youngstown Hunt and Game Club. The hotel was renamed the Opinicon Club and in 1921 further ownership changes occurred so that the Opinicon Hotel by 1929 had a large main building, two wings, an annex and a cottage.[482] The Opinicon Hotel was a major employer for guides and it focused on the bass fishing in the adjacent drowned lands. The development of the Canadian Northern Ontario Railway via Chaffey's Locks from Toronto to Ottawa in 1913 encouraged the Opinicon Club to expand into the large scale hotel it became. In Dewar's analysis of Opinicon Hotel visitation using registry books between 1907 and 1929, he has observed a remarkable consistency in visitor origins, an average party size of 2.4 and strong representation from Ohio, Ontario and New York with over half the tourists from the United States.[483]

The Kenney's Hotel at Jones Falls was begun in 1877 and remains in the hands of descendants of the original owner Thomas Bartlett

Kenney. With the rise of recreational boating and tourist activity, the hotel shifted from county road to canal orientation before the turn of the century. In 1901 the pamphlet *Picturesque Rideau Route* gave the following description.

> We are glad to hear again the torrent of Jones Falls and from the vineclad balconies of the DeKenny House watch its snowy waters tumble over the huge boulders into the Lake below. This house is so largely patronized by American sportsmen that the astute host flies the Stars and Stripes and the Union Jack side by side. It is a favourite resort for resort owners; and men of semi-nautical appearance lounge around and exchange fish stories after the time honoured manner of the imaginative angler.[484]

In the Rideau Lakes Navigation Company pamphlet *Rest and Sport among the Rideau Lakes* in 1914, the following notation was given for the 'Hotel Kenney':

> This Hotel with its "Annex" is the largest and most modern Hotel on the Rideau Lakes. It is situated on the water's edge between Whitefish and Sand Lakes, and in the very midst of the best Bass fishing this section affords. Its large airy rooms, single and ensuite, broad cool piazzas, excellent cuisine, modern sanitary arrangements, hot and cold water baths, make it a comfortable and home-like hotel. Experienced guides, good boats and live bait always on hand.[485]

Dewar has been able to point out the dominance of visitation from New York State and Ontario between 1894 and 1923 with the statistics for 1894 being 45.3% from Ontario and 43.0% from New York. Unlike the Ontario visitation statistics at the two Chaffey's Lock lodges which also had a high percentage of American tourists, the Kenney Hotel's Ontario visitors were largely local.

> They came from within a very few miles of the hotel, particularly from the villages of Elgin, Delta, Lyndhurst, Newboro, Westport and the surrounding country-side. It appears much more of a meeting place for picnics and other local gatherings than the other hotels and many of the people still remember the large Victoria Day picnics held at the locks.[486]

Dewar's analysis shows that Kenney's Hotel experienced increasing visitation from Ontario to 1923. Local visitation was encouraged through the hosting of events by the hotel like Reverend Tesky's Sunday school picnic on 2 August 1912.[487] Although the *British Whig* reported "large numbers of boats and launches passing through the locks daily" at Jones Falls in 1909, the lock station was a barrier on the Rideau Canal. Many people would have come to Jones Falls to see the impressive engineering monument of the Jones Falls dam or to enjoy the rugged scenery around the locks, but not attempt to lock through because of the substantial delay of waiting for four lockages. Day-use recreational boaters from Kingston or the Rideau Lakes and in between would have used Jones Falls as a destination place where the journey would turn around. Likewise, the formidable Jones Falls lockage would have presented to a canal traveller, the option of staying over at the hotel either before or after a lockage sequence. A combination of convenient connections with county roads, spectacular sightseeing possibilities and considerable lockage delays at Jones Falls encouraged visitation by both local and tourist visitors at the Kenney Hotel for meals as well as lodgings. (See illustration 79)

The hotels and lodges mentioned above were largely resort

facilities which serviced the seasonal tourist trade. Their very purpose encouraged visitors to use recreational boats and the rise of pleasure boating perhaps had an economic impact by stimulating the development of such resorts. However, there were other hotels along the Rideau system which serviced tourists even if their prime role was to serve the travelling public.

In 1905 a yachting party was described going up the Tay Canal and registering at the Revere Hotel in Perth.[488] In 1910 a large number of tourists were reported staying at Portland's Commercial Hotel, while by 1913 Smiths Falls' Hotel Rideau had become a Rideau headquarters for tourists as the number of day boarders had largely increased "on account of so many families living up the lake".[489] There were many regular hotels in Kingston and Ottawa as well as a number spread along the canal in places like Elgin, Newboro, Westport, Portland, Perth, Smiths Falls, Merrickville and Kemptviile which could provide accommodation to tourists and boat users.

The resort lodges were concentrated in the lakes region of the Rideau Canal between Smiths Falls and Jones Falls. The very characteristics of these resorts encouraged the widespread use of recreational boats. Resorts near Smiths Falls and Perth tended to attract residential day use visitation as well as the vacationing tourist while those near Chaffey's Locks were geared more towards longer term visitation, especially from the United States. Different patterns of accessibility affected the clientele at the various

resorts, giving each hotel its own character. Unfortunately, the lack of information does not allow further visitor analysis of some other lodges along the lakes like Fisherman's Rest at Westport, Stirling Lodge at Newboro, 'the Poplars', Pringle's, Sea Breeze, Star Island, Poppin's and Whitcomb's.

The resort hotels introduced many people to the Rideau Waterway and they established a long tradition of recreational boat use associated with fishing and sightseeing. They developed a consistent but not overwhelming clientele. Although expansion took place at many of the sites, none of the hotels established a grand resort focus to the extent of the Thousand Island's Frontenac Hotel or the Presqu'ile Hotel near Brighton or the Rosseau House in the Muskokas, among others. As in recreational boating, the Rideau hotel was more reserved, distant from other commercial resorts and local. The public orientation of the Rideau resort survived the shift to the private car and cottage by maintaining special characteristics that attracted loyal vacationers. Isolated, yet accessible, the Rideau fishing lodge in particular, avoided the commercialism of larger resorts and offered a level of comfort and convenience not likely available at wilderness lodges. There has long been a symbiotic relationship between resort hotels and recreational boats. To this day, Rideau resorts promote the use of boats with their clientele. The Opinicon Hotel still arranges for guides and skiffs and the Rideau Ferry Inn hosted the Tenth Annual

Ottawa International Boat Show, run by the Manotick Classic Boat Club on 10 August 1985. (See illustration 87)

Cottages

One of the most intensive users of recreational boats was the cottage owner. Almost by definition, a cottage owner would partake in recreational boating, using various water craft to haul luggage and supplies and to ferry passengers as well as to participate in a wide range of activities like fishing, sightseeing and aquatic sports. The early resort hotel, fishing lodge, excursion steamer and picnic outing introduced waterways to a wider public while the railway, recreational boat and automobile made accessible lakes and rivers previously remote. With increased leisure time and discretionary income within the middle and upper classes, and with technological changes in boats and automobiles, recreational orientation shifted from a social and public setting as in a resort hotel to a private and more exclusive environment at a cottage or camp with recreational boat or car as a 'tender'. (See illustrations 73 - 75)

The first cottages were associated with wealthy individuals or families who could spend a portion of the summer on the lakes and had the financial capability to afford the land, the construction of a permanent cottage and the transportation to and fro. With many cottages located on rugged shorelines, isolated peninsulas and islands, the boat was an indispensable part of the cottage environment. Even after the widespread use of the automobile had increased accessibility to cottages, the recreational boat remained of central importance to the cottage community.

The rise of the motor boat had an even greater impact on the cottage community than did the automobile. Before the 1920s many who could not afford a car could afford a motor boat, and this permitted residents along the waterway, especially those in the towns of Perth and Smiths Falls, to consider a seasonal cottage on the lakes wherever suitable and reasonable sites could be found. The motor boat made accessible more locations along the waterway and enabled cottagers to follow a flexible time schedule by freeing them from public railway and steamboat schedules. This new mobility offered by the motor boat permitted increased day-use of cottage sites as well as convenient weekend accessibility.

Unlike many other resort areas which developed around inland waterways on the Canadian Shield, the Rideau Corridor had a permanent settlement pattern and an operational commercial canal long before the surge of water-based recreational activity by 1890. The early cottage community on the Rideau took advantage of the linkage offered by the canal and attracted a boating public from towns and villages along its course and from the cities at either end. The small cottage clusters that began to emerge in the 1880s were frequently located near bridges, villages, hotels, selected lock stations and, later, railway connections. These cottage communities around Rideau Ferry, Portland, Westport, Newboro and Chaffey's Locks were largely dependent upon boats and water access but clung to alternate transportation

facilities as well. Perhaps out of fear of isolation, the difficulty of transporting construction materials over great distances or the need for association, cottages were developed in this cluster pattern. If we can use Muskoka as an example, there is clear evidence that early cottage communities reflected connections from home territories.

> The frequent juxtaposition of cottage owners from similar locations suggests that early cottage owners often had a strong influence upon the locational decisions of their relatives and friends. In consequence, distinct clusters of cottages owned by residents from similar locations can be discerned ... [490]

Unlike Muskoka, however, the early Rideau cottage communities were indigenous. James R. Kennedy has noted that "the earliest cottagers at the [Rideau] Ferry were not city people or Americans as is often thought, but men from Perth, Smiths Falls and Ottawa who had easy access to the area by road."[491]

> The cottagers on the Rideau were generally people who lived in towns nearby and could afford to buy land and build a cottage. In 1901, there were thirteen cottage owners on the South Elmsley side of the Rideau. Most of them were Perth residents while two were from Ottawa and two from Smiths Falls. Nearly all were well-to-do professionals, manufacturers, merchants and retired townspeople.[492]

Residents did not travel to their cottages solely using local roads. For the people of Smiths Falls, the Big and Lower Rideau Lakes were just one lockage away while Perth residents had to endure two locks on the new Tay Canal at Beveridges Lock Station. On the great expanse of the Rideau Lakes, only the Narrows Lock Station and the swing bridges at Rideau Ferry inhibited free wheeling boat traffic.

Cottages were established at locations between Smiths Falls and Portland in the 1880s with clusters at Rideau Ferry and the islands off Portland. As steamer service and motor boats became more reliable, islands and points in between began to see more development. Smiths Falls and Perth newspapers identified the local elite cottaging pioneers such as Gemmill, Bethune, Kellock, Armstrong, Meighen, Stewart, McLaren, Matheson, Wickware, Garrett, Frost, Gould and Washburn, to name just a few. Many of these names and others appeared as sponsors of the Rideau Ferry regatta between 1897 and 1902 and again between 1909 and 1911.[493] An attempt by some Smiths Falls speculators to create a special cottage community called Alexandria-on-the-Lake near Rideau Ferry in 1902 probably failed because many of the sites had no lakefront access.[494] Increased confidence in the 1890s and a booming economy after 1896 encouraged growth in Perth and especially Smiths Falls. The Rideau Lakes offered recreational relief to the fast developing towns, and cottage sites were dominated by residents of Perth and Smiths Falls. An observer on the *Rideau Queen* in 1903 commented:

> "On leaving the Ferry for about three and a half miles [toward the Rocky Narrows] the shore is dotted here and there with principally Perth cottagers while above that Smiths Falls seems to have the monopoly.[495]

In the beginning of August 1911, the "Social World" column of the Smiths Falls *Rideau Record*, which reported "where people are going and what they are doing", devoted half of its sixty-five notices to

accounts of local people going to their summer cottages.[496] An observer on Rideau Lake reported that on one Sunday evening in 1914 one hundred and four passengers in boats passed by his place between 6 and 8 p.m. to return to local homes for another week of work.[497] In 1916, the Perth *Expositor* noted "many citizens are moving to the lake side for the summer".[498]

James R. Kennedy has noted that half of the cottage population on the Rideau lakeshore in South Elmsley Township before 1912 were from Smiths Falls and a quarter from Perth. A quarter of the cottage population were labourers, craftsmen and tradesmen by 1912.[499] In assessment rolls, Kennedy has been able to determine cottage development in South Elmsley rising from a total of 47 in 1912 to 63 in 1921 and 116 in 1931.[500]

A columnist with the Smiths Falls *Rideau Record* observed the local character of the Rideau Lakes in 1920:

> Of farm houses only a few are seen today along the Rideau between Smiths Falls and Portland because summer cottages nearly everywhere line the shores and dot the islands. The homes of the yeomanry have moved inland. There are so many summer homes one is forcibly reminded of the Thousand Islands of the St. Lawrence...but of course there is lacking the through traffic, likewise the palatial summer homes of American plutocrats. On Rideau Lake it is more a case of the proletariat out for a real holiday, free as possible from the conventions of society and getting a maximum of recreation at moderate cost.[501]

A large participation by citizens of Ottawa in cottage development on the Rideau Lakes was encouraged by railway connections.

Certainly the Rideau Canal itself offered important access as described in September of 1920 when an observer reported that "pleasure yachts have of late been moving down the canal, being mainly those of Ottawa people homeward bound after camping on Rideau Lake."[502] However, the Rideau Lakes were accessible before 1880 through a connecting link between the Brockville and Ottawa Railway and the Central Canada Railway. With a transfer at Carleton Place, Ottawa residents could arrive at Smiths Falls and avoid all the lock stations which inhibited recreational boat traffic from Ottawa. Smiths Falls became a busy headquarters for Ottawa visitors to the Rideau Lakes, especially after the completion of the Canadian Northern Ontario Railway through Chaffey's Locks, Portland, Smiths Falls and to the Nation's Capital in 1912. Ottawa access was especially important for Portland. In 1918 the C.N.R. transported one hundred people from Ottawa to Portland on a Saturday, so that they could spend the weekend at their cottages.[503] The annual regatta at Portland was described in 1921 as being kept alive by people in Ottawa[504] and the Rideau Lakes Protective and Aquatic Association of Big Rideau Lake was almost run entirely by Ottawa citizens by 1929.[505]

Ottawa was given access to the Rideau Lakes by railway connection but the system was not so successful attracting visitors from outside. Although the Grand Trunk and Canadian Pacific Railways crossed the Rideau corridor at Kingston Mills and Smiths Falls respectively, the through traffic was not as inclined to stop. Neither the G.T.R. nor

the C.P.R. did much to promote the Rideau Waterway as a vacation site between 1890 and 1930. The Rideau was both too near and too far from the major urban centres of Montreal and Toronto to attract many visitors. Montrealers could use resorts in the Laurentians, Eastern Townships or Adirondacks within close spatial distance as could Torontonians use Georgian Bay, the Muskokas and the Kawarthas for cottage sites. The Rideau was too far in relation to other competing lake regions and major metropolitan centres. Conversely, for those in search of wilderness areas and virgin lakes, the Rideau Waterway was too close to civilization and could not compare with fabled Temagami and Nipigon.[506]

Along the section of the Rideau Waterway from Upper Rideau Lake to Ottawa, cottage development was locally-based, primarily involving persons from Perth, Smiths Falls and Ottawa. In a previously settled corridor, it was not unlikely that such a local pattern would exist. However, this contrasted with the development of cottaging in Muskoka which experienced greater domination from urban centres in southern Ontario around Toronto and in the United States. The Muskoka Lakes were previously within a relatively undeveloped resource area which the railway suddenly made accessible.[507]

The pattern of cottage development from Upper Rideau Lake down the Cataraqui River to Kingston followed a different orientation. The Rideau Canal had opened up the area in 1832 but it had remained largely unsettled with villages, but not towns, taking shape. Although

the Rideau was not directly connected to Kingston by rail, the Brockville, Westport and Sault Ste. Marie and Pacific Railway was servicing Newboro and Westport in the 1890s. Furthermore the railway promoted the waterway's recreational resources. The vacation-based hotels and fishing lodges at Jones Falls, Chaffey's Locks, Newboro and Westport indirectly encouraged frequent users to consider cottage sites. A linkage with the New York Central Railway at Clayton and the Rideau Lakes Navigation Company encouraged American visitation to the famed drowned lands fishing areas.[508] A general interconnection with other lakes like Charleston and Beverley Lakes encouraged the spill-over of people from the Thousand Islands seeking more remote and less developed areas in which to spend their summers. With these conditions, the cottaging community on the southern reaches of the canal tended to include people who resided outside the corridor, especially from the United States. Even Kingston could not dominate this section of the canal, as Ottawa was able to influence the Rideau River watershed. The cottage community was more diverse than on the Rideau Lakes and had an orientation much less influenced by local control. A Smiths Falls observer gave another view in 1920, why the Cataraqui section of the canal tended to have more American cottagers.

> There are more Americans in the regions beyond Portland, but that there are also a few in Portland neighbourhood is made evident by the fact that American coinage is usually included in the change received when making purchases at Portland. It is said that the Rideau is becoming

> increasingly popular with American citizens owing to the material difference which exists between the Ontario Temperance Act and the 18th amendment to the American Constitution, but who is going to believe anything of the kind?[508]

There were other cottage sites beyond the parameters of Jones Falls and Smiths Falls, but the pattern of development was most noticeable between these lock stations. The Narrows Lock Station seemed to form a boundary between the Rideau and Cataraqui cottage communities. Cottage clusters at Kingston Mills and between Hartwells and Black Rapids and at Burritts Rapids and Long Island tended to attract inhabitants from the immediate locality. Cottage country existed mainly in the interior of the waterway.

For the cottage owner, the recreational boat was almost indispensable. A cottage owner and family may have kept a canoe for local jaunts, a skiff for hauling local supplies or for fishing, a sailing craft for some excitement on windy days, a runabout motor boat to visit town or to ferry people and parcels, and maybe even a yacht for stately pleasure cruising and conspicuous socializing. It was more than likely that a cottage owner who could afford such recreational facilities would also build up a small fleet of boats like canoes, skiffs, sailboats and motor boats to be used for many different activities. The widespread use of a boat house as an adjunct to a cottage property is more than enough evidence to prove a lasting relationship between cottage and recreational boat. At a cottage site,

boats were easy to store and provided a focus for family entertainment, sports utility and pleasure. A Perth observer noted in 1919:

> Not for years has there been so much doing on Rideau Lake ...The cottages are all occupied now and everywhere the jolly crowd of holiday makers have spread themselves. Launches, and cruisers, and skiffs, sailboats and canoes are everywhere on the lake and there is no heat there, neither care nor worries.[510]

When Cottages were up for sale in local newspapers frequently the boat fleet was included, as in this example at Newboro in 1914:

> Suitable for a family or club, the place is nearly new, fully furnished, hardwood finish, red oak floors, large dining room and kitchen, rustic stone fireplace, six bedrooms, railed balcony. Porch seven feet wide completely surrounds cottage. Two islands are connected with a rustic bridge. Ice house, well, soft water system in house. Boat house, motor boat and two skiffs etc.[511]

The presence of the cottage community greatly affected the use of recreational boats. An observer in 1913 noted that boat traffic picked up on the Rideau Canal after the traditional Orange celebrations and parades: "Many cottages were closed until after the twelfth [of July] but now the boats are loaded with passengers and packages".[512] In 1919 it was noted that the liveliness of the Rideau Lakes was dependent upon the release of children from schools and the arrival of the cottagers.[513]

One of the highlights for the cottage community on the Rideau Lakes was the annual regatta which usually took place at either Rideau Ferry or Portland. As mentioned in another chapter, the early regattas

were largely sponsored by the competing towns of Smiths Falls and Perth between 1897 and 1911, and its attendant community of cottages at Rideau Ferry, but by 1915 they were held at Portland and now were organized by a group of cottagers who formed the Rideau Lakes Protective and Aquatic Association. Whereas the early regatta was an event of regional significance in town and country, later regattas, especially after the First World War, were more confined to the interests of the seasonal cottage community.

The social life of the various cottage communities also encouraged the use of recreational boats. On the Rideau Lakes, both the Coutt's House Hotel at Rideau Ferry and Garrett's Rest on an island near Portland encouraged day-use activity by cottagers from the 1890s to beyond the 1930s. Both institutions were instrumental in hosting regatta activities and they held events that would attract local cottagers. In 1899, the Garrett's Rest operated the steam yacht *Nellie* in connection with the hotel and provided a grocery service to cottagers and campers.[514] They also held church services at the 'Rest' on certain Sundays in the summer and one observer in 1910 reported "a great many launches and craft of various kinds were anchored about the wharf and the sight was most spectacular".[515] In August of 1911, a dance held for Rideau Ferry cottagers at Coutt's House attracted fifty guests who listened to the three piece Hulme orchestra from Prescott, had supper at midnight and danced until the 'small hours'.[516] A year earlier the Rideau Ferry Country Club advertised dances held at least

once a week in July and August for cottagers.[517] Recreational boats would have been a major form of transportation to such events.

Cottage owners themselves threw social engagements that would have attracted fellow cottagers in boats the size of steamers, yachts or skiffs. Mrs. J. E. Washburn ran a Sunday school for local cottage families at 'Fancy Free' island in Big Rideau Lake in 1915.[518] Even a wedding was held on the site in 1913 and the wedding party arrived on board the steamer *Victoria.*[519] The very active Perth chapter of the Imperial Order of Daughters of the Empire held a moonlit party at J.A. Stewart's 'Ballynoyer' cottage near Rideau Ferry in 1915 and crowds were described as coming in "all kinds of conveyances" for tea and dancing.[520] Even in 1928, the I.O.D.E. chapter was still encouraging summer bridge parties at cottages near the Ferry.[521]

In 1911, Mr. and Mrs. Charles Benedict of Toronto decorated and illuminated their cottage on Trout Island in Big Rideau Lake for a large group of friends who chartered the steamer *St. Louis* for an evening of dancing with music provided by a player piano.[522] A 'jolly' party of Sunday school children were conveyed by yacht up to the cottage of J. H. Phillips on Rideau Lake in 1913 where the host took members for a run among the islands in his launch.[523] Thirty members of the Westminster Church Choir of Smiths Falls were ferried to the McGillivray cottage on Rideau Lake in 1915 by a fleet of motor boats on loan for the occasion.[524] In ways like these and many more,

cottagers encouraged the use of and participated in recreational boating for private or public reasons throughout the waterway.

While the big passenger steamer service peaked on the Rideau Canal at the turn of the century and dwindled after the First World War, the cottage community helped keep alive small steamer or steam yacht service into the 1920s and in some cases, beyond. As early as 1893, Garrett's Rest used the *Nellie* to service the hotel and local cottagers, and in 1917 the *Nettie W* followed a route between the 'Rest' and Perth for the accommodation of cottagers and pleasure seekers.[525] In 1900, Sam Hall of Rideau Ferry advertised a stage connection to Perth, a horse and boat livery and a service to supply campers and cottagers around the Ferry.[526] However, the main entrepreneur servicing the Rideau Lake cottage community was Captain George Davis of Smiths Falls, an iron moulder born near Kilmarnock, who handled passengers, freight and supplies on the Rideau Lakes from at least 1904 to 1942.[527]

Starting with the slim yacht *Iola*, (See illustrations 30 and 42) then the eight ton *Lee* steamer in 1905, followed by the nineteen ton steamer *Antelope* in 1906 and the fifty-eight ton *Victoria* in 1910, Davis ran regular runs for cottagers between Smiths Falls and Portland.[528] In May of 1912 he was described as "giving cottagers a good long day at their places"[529] and in 1913, Davis had to balance his cottage service with his excursion specials by scheduling separate 'milk runs' and trips that stopped only at Rideau Ferry, Capt.

Fosters', Star Island, Sea Breeze, Garretts Rest and Portland.[530]

In 1914, Davis advertised new arrangements that would have the *Victoria* supply cottages on Tuesdays and Saturdays with "tomatoes, celery, cabbage, turnips, beets, butter, beans, corn, carrots, lettuce, onions, parsley, radish, cucumbers, citron and vegetable marrow".[531] Although the cottage community remained a major part of his seasonal market, as a passenger carrier and 'floating store', Davis was also a forwarder serving a wide range of interests. James R. Kennedy summarized Davis' contribution to the cottage community:

> The *Victoria* ran daily from Smiths Falls in the morning and stopped generally at about thirty places with freight, groceries, and other supplies for cottages and year round residents between town and Portland...Cottagers used a wharf among them for receiving such goods for their daily needs at their summer residents. If they wanted to board the vessel, they merely flagged it down. When cottages were being built, some people had the *Victoria* bring their lumber. The vessel also ran from Smiths Falls to the cottages late on Saturday nights to allow shop owners to carry on their business and then immediately leave for their cottages. They would then return to town by boat on Sunday night.[532]

The manner in which cottagers used boats to gain access to their places underwent a number of changes between 1890 and 1930. In 1896, local papers described the Brodie family hauling supplies and children in one load in their steam yacht *Clarke* to get to their cottage on Rideau Lake while J. Gould took a small party up to his cottage for a time in his steam yacht. Fifteen years later, J. Gould was described spending a weekend with friends at the cottage using his speedy launch

the *Carol* for a trip to Jones Falls, while another family, the McBrides, spent their weekend at their cottage using their motor boat from Smiths Falls.[533] The rise of the motor boat increased the speed by which cottage owners could gain access to their cottage by water and improved their mobility once at the cottage. However, the suspected increase in the use of motor boats does not correspond to the official records of pleasure craft lockages on the Rideau Canal. The peak of interest in motor boating prior to the First World War is reflected in the lockage statements, but not the surge of interest in the 1920s. Indeed the Rideau Canal faced drastic reductions in pleasure boat lockages precisely during the period when motor boating was increasing in other parts of Ontario. Certainly the small scale steamer services offered to cottagers enabled some to avoid using their own boats to gain access to cottages or to acquire supplies, and the railways allowed people to gain access to the waterway at Smiths Falls, Portland and Chaffey's Locks in particular after 1912. But another major factor was the rise of the automobile which changed the character of water-based recreational use. With the growing popularity of cars in the 1920s and the developing networks of roads in Ontario, cottagers found a way of avoiding delays at lock stations. They left their boats at the cottage and drove to and from their homes in increasing numbers. When Superintending Engineer of the Rideau Canal, A. T. Phillips, tried to explain the decrease in lockages throughout the canal between 1922 and 1923, he wrote the following:

> It is difficult to account for the decrease in pleasure craft...because the summer Hotels and cottages were occupied more fully this year than they have been for some years past; but the only reason I can account for the decrease, is in the largely increased use of motor cars, which renders the use of motor boats unnecessary.[534]

Thus although records of lockages reveal a decrease in pleasure boat usage in the 1920s, more recreational boats were probably being used. A pattern would continue into the present day that cottage owners using boats were less likely to pass locks on the Rideau Canal than tourists and sightseers visiting the canal. It was the motor car, and not the motor boat which actually changed the face of recreational boating on the Rideau Canal in the 1920s. Recreational boating did not decline in the 1920s, it became for the cottager, more site specific, less necessary, but just as attractive as before.

Regattas

If there was a symbolic annual event that gathered together the seasonal tourist and the permanent resident of a waterway, it was the summer regatta. The town and cottage country regatta was a celebration of recreational boating and a community event with all the pomp and ceremony of a civic holiday or fall fair. Annual regattas on the Rideau Canal were largely sponsored by local elites or cottagers and boating associations and they depended upon the commitment of volunteers and local interest. They largely avoided the professionalization of motor boat racing and remained an open affair encouraging active participation. Although lacking continuity in specific areas, seldom was there a summer between 1900 and 1930 when a regatta was not held at some strategic point on the Rideau near Ottawa, Rideau Ferry or Portland.

The word regatta derives its form from the Italian word 'rigattare' meaning to control or fight.[535] From racing gondoliers in seventeenth-century Venice to a rowing regatta on London's Thames River in 1775, the challenge between competitors in a race to test skills, daring, and technological achievement has been a common human trait. Most of the early Canadian regattas were associated with the racing of water craft used otherwise for work. As early as 1816, the famous Newfoundland regatta became a great sport among fishermen.[536] In 1837, Anna Jameson described Indian women racing in birch bark canoes off Manitoulin Island where many northern bands had gathered

for the annual distribution of presents by the government.[537] A grand regatta under the auspices of the Royal Navy was held at Kingston in 1841 with private sailing yachts and scows taking part in the races.[538] Informal races between voyageurs, river drivers, Indians and settlers were known to have existed by the early 1820s.[539]

The rivers and lakes of Ontario had served as an economic resource, a catalyst for settlement and as a means of communication, but the early regatta helped foster water-based recreational activity. Recreational boating and aquatic sports were fostered in return by the high public profile of the rowing shell and by the technical improvements in the design of the wooden canoe. In the sport of rowing, the 'Paris Crew' of New Brunswick scullers; George Brown, Ned Hanlan and Jacob Gaudaur brought fame to the early Canadian nation as rowing hit its peak in the 1880s.[540] Although individuals did not develop the international celebrity status in canoeing that they had attained in sculling, the evolution of the Peterborough canoe was a significant contribution to the art of racing as well as the art of leisure and relaxation. Regattas on Rice Lake in the 1840s and annual Peterborough regattas beginning in 1857 helped encourage the evolution of a distinctive Canadian canoe based on Indian design and local craftmanship.[541] The third annual Congress of the burgeoning American Canoe Association held at Stoney Lake in 1883 attracted canoeists from all over north-eastern United States and Canada, and its widespread

success and publicity helped formalize the regatta tradition in the Kawartha Lakes.[542]

Closer to the Rideau Waterway, the Ottawa Canoe Club held its first annual regatta in 1882.[543] A strong Ottawa sculling tradition and the popularity of war canoe races were reflected in the Ottawa River regattas before the turn of the century. Likewise, yacht racing out of Kingston and boat races in the Thousand Islands created a local core of interest in aquatic sports, boating clubs and their attendant regatta days. The fierce competition between clubs on the Canadian and American sides of the St. Lawrence River encouraged the rise of professionalism in races, especially with the technological advances of motor boats, leading to the first Gold Cup Race out of the Columbia Yacht Club in 1904. Spurred on by the romantic traditions of such races or regattas as the Diamond Sculls at the Henley-on-Thames, the America's Cup Yacht Race, and the Gold Cup motor boat race as well as the heroics of Canada's earliest racing stars in the aquatic sports, it was more than likely that the regatta spirit would extend to wherever recreational boats were being used and enjoyed.

As a regular summer activity in Ontario's tourist regions, the regatta came into its own at the turn of the century. There were probably many small scale regattas held throughout the waterway wherever there was a cluster of cottages or a town wharf. However, the regattas held over different periods of time at Rideau Ferry and

Portland were major local events in the heart of the Rideau Lakes.

The first Rideau Ferry regatta was held in August of 1897. Summer residents had arranged for the regatta to include such events as a canoe tournament, a tandem canoe race, single and double sculls and a steam yacht race.[544] Reaction to the event by the Smiths Falls *Record News* was marked by a feeling of surprise: "sounds like an innovation but a real-up-to-date regatta was held there".[545]

The strategic location of the Rideau Ferry proved attractive to the organizers. Within a relatively short distance from the towns of Perth and Smiths Falls, by road or water, the site was also close to a cluster of early summer cottages. The Coutt's Hotel could serve the spectators, and the narrow reach at the entrance to Lower Rideau Lake offered a natural viewing stand with fine racing routes available in either direction. Neither Perth on the Tay Canal nor Smiths Falls on the Rideau River could provide the necessary horizon for races or viewing points which could include both the start and finish of a race as well as much of the course.

By 1899, the regatta was described as an "annual gala day for Ferry, cottagers and farmers for miles around".[546] Most of the spectators drove or wheeled while the new Smiths Falls steamer *Princess Louise* added a crowd of 250 people to the estimated 3,000 persons who lined the bridge and banks. Advertised as far away as

Merrickville,[547] the regatta offered sixteen competitions including a drive-past of illuminated and decorated boats in a flotilla display. While Perth's 42nd Battalion Band serenaded visitors on the lawn of a festooned Coutt's Hotel, a well dressed crowd milled about on land and in many yachts, rowboats and canoes decked out with flags. Local cottages, camps and boathouses were decorated for the event and a floating bridge was placed in the centre of the lake. An evening fireworks display lit up a dozen or more of the steam yachts that were present.[548]

By 1900, a steering committee called the Perth Regatta Association was meeting as early as June as the Perth community had taken the Rideau Ferry regatta under its own wing.[549] Now called the Perth regatta, prizes and medals were put on exhibition in a Perth store window several days before the regatta, but the event was presented at the Rideau Ferry as there was "no prettier place" within easy reach of canoeists and it was on the direct line of travel on the waterway.[550]

The fourth annual regatta at the Ferry in 1900 suffered reduced attendance due to hot weather and increased civic holiday competition from a circus at Carleton Place as well as a lacrosse match in Arnprior. Expected contestants from Ottawa and Carleton Place failed to show up. Reflecting the broad local interest in the regatta, another account blamed the lower turn out on the absence of the farming community who were taking advantage of the hot temperatures

and 'splendid harvest weather' in mid-August to stay on their farms.[551]

Nevertheless the regatta was a relative success in 1900, attracting numerous steam yachts from all parts of the Rideau Canal. The steamer *John Haggart* delivered a large crowd from Smiths Falls, and an excursion party under Father Davis boarded the steam yachts *Katie* and *Tropic* in Perth for a trip to the regatta. Under the official regatta colours of black and yellow, the judges were placed on their own float which was decorated with flags and evergreens. The regional nature of the regatta and the local make up of the participants was reflected in the winner's column for the sailing, canoeing, sculling, swimming and tub races. First place ribbons went to seven from Perth, five from Ottawa and four from Smiths Falls while Perth could boast eight second place prizes, Smiths Falls, five and Ottawa, three second place finishes.[552]

The dominance of the Perth community was evident when the Rideau Ferry Regatta Association met in the Perth Council Chambers in May of 1901. The political and business elite of Perth held all of the portfolios including former cabinet minister, the Hon. John Haggart, who served as president of the association. The role of honorary president went to the former politician and lumber baron, Hon. Peter McLaren. Lt. Col. A. J. Matheson was vice president; A. W. Goodman was referee and judges included Perth Mayor J. A. Stewart and lawyer F. L. Hall. The starter was lawyer C. J. Foy; secretary-treasurer W. A.

Armstrong and the committee secretary would be general merchant W. A. Meighen. Clerks of the course during the previous year included hardware merchant and later boat retailer George S. James, merchants R. E. Hicks and F. A. Hicks and T. A. Wright.[553] Many of the names are clearly associated with cottages near the Rideau Ferry. Further planning for the fifth annual regatta included a meeting of the 'Rideau flotilla' on 12 July to discuss events, medals, a hurry scurry canoe entry, and to prepare a banner for the war canoe.[554] By 25 July posters hailing the regatta had been delivered to Ottawa, Smiths Falls, Kingston and Carleton Place and a large number of entries were expected, especially from two camping parties of canoeists and oarsmen from Ottawa.[555]

It rained on regatta day, 7 August, 1901 but events were postponed until the following Wednesday when a civic holiday was to be declared.[556] In spite of the delay, the fifth annual regatta was a huge success in terms of the hundreds of citizens attracted from Perth, Smiths Falls, Ottawa and surroundings. The local papers described the presence of seventeen steam yachts. These were the *Nellie*, *Katie*, *Roy Barnes*, *Kilburn*, and *Heavenly Rest* from Smiths Falls; *Dorotha* from Brockville; *Iola* of Portland; *Genessee* of Rochester, N.Y.; *Weary Waggles* of Ottawa; *Eva Belle* and *Jopl* of Westport; *Dorothy* of Rideau Ferry; and *Geraldine*, *Winona*, *Cygne* and *Bessie* from Perth. (In 1901, the *Bessie* from Perth, owned by carriage maker Thomas Hicks, was actually the first gasoline-powered boat on the Rideau Lakes.) (See illustration 41) Again Coutt's Hotel served as a focus for

refreshments and regular performances in afternoon and evening by the Perth band. Perth Mayor John A. Stewart distributed medals at the Hotel in the evening which were engraved: Perth's Regatta, Rideau Ferry, 1901.[557]

By 1902, the Perth or Rideau Ferry Regatta was suffering a serious public relations problem. A dispute arose concerning the role of the regatta as a local, regional or even a provincial event. A week before the sixth annual regatta, organizers in Perth announced that "only cruising canoes are allowed for the paddling events, which are to be strictly local".[558] The announcement effectively eliminated the very competitive war canoe races and it blocked out contestants from as close as Smiths Falls, leading the local papers into a mud slinging act.[559] The debate over who should be contestants in the regatta was not new. After the annual regatta of 1899, the Perth *Expositor* noted that the event should be "free from professionalism" and that anything but amateurism would taint the local interest.[560] However, a year later, the same paper announced that "steps may be necessary to make it less local in nature and appeal to competition from a distance".[561]

Needless to say, the attendance for the sixth annual Rideau Ferry regatta was well below standard. The only novelty took place in the boys 15 years and under double sculls "owing to the erratic steering of some of the contestants".[562] In spite of the early success of the annual regatta, local wrangling and arrogance seemed to kill it by

1903. Competing events and distractions and perhaps a lack of organizational support forced the regatta into temporary hibernation.

The revival of the Rideau Ferry regatta was largely due to the development of the motor boat, which seemed to crave opportunities for challenge and speed. The motor boat race was a new venue of excitement on regatta day beyond struggling swimmers, splashing oarsmen, straining scullers, pounding canoeists, scattered sailboats and huffing and puffing steam yachts. In July of 1909, the Perth *Expositor* reported:

> A number of enthusiasts around the ferry are considering the question of conducting a regatta there next month. Some years ago Rideau Ferry aquatic sports were very popular and no doubt if the sport is revived it will again attract immense crowds.[563]

A Rideau Ferry boating club was established on 21 July 1909 with an elected representation from both Perth and Smiths Falls with local cottage connections. Officers included Honorary president W. H. Frost of Smiths Falls and president F. W. Hall of Perth, who had served on the earlier Rideau Ferry Regatta Association. Smiths Falls representatives included vice president W. McWarden, Commodore Dr. Gray and managing committee members J. H. Ross and T. Frost. Perth was represented by vice president T. A. Code, secretary-treasurer J. E. DeHertel, and committee members C. J. Sewell, T. A. Craig and F. Dettrick. A one dollar membership fee was charged.[564]

The new dominance of the motor boat was reflected in the variety of entries in the revived regatta held at Rideau Ferry in August 1909.

Races were based on length of boat, the beam at its widest, size of wheel, number of revolutions per minute and horsepower. A 'club' atmosphere was established with a deadline for entries, thus excluding the happy-go-lucky late arrival wanting to participate. The regatta allowed girls races and one mixed tandem canoe race along with dinghy, sculling, canoeing, sailing, swimming, tilting and a half mile four-in-a-canoe race, but no war canoe event.[565] The Perth *Expositor* described dozens of motor boats on the Tay Canal en route to Rideau Ferry and one hundred and fifty motor boats decorated "with flags and bunting around the lake, thus giving this popular summer resort a Toronto Bay appearance". They reported an attendance of 2,500 people enjoying the "restful amusing and refreshing atmosphere". (See illustration 69)

> ...the summer girl and boy, togged out in linens and flannels, burned a beautiful brown with a glow of health and happiness were very much in evidence.[566]

An excellent description of the regatta was provided by the Smiths Falls *Rideau Record*, here given in full:

> It is doubtful if Rideau Ferry ever saw so large a crowd of people or as an immense a fleet of boats as was assembled there on Monday, the occasion being the first annual regatta under the auspices of the Rideau Ferry Boat Club. It was Perth's civic holiday and also Smiths Falls' and it looked as if the greater part of both towns was there and most of the countryside. Splendid weather marked the day and an ideal holiday was afforded the many pleasure-seekers who spent it there. From early morning the crowds began to arrive at the Ferry coming by all manner of craft and all sorts of vehicles. The Perth excursion boats, *Arrah Wanna* and the *St. Louis* and the Smiths Falls steamers the *Antelope* and the *Lee* were plying back and forth throughout

> the day and every time they pulled in they were heavily laden with human freight. Hundreds of motor boats were there, numerous sail boats were flitting to and fro, graceful canoes were constantly darting here and there among the bevy of larger craft, there were innumerable skiffs and a good showing even of punts and monitors so that the scene was a most animated one. With the hundreds of people, the ladies for the most part in light costumes, who lined the shores it was a most picturesque one as well. It was a great place for meeting acquaintances and even though there may have been many present who were not deeply interested in the aquatic events they found equally as much pleasure in visiting with old friends whom they chanced to meet that day. The programme was run off with all possible despatch and with the exception of the sailing races for the larger craft, which had to be cancelled owing to the lack of wind, everything was carried out according to schedule. The chief interest of the day of course centered in the motor boat races. These were in three classes: 20 feet and under, six miles, handicap; boats over 20 feet, six miles, handicap and a free for all, 12 miles. There were a number of entries in each and in the free-for-all there was an exceedingly interesting contest. The *Splash* owned by Mr. Workman of Montreal, the *Swan* of Carleton Place and the *Kitty* owned by Mr. J. A. Craig of Perth furnished great excitement as they were so evenly matched and it was neck and neck between them until the finish when the *Splash* forged ahead and defeated her opponents for third place by only a few feet. It will be seen by the list given below that it was Smiths Falls' day so far as the prizes were concerned the majority of them coming here:--[567]

The excitement of the motor boat race had a spill-over effect. The next week, Harry Adams, J. V. Watson and J. E. DeHertel challenged each other to a boat race at the Ferry. A large crowd turned out at the bridge to watch the three boats follow the six mile regatta course from the bridge to Ritchie's Island and back. The close race was the "best ever on the Rideau" with Harry Adams declared the winner. Another race followed again on 1 September involving two cottagers in a twelve mile event.[568]

The 1910 Rideau Ferry regatta was again a great success with fine weather and big crowds. Perth and Smiths Falls steamers 'disgorged' 300 people at a time at Ferry docks and the whole area was taken over with decorated canvas-coloured tables and booths. The Harmony Band from Smiths Falls and the Perth Citizens Band took turns entertaining a crowd under a myriad of hoisted flags. The Ferry bridge had arches erected at either end, and in the evening there was a spectacular bonfire on a floating platform anchored in the middle of the lake, around which a flotilla of illuminated boats made a procession.[569] Everyone was readily able to view aquatic sports, in spite of the crowd, from shoreline, bridge, boat or hotel veranda. Everyone had a front seat and no elbowing was needed.[570]

Dressing up for a regatta was an important element in the social affair and we can borrow an account of dress from a contemporary Muskoka Lakes Association Regatta around 1905:

> It was a beautiful day and the people came from all parts of the Muskoka Lakes in canoes, rowboats, sailboats, luxury launches, gasoline or steam-driven and the navigation company ran special steamers for the occasion. This site was an affair never to be forgotten. The gathering of ships with their passengers. Ladies with wide-brimmed white hats, laces and long flowing dresses. Men with their white straw hats, heavy moustaches, high starched collars and stiff-fronted white shirts with tailored suits and button boots.[571]

The Rideau Ferry regatta was probably a little less genteel and a little more of a town celebration than the more tourist-dominated

Muskoka Lakes regatta. However, the revived Rideau Ferry event was destined to suffer another lapse. The effort and organization of planning such a major event needed active volunteers and supporters. It was noted in the 1910 regatta that there was a lack of previous thought and preparation in the programme.[572] A leisure-seeking cottage community and a summer-weary town community were not able to keep up the level of consistent commitment and energy needed to sponsor such an annual event. A gradual shift in recreational boating away from the public domain to a private function does not explain the end of the second stage of the Rideau Ferry regatta because other regattas would replace it. However, the stubborn individuality of the motor boat may have undermined the level of active, cooperative participation in a large scale regatta. As in the motor boat race held a week after the 1909 regatta at the Ferry, all one needed to race a motor boat was another motor boat with a challenging owner. It is also possible that the expanding cottaging movement in Big Rideau Lake was drawing regatta interest into more explicit cottage country and away from the town-sponsored strategic location at Rideau Ferry. With the rise of the Portland regatta, the orientation of the event shifted from town and country to tourist and cottage, in spite of continuing local interest.

The earliest recorded regatta held at Portland on Big Rideau Lake was organized over the civic holiday weekend in 1915 under the wider auspices of the Ottawa Motor Boat Association and the Smiths Falls

Motor Boat Association.[573] By 1916, the second annual Portland event was called the regatta of the Rideau Lakes Protective and Aquatic Association. It was held over two days, on Saturday afternoon and on Monday, with W. J. Dowsett of Portland providing great assistance in organizing the event. Further local participation was provided by a Red Cross refreshment booth attended by Portland ladies.[574] The Rideau Lakes Protective and Aquatic Association (RLPAA) developed a firm, consistent foundation and it was observed in 1920 that it was largely Ottawa based.[575] This assertion was repeated the next year when it was reported that the Ottawa people "keep alive the regatta more so than Perth and Smiths Falls".[576] In 1929, the Perth *Courier* noted the Ottawa-Smiths Falls control of the RLPAA. When the association held its annual meeting in April of 1929, the venue was not Rideau Lake, but the Laurentian Club in the city of Ottawa. In 1929, the officers included H. E. Smith as president, and such Ottawa luminaries as Gordon C. Edwards, W. M. Southam and W. E. Houghton who held honorary positions along with H. A. Williams, Dr. A. E. McCordick and Hugh Carson.[577]

The war prevented regattas being held in 1917 and 1918 but thousands of enthusiasts lined the shores of the lake in 1919 for the RLPAA regatta at Portland. Motor boat races for run-abouts, speed boats, single and double cylinder motor skiffs as well as swimming, rowing and paddling rounded out the programme. The paddling prize was taken by members of the Rideau Aquatic Club in Ottawa.[578] The

same 'permanent institution' attracted an immense crowd in 1920 including hundreds of yachts, launches, skiffs and canoes. The Portland regatta offered an attractive package of prizes and silver trophies. The following trophies could be identified at the 1920 regatta: Beardmore Trophy - sailing; Edwards Trophy - single cylinder motor skiff; Ogden Trophy - limited 15 inch cubic motor; Kingsmill Trophy – runabout handicap; Carson Trophy - double cylinder motor skiff; Freeman Trophy - association handicap (ave. speed 19 m.p.h.); and Workman Trophy - open twelve mile event. In 1920 E. W. Workman of Montreal won his own trophy, with other wealthy cottagers George E. Frost of Smiths Falls and W. E. Houghton of Ottawa coming second and third. H. P. Brooks as secretary of the RLPAA promised even greater participation by motor boats in the future with a planned gold cup open speed race which would "attract the fastest boats in the lakes".[579] (See illustration 70)

An observer of the 1921 RLPAA holiday regatta in Portland noted a large gathering of "buzz wagons" and "put-puts" as well as their potential nemesis on the land, the automobile. Again the shifting interests of the cottage community may have been evident as only 1,000 persons were in attendance, well below expected returns.[580]

In her book *Rideau Passages*, D. Jane Moore described the tradition of the Portland regatta:

> regattas were the highlight of the summer with "everyone on the lake and in the village" showing up at the government dock to watch. Children collected money for prizes in "tag

> boxes", doing the rounds in Portland and at Garrett's Rest. Regattas were held every summer until Rideau Ferry took over in the 30's.[581]

Indeed the Rideau Ferry regatta was revived for a third time in the 1920s, and its momentum would carry over beyond the next war. The cottage community in the Rideau Ferry vicinity was again in control with roots in the Perth, Smiths Falls and Ottawa communities. The Rideau Ferry Aquatic and Motor Association was born in August of 1922 with former Perth Mayor John A. Stewart serving as honorary president. Dr. Stackhouse of Montreal was president, H. F. Shaw of Perth secretary-treasurer, and George Foster of Smiths Falls served as vice president. The committee included C. Bayes, W. E. Houghton and Frank Orme of Ottawa; George S. James, W. B. Hart and J. E. DeHertel of Perth and Dr. Patterson and K. Douglas of Smiths Falls.[582] Stewart, James and DeHertel had served in earlier Rideau Ferry regatta organizations and Houghton was also a member of the RLPAA. Membership was set at two dollars per year.

The Rideau Ferry Aquatic and Motor Association built a clubhouse for their boats and meetings at Rideau Ferry in 1925.[583] However, it is more difficult to determine the exact revival date of the regatta since local papers became less concerned about such events. The Perth *Courier* reported an enormous crowd at the Annual Rideau Ferry Regatta in 1927,[584] and in 1928 a major speed boat race was the main attraction. Crowds were reported coming by car from miles around. The wind off Stonehouse Point in Lower Rideau Lake forced the race route

above the bridge. Events included single paddle, mixed doubles and double paddle canoeing, along with crowd favourites like the crab race and Out and In race (the former involved paddling with hands, the latter decreed that participants must jump out of their canoe halfway, struggle back in on their own, and complete the course). Rowing events included the singles and doubles and there were swimming, diving and tilting contests.[585]

The motor boat races were divided into three classes based on the cubic inch size of the engine. There was one displacement boat class at 151 cubic inches and two outboard classes: outboard B class at 110 cubic inches and outboard C class at 190 cubic inches. There were also open races for outboards and motor boats. The 151 class in 1928 attracted a New York boat called the *Miss Brown* to challenge a local boat *Little Chev* in a three lap race around a triangular course. Evidently the C class event was most popular to one reporter who paraphrased a comment made by nationally-known sports columnist Lou Marsh:

> that this type of motor boating has far more thrill for him than any other sport he has ever attempted. These little 'sea fleas' skip over the waves at a terrific pace and the operator is in constant danger of what is familiarly known as a ducking.[586]

Apparently the three class races almost verged on professionalism. G. Austin Crate who used to race the 'water bugs' in the Rideau Ferry regatta, left the circuit in the 1920s in protest to increased competition from outside the area.[587] (See illustrations 71 and 72)

Regattas and boat races of varying sizes would have been held throughout the Rideau Waterway but none with the significance of the Rideau Ferry regatta and the Portland regatta and some races held in the Ottawa area. Many sections of the Rideau Waterway where regattas could have had support were limited by a lack of open water, restricted channel and river mobility and poor viewing facilities. It is not surprising that major regatta events took place on the Rideau Lakes.

The cities of Kingston and Ottawa were important centres for recreational boat clubs, boat races and regattas but their focus was seldom directed toward the Rideau Canal. The city of Kingston was separated from Kingston Mills by a long stretch of shallow, weedy swampland which was a deterrent to races and onlookers. Even above Kingston Mills, the Cataraqui River was not conducive to regatta events. Kingston itself was a centre for large yachting and motor boat regattas on the waterfront and the major boating clubs like the Columbia Bay, Frontenac, Chippewa and Thousand Island operations at places like Gananoque, Alexandria Bay and Clayton ran annual regattas and races drawing local, regional and professional participants. The local Rideau Canal regattas were a mere shadow in the boisterous and competitive network of regattas and races held in Kingston harbour and on the St. Lawrence River between 1890 and 1930.[588]

Kingston did contribute to an early appreciation of the regatta as a recreational event involving athletic skills, technological

innovation in boats, and a celebration of aquatic sports as an annual affair. It can be determined that annual regattas in the Kingston area got their start in 1835 with the emergence of the Barriefield Regatta.[589] An advertisement in the 1837 *British Whig* announced a new prize wherry being built by James Knapp to be given to a winner by the inhabitants of Barriefield, Point Henry and Point Frederick in a public competition. Regulations included:

> Every kind of skiff permitted to run, excepting those who have outriggers, that is, the tholepin must be fixed into the gunnel of the skiff. No fouling permitted, and all offenders in this respect debarred from the privileges of winning.[590]

The race included two heats, with a third if necessary. The Barriefield Regatta of 1848 elicited the following comment:

> The Regatta
> The Long Islanders Beaten by a Tailor
>
> In the hurried account we gave of the Regatta on Saturday, several mistakes occurred, hardly worth correcting at this time, with the exception of the Race for the Championship of the Bay. For many years past, the Long Islanders have been famed for their Boat Racing, and one Islander in particular, Mr. James Eccles, has remained the champion of the Bay for 15 years. Ill health and increasing years have at length overtaken him, and at the late Regatta, he was unable to come to the scratch. In this dilemma, the Long Islanders looked out for their next best man, and after many cogitations and comparative trials of strength, pitched upon a French Canadian of the name of Turcotte. But good as he might be, he was beaten in the easiest manner by a young tailor of Green Bay, Barriefield; the third son of Mr. James Medley of that ilk. So easily was the Long Islander beaten, that the only thwart of Medley's Race Skiff, being a slight thing knocked in a hurry by Mr. James Knapp, the Boatbuilder of Green Bay, breaking down in the commencement of the Race, the winner had to finish the contest sitting on the sharp end of a piece of board luckily left in the skiff at the time of starting. We

> mention the trade of the new champion, for the purpose of stirring up the pride of the Long Islanders. For many years the Long Island club has possessed the best of rowers, nay, indeed, has been celebrated far and near for its men; but strange to say, they are, as athletes old fogies and past their prime. Mr. Eccles, Capt. Cameron, Mr. John Lambert, Mr. Spinning and others are all past forty, and it is a folly to think, that in stamina, they can successfully contend with a young man like Medley, scarcely twenty-two years of age. Where are the young men of Long Island? - Where is the rising generation? - Will you stay beaten in this shabby way, and by a tailor too![591]

There may have been some later gaps in annual Kingston area regattas but by the 1890s various yachting organizations, especially, were re-kindling the celebrations.

By 1890, rowing and canoeing regattas were important events on Ottawa's summer calendar but they were directed toward the Ottawa River where large boating clubs like the Britannia, Ottawa and New Edinburgh held court. (See illustration 9) Even when the Rideau Canoe CIub held the Canadian Canoe Association Regatta in Ottawa in 1906, the course was laid out off Victoria Park on Lake Deschenes in the Ottawa River.[592] The Rideau Canoe Club originated on the shores of Mooney's Bay in the Rideau River in 1903 and its early organizers were C. H. Glendenning, Robert Craig, J. H. Cameron, C. D. Sutherland and Harvey Pulford. They were given permission to erect a club house on the Rideau Canal near Mutchmore Street by the Ottawa Improvement Commission.[593] (See illustration 10) Some in-house regattas and open regattas were held on the canal but there appeared to be some problem associated with the length, breadth and viewpoint of the race course. A Canadian Canoe Association Souvenir Program for 1908 described the

very competitive Ottawa district:

> For years, paddling has crowded a11 other sport to the background during its brief season from the middle of July till the same time in August, in Ottawa. Here in the Capital exist four of the strongest paddling organizations in the country. Their membership is to a very large extent active, and it is no rambling boast to say Ottawa owns more paddlers than any other city in the world. The men are working out by the middle of June; crews are selected by July lst, and when the first regatta comes around, the best trained athletes, purest amateurs, and most enthusiastic paddlers strip and await the starter's gun...Regatta day on the Ottawa, the Canal, or at Britannia is always a big event. The rivalry can only be equalled in hockey.[594]

In August of 1908 the Rideau Canoe Club held an endurance paddling marathon on the canal which attracted thousands of spectators.[595] Reflecting the new influence of the motor boat, the club had changed its name to the Rideau Aquatic Club to absorb the new dimension.

In 1911 the Rideau Aquatic Club held a large canoe regatta for junior and senior paddlers along the canal course. Members from the Britannia Bay Yacht Club, Ottawa Canoe Club, Carleton Place Canoe Club, New Edinburgh Yacht Club and the host club competed in singles, tandems, fours and war canoe events.[596] If the canal route between Ottawa Locks and Hartwells Locks was too confining at times for rowing or canoeing events, then the motor boat races would experience an even tighter confinement. Speed regulations were strictly enforced on the canal and it was only at Dow's Lake that motor boats were allowed to rev up and speed around.[597] However, it was too small a pond for the speeds and challenges of motor boat racing.

By 1924 the Rideau Aquatic Club had moved their regatta beyond Hogs Back Lock Station and the Superintending Engineer of the Rideau Canal insisted that no admission charges be levied on canal lands; there was to be no crowding and no one would be prevented from tying up while waiting for the lock. The Rideau Canal would take no responsibility, but organizers had to consult with the Hogs Back Lockmaster two days in advance of the event.[598] When the manager of the Central Canada Exhibition consulted Rideau Canal authorities for permission to run motor boat races on two evenings by the fair grounds in 1929, he was told to post a notice and have two patrol boats outfitted at his own expense to warn other boaters, especially those in skiffs and canoes, of motor boats exceeding the speed limit.[599]

Wherever there were settlements, villages, towns or cottage communities, small scale regattas were popular. The 'Turf' Club in Perth announced aquatic events free to the public with skiff races, tilting tournaments and swimming on Dominion Day in 1901.[600] The Fireman's Association of Perth ran motor boat races on the Tay Canal on Dominion Day in 1910 involving races for boats under twenty feet in length and an open event.[601] However, in 1921 the same association was faced with more stringent canal regulation for their races on Victoria Day. The public had to be properly informed not to exceed the six mile per hour speed limit in the canal, in order to avoid accidents, and boats had to be kept clear of the race course to prevent upsets from boat wake. Organizers were informed that there was no precedent or

similar practice of racing boats on the canal.[602] Some regulations were enforced by the community as in the case of a boat race held at Rideau Ferry in 1905. The Perth *Courier* reported that the racers "did not understand the temper of the community" and the "sentiment of the community was outraged by two gentlemen carrying out plans for a yacht race on a Sunday".[603]

The Smiths Falls Canoe Club had a fine club house on the Rideau River and some regattas were held there between 1900 and 1920 but they sought alternative sites for some of their regattas. (See Illustration 11) The Perth *Expositor* described the 1901 regatta taking place at the "not universally popular" Bacchus Island. Few Perth people attended as the island was considered inaccessible "when there was no means of getting there except to drive".[604] The Smiths Falls waterfront was characterized by the narrow, shallow river and an abundance of wetlands nearby but it did not prevent some aquatic sports from taking place. Dominion Day at Smiths Falls in 1914 featured trotting, baseball, games, an aeroplane exhibition, water sports and motor boat races.[605] Wherever there was water and people there were water sports no matter how limited the conditions. However, a successful regatta beyond the confines of a single race required a suitable site and committed organizers.

The summer regatta was a high profile community event which attracted many kinds of people. Recreational associations and boating

clubs played a key part in the organization of regatta events. While the Kingston and Ottawa regattas came to reflect the keen competition among clubs both near and far, the Rideau Lakes regattas at Rideau Ferry and Portland appeared to have a local participatory atmosphere with organization shifting slowly from town-orientated sponsorship to cottage community control. Regattas also reflected the rising impact of the motor boat and its position of dominance on the Rideau Waterway. The summer regatta was a very public event that was a celebration of recreational boating.

PART IV EXCURSIONS

One of the great celebrations of recreational boating was the excursion taken on a steam powered boat. At the turn of the century the excursion trade was a popular enterprise on many Ontario lakes and rivers. Not to be confused with the regular passenger trade, excursions were centred around some specific function, event or holiday involving residents or a special trip for tourists sightseeing on the system. A broad range of excursions took place on the Rideau Waterway centred around such groups as Sunday schools, churches, community groups, business and workingmen's associations, private clubs, bands and vocal societies, politicians, employee groups and special parties. Excursions were given for such events as fundraising, political rallies, civic holidays, religious meetings, sporting events like regattas and just good plain fun. Excursions could be scheduled or chartered and could include ladies outings or moonlight excursions.

On the Rideau Canal excursions centred on three kinds of boats; the steam yacht, small-scale dual-purpose steamer and the larger cabin steamer. The cabin steamer was capable of providing overnight accommodation for some kinds of excursion events as well as regular canal length passenger trade. However, it was the day steamer out of Perth and Smiths Falls, servicing the Rideau Lakes, that bore the greatest excursion load. Most excursions centred around events lasting

a day, and the inland day steamers, whether a small yacht or larger dual-purpose steamer, were better able to provide the mobility necessary to handle a wide range of excursion requirements.

Rideau Excursions and the Cabin Steamer

"Ho! For the Rideau" cried the headline on Friday's Perth *Courier* as the town had proclaimed Monday 15 August, 1904 as a civic holiday. For only seventy-five cents return fare from Perth (twenty-five cents for children) citizens could enjoy a Masonic excursion to Newboro, arriving at one o'clock in the afternoon, in time to see a baseball match between teams from Perth and Elgin. The paper had warned that only three hundred adult and thirty youth tickets were printed, and departure on the *Rideau King* steamer would take place at 8 a.m. sharp.[606] There was much in the Perth Masonic excursion of 1904 that could be compared to the mythical "marine excursion of the Knights of Pythias" as celebrated by author Stephen Leacock in his famous *Sunshine Sketches of a Little Town*.

> Perth and Mariposa could be one and the same.
>
> Excursion Day, at half-past six of a summer morning! With the boat all decked in flags and all the people in Mariposa on the wharf, and the band in peaked caps with big cornets tied to their bodies ready to play at any minute![607]

About two hundred and fifty people piled on to the *Rideau King* below the Tay Basin because Captain Ed Fleming had threatened to call off the trip because of a lack of water in the Tay Canal.

> I suppose that all excursions when they start are much the same. Anyway, on the *Mariposa Belle* everybody went running up and down all over the boat with deck chairs and camp stools and baskets, and found places, splendid places to sit, and then got scared that there might be better ones and chased off again. People hunted for places out of the sun and when they got them swore that they weren't going to

> freeze to please anybody; and the people in the sun said that they hadn't paid fifty cents to be roasted. Others said that they hadn't paid fifty cents to get covered with cinders, and there were still others who hadn't paid fifty cents to get shaken to death with the propeller.[608]

The difference between the excursion of the *Rideau King* out of Perth and the excursion of the *Mariposa Belle* out of Mariposa was that the latter got stuck near the end of the voyage while for former ran aground near the beginning. Early Monday morning, the *Rideau King* scraped and groaned down the Tay, getting stuck near the old abandoned lock at Dowsen's, and taking two hours to arrive at Beveridges Lock Station.[609]

Near the foot of the locks was a little cottage called 'Sunnybank' where Thomas and Elizabeth Hicks were taking care of grandchildren Fred and Ernest Dickinson and Harold McCarthy for the month of August. They heard the *Rideau King* blow for the upper locks and when they ran up to see the boat, they met a party of excursionists walking down to the lower locks, apparently to get some exercise before re-boarding. A friend of an uncle suggested they join the excursion by simply mixing in with everyone boarding again below, the locks. The boatmen asked for tickets in Perth, but not again. Sixteen year-old Fred Dickinson recalled his excitement in a diary kept that summer:

> So the three of us hustled to the cottage and got permission to go. In about two minutes we had our Sunday clothes on. We grabbed our purses for fear of having to pay and made a bee-line for the locks just as the boat got in. We mingled in with the men and boys who had walked down and when they got on we got on to.[610]

The young Dickinson's recollection was a classic description of an excursion on one of the Rideau's stately steamers:

> The three decks were crowded and a lot of people had not seats. After we started from the locks we soon reached Rideau Ferry. A lot of people had tickets bought here and were all ready to get on. The boat was so crowded that only one-half were allowed on.... Newboro is 25 miles up the lake and as we had never been up more than 10 or 12 miles we enjoyed the trip fine as the scenery on Upper Rideau Lake is magnificent. On the top deck the Perth Citizens Band enlivened the crowd with music and on the second deck the piano and violin chimed in together. Now and then we would meet a yacht and would salute it. Again we would catch sight of a family of loons swimming about near the boat and when we reached Rocky Narrows the fishermen could be seen hauling in the big salmon. The three of us climbed on the top deck where the band was and enjoyed the sun and wind....After locking through the Narrows Locks we soon reached Newboro at 1:15. On the boat we bought a lot of peanuts and had a time eating them. At Newboro wharf the Brass Band of that place escorted the people up town....At quarter after three the *King* blew and at 3:30 we were on our way home.[611]

The youngster's description of the public holiday on board the *Rideau King* in 1904 can be completed by Leacock's mastery:

> I mustn't even try to describe the landing and the boat crunching against the wooden wharf and all the people running to the same side of the deck and Christie Johnson calling out to the crowd to keep to the starboard and nobody being able to find it. Everyone who has been on a Mariposa excursion knows about all that.[612]

The steamboat was common on the Rideau Canal since its opening in 1832. Since the first steamboat in Ontario was built near Kingston in 1816, they had proliferated throughout the province's lakes and waterways. As a key linkage in early commercial and passenger transportation, their dominance would be eclipsed by the developing

network of railways in the latter half of the nineteenth century and the emergence of the internal combustion engine early in the twentieth century. At the turn of the century, the steamer had reached its peak in a special form of passenger traffic - the excursion trade. Arthur R. M. Lower described the transition of the inland steamer:

> These little inland steamers might be anything - ambitious boats or hardly more than scows with engines. For two generations or more, or until the seventies, when the interior railway systems of the Province had become fairly complete, they carried the goods, the crops, the animals and the persons of the people in the back townships. After the railways displaced them as common carriers, they were used for pleasure traffic and tried to keep going by means of "excursions". The period of the "excursion steamer" on the secondary waters of Ontario lasted from about 1880 until 1910 or 1915. By the latter year, the internal combustion engine was putting automobiles on the roads and gasoline launches on the water. Everybody could then make his own "excursion" and the steamer rapidly lost its customers.[613]

Glenn Lockwood, in his social history of the Township of Montague, stated that "Excursions on the Rideau were probably considered the most refined form of recreation in Montague at the turn of the century".[614] Keith Dewar in his study of early resorts and hotels commented: "the first true resorts on the Rideau Lakes were literally those on the water!"[615] Although there were 'luxury' passenger boats prior to 1885, the first steamer fitted out to serve the growing tourist and excursion market on the waterway was the *Rideau Belle*, owned by Capt. Daniel Noonan and built for him at Kingston in 1885. In 1900 the *British Whig* spoke of Noonan's legacy in the tourist trade.

> In 1885 the steamer *Rideau Belle* was built in Kingston by Captain Noonan and William Bains, and this admirable little steamer really commenced the passenger traffic between the limestone city and Canada's Capital....Capt. Noonan may, therefore, well be called the father of the Rideau passenger traffic. Fifteen years ago he gave to the public a pleasant means of traffic between Kingston and Ottawa, and supplied to the numerous places along the route locomotion to the larger centres.[616]

The sixty-nine foot long *Rideau Belle* was only licensed to carry forty passengers, but it set a climate for the enjoyment of tours and excursions with cherry wood panelling adorning the dining room and staterooms, ceilings painted sky blue and curtains of green, highlighting settees and sofas and satin cushions.[617] There were other steamers on the Rideau capable of carrying passengers in the 1870s and 80s such as the *City of Ottawa*, *D.C. West*, *Peerless*, *Ella Ross*, *Ida* and the *Olive*, but the *Rideau Belle* set a new standard.

In 1887 Messrs Seely and Moffat arranged for the building of the steamer *John Haggart* in Perth. In anticipation of the opening of the new Tay Canal by 1890-91, the steamer was even named after the Hon. John Haggart, the local Member of Parliament and Minister in the Macdonald Cabinet, most responsible for the new linkage.[618] However, the watershed years for the Rideau excursion trade occurred in 1893 and 1894 when a number of dual-purpose steamers were transformed into elite passenger vessels. Even the *Rideau Belle* underwent improvements to make it more suitable for excursions in 1893 when the lower deck sidings were removed and fancy windows installed.[619] By 1894, with further improvements, the *Rideau Belle* was taking as many as 125

passengers on excursions.[620] In 1894 William 0'Mara refurbished the *Olive* which he built himself at Smiths Falls in 1875. It was described as splendidly adapted for private excursion parties with a new piano added to the main cabin and comfortable furnishings throughout. The vessel was considered extremely safe and reliable for making runs through the Rideau Lakes.[621]

A significant addition to the growing Rideau fleet of excursion steamers was the *James Swift* built at Kingston in 1893. On the 8th of June, the Smiths Falls *Rideau Record* described the *James Swift's* initial trip: (See illustration 34)

> The handsome new steamer *James Swift*, which has just been built by Captain Noonan for the Rideau route, made her initial trip down the lake last Friday. She arrived here that afternoon about 5 o'clock and during her stay at this port was visited by a large crowd of people. The new boat is without doubt the finest that has ever plied the Rideau, and is in every particular a first class craft. Her length over all is 110 feet, all the locks will allow, with twenty-five feet beam, and the motive power is a compound engine with a new boiler attached. She is beautifully finished in every particular, and the woodwork is painted white throughout. There is a handsome canopy over the staircase. The passenger cabins are all on the saloon deck and are handsomely finished. The dining room is very neatly fitted up and has seating capacity for, thirty-two. There are sixteen state rooms and four family rooms with connecting doors. The ladies' and gentlemen's toilet rooms are most conveniently arranged and are supplied with hot and cold water. She is lighted throughout by electricity and is heated by steam, in fact all her appointments are complete in every detail. From the hurricane deck a splendid view can be obtained, and one could not well imagine a pleasanter holiday than to take the round trip through the magnificent scenery of the Rideau lakes on this beautiful and commodious steamer. Every credit is due Capt. Noonan for his enterprise and he is certainly deserving of

> success. The *Swift* carried a great quantity of freight on her first trip and quite a number of passengers.[622]

The excursion trade was beginning to peak by the turn of the century. In 1899 the Merrickville *Star* reported the excursion business moving to the front ahead of regular passenger and freight traffic, although they questioned the need for daily service which was expected in 1900 with Daniel Noonan and Adam Foster both hoping to add new boats to the system.[623] Indeed Captain Noonan did have a new boat by 1900 that would complement the organization of a new steamship line to connect Clayton, New York with Ottawa via the Rideau Canal. Called the Rideau Lakes Navigation Company, (see illustration 3) it would generate consistent large scale steamer passenger, commercial and excursion service for almost fifteen years. The formation of the Rideau Lakes Navigation Company is described by Edward Forbes Bush in his study *Commercial Navigation on the Rideau Canal, 1832 – 1961*:

> This company was incorporated 29 December 1899, with a capital of $100,000 issued in $50 shares. Its charter comprised the usual functions - to own and operate passenger and freight steamers, barges, dredges and tugs; to own, hire, lease etc., wharves, warehouses, docks etc. In addition, the charter empowered the company "to erect, buy, lease summer hotels, cottages, parks at or near Jones Falls, or Kingston, also locations between Burritt's Rapids and Long Island, on both Upper and Lower Rideau Lake, at or near Chaffey's, and at or near Newboro", and operate these in conjunction with its steamship line. This clause clearly suggests the significance of the excursion aspect of the passenger trade at this point. The principal shareholders, six in number were Daniel Noonan, James Swift, and Houghton Wardell Wilson, Kingston forwarders; M. Zimmerman of New York, described simply as a capitalist, Clarence Ransom Church, an Ottawa physician, and George Eldon Kidd, also of Ottawa.[624]

The *Rideau Queen* was the flagship of the new company and local papers such as the Merrickville *Star* lavished praise on the magnificence of the new steamer on its maiden cruise: (See illustrations 38 and 39)

> The Rideau now has one of the very finest steamers plying on Canadian waters in the handsome new passenger steamer, the *Rideau Queen*, which made its first trip on Monday of this week. It was built during the past year by the Rideau Lakes' Navigation Company of which Captain D. Noonan is the moving spirit. It was designed and constructed by Mr. Davis of the firm of Davis Bros., Kingston, and is in every respect a credit to its architect. It is 111½ feet long, 28 ft. beam and cost upwards of $30,000. It is fashioned on a very handsome model, and is as neat and trim a looking craft as one would wish to see. From bow to stern, from wheel house to fore castle there has not been a thing omitted or overlooked that would tend to add to her strength or beauty, to her comfort or convenience. She is propelled by a 500 horse power engine and is lighted by 350 incandescent lights. Staterooms, affording sleeping accommodation for 75 passengers, are large and roomy and neatly furnished. Spring beds, snowy linen, pretty coverlets and bright carpets make them most inviting looking. There is a marble wash-basin supplied with running water in every room and each is ventilated with cold air forced from below through a three inch pipe. There will be no lying awake o'nights on the *Rideau Queen* because of the oppressive heat of the staterooms. In addition to the ordinary staterooms there are two or three large family rooms in which every provision is made for the comfort of family parties. The saloon is luxuriously furnished in green plush with carpet to match and is well supplied with seats, couches and easy chairs. The feature of the *Rideau Queen* however is the dining room. It is almost twice as large as the dining room on the *James Swift* and is a marvel of beauty and elegance. It is finished in red oak, highly polished, and is cut off from the front of the boat by a handsome grill arch flanked with plate glass mirrors.
>
> The furniture is all in oak, the linen, silver and glassware are all shining new, every bit of linen, every piece of glass and silver bearing the name "*Rideau Queen*"

> together with the letter "N" on a pennant surmounting the crest. It is brilliantly lighted, as indeed is every part of the boat, and looked to be a most tempting place in which to discuss the excellent menu that the *Queen* is said to provide. The kitchen is close by and is equipped with all modern improvements and presided over by a most capable looking cook. In the hold there is a large refrigerator, ten or twelve feet square and here all supplies are kept in first class condition. At the front on the lower deck there is a refreshment room where all soft drinks and cigars may be had. Last but by no means least is the handsome smoking room on the hurricane deck. It is large enough to hold a dozen or more smokers, is upholstered in leather, has glass sides and is altogether an ideal place in which to lounge and see the beauties of the Rideau.
>
> The *Rideau Queen* came down from Kingston on Monday and received a warm welcome at every place along the way. Captain Noonan was on board himself and looked quite proud of his neat craft as indeed he well may. She is a handsome well appointed boat in every particular and should help to attract tourist traffic this way.[625]

When the *James Swift* burned in Ottawa in the spring of 1901, it gave the Rideau Lakes Navigation Company a chance to rebuild the vessel according to a design similar to that of the *Rideau Queen*. It was justly renamed the *Rideau King* and local papers described it as better than formerly before it was burned.[626] (See illustrations 37, 40) The Rideau Lakes Navigation Company steamers *Rideau Queen* and *Rideau King* were the only cabin steamers plying from Ottawa to Kingston to Lake Ontario between 1900 and 1915. To run the full length of the Rideau Canal as a regular passenger and excursion service required steamers which could provide berths, cabins and meals for a trip that could last 24 to 48 hours. The limitations of lock size prevented many of the large opulent St. Lawrence River and Lake Ontario passenger steamers from using the Rideau Canal. Such well

known turn-of the-century passenger steamers like the Ottawa River Navigation Companies' *Sovereign* and the Bay of Quinte Line's *North King* were 162 feet long and 175 feet long respectively, far too large to fit into the Rideau Canal lock size of 134 feet by 33 feet.[627] A St. Lawrence steamer like the 107 foot long *Aletha* could make the odd excursion on the Rideau, as well as the *Brockville*, but the Rideau Lakes Navigation Company had to restrict the size of their overnight accommodation vessels. Lock size therefore restricted a great number of passenger and excursion steamers active on the Great Lakes from entering the Rideau system, and also limited the size of vessels operated by the Rideau Lakes Navigation Company. This in effect, gave the Rideau Lakes Navigation Company a virtual monopoly over canal length passenger and excursion traffic and reinforced the role of the Rideau Lakes as an inland waterway. The other steamboats on the system between 1890 and 1930 were largely 'day steamers' which travelled relatively short distances within the Rideau Lakes, and offered few facilities for overnight accommodation. Indeed the Rideau Lakes Navigation Company considered in 1900, to build a steamer for no other purpose than excursions from Kingston, Ottawa or Smiths Falls, to the Rideau Lakes, which would offer no staterooms, have open decks and a first class restaurant instead of a dining room.[628] This was never built because of competitors from Perth and Smiths Falls who were better adapted to handle the interior excursion trade. (See following chapter)

Most of the cabin steamers plying the whole route of the Rideau Canal were largely passenger-freight boats which adhered to a structured schedule. Sometimes they were able to break away from their patterns and run a specific excursion. The *Ida*, which ran a weekly service on the Kingston-Ottawa-Montreal route in the early 1890s, ran two local excursions for the Smiths Falls public in 1892. On Dominion Day they ran an excursion to Kemptville via Merrickville and Burritts Rapids. Leaving the Smiths Falls docks at 7:30 a.m. while the Brass Band "discoursed a lively air", the *Ida* picked up passengers at Andrewsville, Newman's Locks (Nicholson's) and Burritt's Rapids. The excursion was described as pleasant but slow, as it took four hours to reach the destination, and the dock at Kemptville was crowded with five hundred excursionists from the *Ida* and the *Olive*. The Kemptville Brass Band greeted the crowd with a cheer and a processional parade into town.[629] In July the *Ida* carried an excursion party from the Methodist Sunday School to the Narrows Lock, "one of the nicest spots on the Rideau for picnicing and far enough away from town to give a delightful sail on water".[630] A consortium of businessmen ran the *Ida* out of Smiths Falls in the late 1880s and early 1890s.[631] Ogle Carss, who was involved with the consortium behind the *Ida*, was also a part owner of the *Olive* after 1887, and before it was transferred to the Ottawa Forwarding Company by 1892. The *Olive* was very much the Smiths Falls town boat and served as the local cabin steamer as late as 1900, when it was on the Ottawa, Montreal, Kingston route.[632]

The first description of a post-1890 excursion on the *Olive* was not very flattering. In July of 1892 only two or three persons were on the Perth wharf for a Saturday morning excursion. The captain of the *Olive* declined to make his regular run out of Perth and was criticized for changing schedules, suggesting that had they set an excursion for Friday, at least one hundred passengers would have shown up.[633] The *Olive* ran chartered and special excursions out of Smiths Falls when not encumbered by its regular schedule. In 1897 residents of the Ballantyne-Hutton settlement took their annual excursion in the *Olive* on a Saturday.[634] An excursionist in 1897 described his experience on the *Olive*:

> ...her decks were crowded on Saturday morning last with a heterogeneous mass of people, baskets, hampers, boxes and bundles in which were stowed away, eatables, digestible and indigestible from the simple bread and butter to the inscrutable pie, and from the plain and honest biscuit to the beautiful but deceptive iced cake, all to be devoured by the gay and laughing crowd of humanity that elbowed their way for half an hour to good, bad and indifferent positions for the voyage, as soon as possible after they had put their provisions in a place of security....A few young ladies did all in their power to pound some music out of the hammered out piano, but nobody sang, danced or whistled, so that the return home, especially after night set in was as dull and dismal as darkness and smoky lanterns could make it.[635]

The steamer *John Haggart* was the first Perth boat which began plying the Tay Canal before it had been completed. A Dominion Day Band excursion in 1890 was centred around the local musicians who paraded through town in "their fine cream coloured uniforms playing lively

airs" only to have their boat run aground on a mud bank below Dowsen's on the Tay causing a one hour delay in a voyage to Long Island on Big Rideau Lake.[636] Three weeks later, the Asbury Church Sunday School picnic saw 200-300 people board the *John Haggart* for an excursion to Long Island and Westport which doubled as a fund-raising event. Tea was served on the ride, and at Seeley's warehouse at the Rideau Ferry, tables were spread out and dinner was served. Songs, games and speeches rounded out the program as seventy dollars was raised for Sunday school purposes.[637] In mid-August of 1890 the Perth Lodge of the United Workmen ran an excursion on the Rideau Lakes, leaving the Canal Basin at 9 a.m. and returning at 8 p.m. The excursion fare was 40 cents for an adult, 10 cents for a child under twelve years of age and one dollar for a family of three.[638] The first year of service for the *John Haggart* out of Perth was very successful with some major excursions. The steamer helped Westport celebrate the 201st anniversary of the 'Relief of Derry' in August of 1890 and took an excursion to Smiths Falls "for a change" in September where participants spent four hours "doing the town".[639] With the overnight accommodation available in staterooms, owners Seeley and Moffat from Perth also advertised a Kingston excursion in 1890 involving a Saturday departure at 6 a.m. The *John Haggart* remained in Kingston until Monday at 1 p.m. and then returned to Perth early Tuesday afternoon after a stop-over and evening at Jones Falls.[640] In 1891, the Perth *Courier* described the popular Kingston excursion:

> Saturday trips of the *Haggart* to Kingston are very much patronized by people from Perth and vicinity. The scenery is beautiful, the staterooms comfortable and roomy and the table fare first class. The whole trip is made in daylight.[641] (See illustrations 26 and 35)

The *John Haggart* continued a busy excursion service for a number of years but also handled a freight service on the canal as well.[642] However, by 1895 the *John Haggart* had proved either too large for the Tay Canal or too unprofitable for the Rideau Lakes market. In 1893 and 1894, a number of new and old steamers had been introduced or refurbished on the system and Seeley and Moffat may have been unable to compete. The *John Haggart* was moved to the Union Park route on the St. Lawrence River by 1895.[643] The *John Haggart* would return to the Rideau Lakes to run nineteen excursions out of Perth and Smiths Falls in August of 1900, but it would not return again before being dispatched to Sault Ste. Marie by 1904.[644] The year 1900 seemed to be a peak year for all kinds of excursions. In one week in mid-August the Smiths Falls *Rideau Record* notified the public of eight excursions, four taking place on the *John Haggart* including two chartered excursions, one each on the *James Swift* and *Rideau Oueen*, and two railway excursions, one to Pembroke and the other to the Thousand Islands.[645]

The role of the Rideau Lakes Navigation Company steamers *James Swift* later *Rideau King* and the *Rideau Queen* in the commercial and passenger business on the canal is well documented.[646] With the peaking of the excursion trade at the turn of the century, time was

found outside the busy schedule to handle chartered and holiday excursions. Even on their set canal length trips, the Rideau Lakes Navigation Company intended to market day-use potential as in 1902 when every Monday and Thursday evenings, people from Smiths Falls and Ottawa and other places in between, were able to come to the Rideau Ferry on the *Rideau King* and later return home on the *Rideau Queen* the same evening.[647] Capable of handling large crowds, the *Rideau King* and *Queen* were favourite boats for large excursions. In 1903 the Masons of Perth negotiated with Captain Noonan for an early date to take an excursion to Jones Falls in one of the two boats.[648] In 1906 the *Rideau Queen* ran periodic excursions from Kingston to Washburn's or Brewer's Locks from Kingston.[649] Also in 1906, the *Rideau King* provided an excursion for a large number of people from the Chaffey's Lock area wishing to go to Smiths Falls.[650] The big company steamers were perhaps better known for their regular service on the Rideau Canal than their periodic role as special excursion boats on the system.

The decline of the steamboat excursion on the Rideau Waterway involved many factors. The rise of the automobile and motor boat were obvious influences, but there were other situations that made the excursion trade, especially involving large cabin steamers, more difficult in which to survive. Weather played a major role in the success or failure of a planned excursion. In many ways it was an all or nothing business which could suffer under changing patterns of

wind, sun and rain. In 1911 steamers had to cancel passenger and excursion service for a couple of days because of wild winds blowing on Lower and Big Rideau Lakes.[651] In 1922 inclement weather spoiled Perth's civic holiday by preventing numerous boating parties and an excursion from taking place.[652] Weather could affect an entire season in the excursion trade as in the summer of 1907 on the Thousand Islands route.[653]

A more serious fault could be found in periodic low water levels, which in the case of the *Ella Ross*, prevented an excursion between Kingston and Jones Falls in 1895, when after seven miles from Kingston, the captain found the system too shallow.[654] In 1914 the Rideau Lakes Navigation Company blamed the low water levels on the Rideau Canal for its decision to discontinue canal-length service in September of that year.[655] Although the war was also responsible for the interruption of service, the lack of security in water level control made it less likely that an entrepreneur would be willing to risk the revival of steamer service when the war was over. In 1915 the steamer *Victoria* went up to the Rideau Lakes in early June and reported that unless the water level would rise, the boat would be docked for the season. The *Rideau Queen* abandoned the Rideau Canal forever in mid July of 1915 when it could not navigate to Smiths Falls beyond the Rideau Ferry because of low water.[656]

As war, weather and water levels affected steamer efficiency and service, increased competition from railways in the excursion trade,

narrowed the market share. As early as 1890, the railways were competing with steamers for the excursion trade. Special railway excursions transported people to the Thousand Islands, Bay of Quinte and Ottawa at a much quicker pace than a steamer system having to face frequent lockages on the canal. Some of the railway excursions to the St. Lawrence River by rail ended up as steamer excursions on the Thousand Islands route instead of the Rideau Lakes. Other resort areas, more accessible by road, also competed with the Rideau System.[657] The Rideau lakes day steamer, whether yacht or dual-purpose boat, made a significant dent in the market for smaller excursion parties whether using scheduled or chartered service.

The most significant factor, aided by the technological changes in the gasoline engine in boats and cars, was the change of orientation in recreational boating from a public to a private experience. As early as 1895, the Smiths Falls *Rideau Record* took note of the under patronized use of the cabin steamer *James Swift* and the rise of private picnic parties using a smaller town boat or individual craft.[658] The nervous energy of the motor boat eroded confidence in the slow moving, public steamer. Urban holiday seekers, impatient with the means of access and confined by a set vacation period, found steamers to be a drag in the process of getting from home to vacation place. Indeed steamboats had long developed the notion of the trip as a vacation highlight or experience in itself. Changing patterns of recreation, especially for the tourist, required an efficient means

of access to lake regions, where "getting away" often meant from people as well as cities.[659] Local residents could still see the public excursion as a special celebration of a holiday, event or group function but local indifference to steamers may have developed because of familiarity, regularity of service and changing traditions.

The *Ottawan* run by the Ottawa Transportation Company was the last steamer on the Rideau Canal, ending its service in 1935. It ran between Ottawa and Smiths Falls, carrying freight and passengers. Excursions had come to an end, and the *Ottawan* was a shadow of what had been. In 1884 there were 1,000 passengers on Rideau steamers. Numbers rose to 7,500 in 1892 and increased every year from 1896 to a peak of 27,000 in 1906. There was a small decline before passenger traffic again reached 26,000 in 1910. From that point, numbers fell off sharply. By 1932, passengers on the system had been reduced to a mere 600.[660] It cannot be confirmed as to whether passenger lists included excursion figures, but the statistics reflect the rise and fall of the Rideau steamer between 1890 and 1930. Whether it be a steam yacht, small-scale dual-purpose steamer or cabin steamer, evidence would show that Rideau excursions only existed as a major recreational boating focus between 1890 and 1916. Nevertheless, the image of excursions on the Rideau is one of the richest and most enduring of legends from the past.

Rideau Excursions and the Local Dual-Purpose Steamer and Steam Yacht

The image of the palatial steamer is forever etched into the historical consciousness of early steam transportation and the evolution of the recreational excursion. As grand and awe inspiring as they were, they formed only a part of the story relating to the rising excursion trade between 1890 and the First World War. Especially on the inland lakes, the sleek steam yacht and the small-scale dual-purpose steamer did legion service as a passenger carrier, forwarder and excursion boat. The diminutive steam yacht and the stubby local steamer better served the day trade on the inland lakes where the recreational community was concentrated. The smaller pool and disparate demands of Rideau campers, cottagers and resorts encouraged entrepreneurs in Perth and Smiths Falls to develop a town boat that could service the seasonal demands of people using the lakes. The existence of a town boat had an impact on local suppliers and businessmen who could expand their markets on a seasonal basis. The day steamer would not be as luxurious as the cabin steamer, with its facilities for overnight accommodation, nor could it handle the big excursion crowds at special events or holidays, but it could handle a wide range of excursions with greater mobility and means of access. The *Rideau King* and *Rideau Queen* were the high profile steamers that could compete with many other opulent cabin steamers in other lake regions, but small day steamers like the *Antelope* or *Victoria* of Smiths Falls, or the steam yachts *Aileen* and *Arrah Wanna* of Perth,

handled an excursion fare that helped maintain for many years, the enterprises of owners and Captains G. A. Davis and Peter Cavanagh on the Rideau Lakes.

The earliest steam yacht running a chartered excursion service after 1890 was the *Tropic* which was owned and had been built by William 0'Mara of Smiths Falls. As early as 1892 the *Tropic* was conveying parties of ladies and gentlemen to Rideau Ferry, the islands in Big Rideau Lake and Jones Falls.[661] The *Tropic* ran three trips a week to the Garrett's Rest in 1897 but much of the service seemed to be chartered for excursions and hired out for towing. In 1897 the *Tropic* took four trips from Smiths Falls to Poonamalie to get everyone up to the annual picnic of St. Andrews Sunday School.[662] The *Tropic* handled a Dominion Day crowd of forty in 1897 and hosted a yachting party held in honour of Dr. W. H. Barr of Rochester in 1899.[663] In 1900 the *Tropic* took a party to Garrett's Rest, another party to Rideau Ferry, a camping party from Newark to the north shore of Big Rideau Lake and took the Rideau Ferry party back to Smiths Falls at midnight, all in one day.[664] A good description was given of a *Tropic* excursion in 1899:

> A merry party of Smiths Falls young people chaperoned by Mrs. Ed. Gronden came in here [Perth] Wednesday evening on the *Tropic*. The day had been spent on the lakes and dinner was partaken of at Kensmere Cottage and tea at Poplar Point. Their object in coming to Perth was to attend Father Davis' social and they expressed themselves as being delighted with their time here. About 10 o'clock, the yacht, to the melodious sounds of song and music, left the wharf here for the return trip.[665]

William 0'Mara Sr. died in 1897 but his son carried on until at least 1900, and by 1902 the *Tropic* was held in private hands, no longer serving the public as an excursion boat.[666]

The *Tropic* received some competition in 1896 from Ogle Carss of Smiths Falls who had purchased the *Bertha* capable of handling forty or fifty passengers. Both Captain Ogle Carss and Captain Adam Foster entertained parties on the *Bertha* in 1896 but the enterprise seemed to fail in its first year.[667] Ogle Carss tried the local excursion trade again in 1898-1899 with another steam yacht, the *Nellie Cuthbert*, but he sold it before the turn of the century, and the vessel was transferred to the St. Lawrence River to run between Gananoque and Clayton.[668]

Captain Adam Foster, a major forwarder on the Rideau Canal from Smiths Falls, appeared to have experimented with the ninety-four foot long *Princess Louise* as an excursion vessel on the lakes. It ran an excursion to Merrickville in 1899 with two hundred people on board and had scheduled runs of three times a week to Kingston, but ran into channel problems with low water levels in that year.[669] There was some indication in 1899 that Foster wanted to build a ninety foot long day steamer that could be speedy yet not be burdened by staterooms. However, the *Princess Louise* was taken off the Rideau after a month of service and Foster did not replace it. The Smiths Falls *Rideau Record* suggested that adequate steamer service would benefit the growth of sufficient accommodation on the Rideau Lakes and "create a tendency to make Smiths Falls an important tourist town", but by 1901, before the

emergence of G. A. Davis as boating entrepreneur, Smiths Falls may have been served only by the large cabin steamers like the *Rideau King*, *Rideau Queen* and the *Olive*.[670]

For a brief period of time at the turn of the century, Newboro had a couple of steam yachts used for excursions. The *Jopl*, a forty foot long craft built in 1895 by John Paul of Newboro, was jointly owned by Orlando Lillie, a dentist, and the boat's builder. The boat was capable of handling forty passengers and it ran excursions between Newboro and Perth between 1896 and 1900.[671] A small side-wheeler out of Newboro, called the *Gracy*, may have had a short run as an excursion boat, when in 1902 it ran into the *Rideau King* while carrying twenty-five excursionists.[672] W. C. Fredenburg of Westport, sometimes made his steam yacht *Aberdeen* available for excursions from 1894 and it was in business to carry as many as forty passengers between Kingston and Ottawa in 1897, but the boat was taken off the Rideau system in 1901.[673] In spite of the difficult beginning for steam yachts and small dual-purpose steamers on the Rideau Lakes before 1900, Peter Cavanagh from Perth was able to establish a long running service around a series of yachts that could provide a wide range of small excursions. In order to appreciate the character of the Rideau excursion, we may focus in on one of the canal's most proficient excursion operators.

Peter Cavanagh and the Perth Boat

For seventeen years between 1899 and 1916, Peter Cavanagh owned and operated the 'Perth' boat which ran a small passenger and excursion service on the Tay Canal and Rideau Lakes. While trying to cash in on the increasing excursion trade at the turn of the century, Cavanagh avoided the large cabin steamer and based his business on a day boat, either a steam yacht or a small dual-purpose steamboat. His choice of boats reflected the needs of the town of Perth and the Rideau Lakes cottage community. The five boats that Cavanagh operated over the years would have been overwhelmed by the demands of a holiday crowd but they suited a market requiring a boat to carry small excursion parties and supplies to various locations on Lower and Big Rideau Lakes. The smaller boat was more flexible to the seasonal characteristics of the tourist and excursion trade and the yacht or small steamer was easier to negotiate on the Second Tay Canal which still suffered from water level control and channel difficulties.

When Peter Cavanagh launched the remodelled and completely overhauled steam yacht *Katie* in June of 1899, he was seeking to re-establish a Perth boat that would serve a wide range of interests.[674] The first Perth boat on the new canal, the cabin steamer *John Haggart*, had been taken off the Rideau Lakes in 1895 to serve the Union Park route on the St. Lawrence River.[675] Perth lawyer F. W. Hall and Smiths Falls insurance agent Ogle Carss chartered the *John Haggart* for the month of August to run excursions on the Rideau Lakes in 1900 and it was reported that they had done well financially after running

nineteen excursions.[676] However, the large and opulent steamer did not return to the Rideau.[677] Instead, Cavanagh's steam yacht *Katie* survived, not by hauling large excursion parties, but by handling parties of ten or twelve people. Cavanagh offered to take people out on the *Katie* for fishing trips and outings. He could handle as many as fourteen, and another thirty could be towed behind the yacht in small boats. The Perth *Expositor* explained in 1900 that Cavanagh "could build a large yacht next season if he were sure of receiving sufficient patronage for outings".[678] Cavanagh handled one client in August of 1900 by ferrying people to and fro from a cottage at Rideau Ferry to a baseball field in South Elmsley Township.[679]

By 1901 Peter Cavanagh received backing from other Perth citizens to purchase a larger boat, the steam yacht *Cygne* sometimes called the *Swan*. The sixty foot yacht was described as a very handsome and commodious boat with a kitchen, lavatory and saloon and a seating capacity for twenty persons. The Perth *Expositor* claimed the owners were prepared to take parties to any place on the Rideau Lakes for moderate rates and that sleeping accommodation could be arranged for sixteen. They reported in May that twenty-five engagements had already been made for the boat which had been adapted for excursions and picnics. A week trip had also been planned on the chain of Rideau Lakes to Kingston by a party of ladies and gentlemen.[680]

The local Perth papers promoted Peter Cavanagh's yachts. On the

20th of June 1901 the Perth *Expositor* reported on one of his excursions:

> The steam yacht *Cygne*, took a party to Westport last Thursday, and a very enjoyable day was spent. This handsome yacht is specially built for yachting parties, and the citizens of Perth are very fortunate in having access to such a boat. A very pleasant day can be spent on the Rideau and the rates are very reasonable.[681]

C. F Stone, as publisher and editor of the Perth *Expositor*, may have had a financial commitment to back the *Cygne* since enquiries for the boat were handled by Peter Cavanagh through the *Expositor* office. Stone also attached his name to advertisements promoting excursions by the hour, day or week on the whole Rideau system.[682] An editorial in July of 1901 reflected indignation at the local response to the Perth boat:

> Few towns the size of Perth can boast of such a splendid yacht for picnics and excursion parties, as we have in the "Cygne" or the "Swan"....[A] trip is taken by many excursionists who come hundreds of miles to see the magnificent scenery along the route, while we, who have the opportunity to enjoy the outing at a very moderate cost, are backward and indifferent.[683]

The Perth *Courier* added to the promotion by calling the *Cygne* a fine pleasure yacht available for public or private parties with a complete crew, and a new captain "thoroughly acquainted with Rideau water and channels".[684] In spite of the experienced crew, they struck a stump just beyond the Poonamalie Cut while en route to Smiths Falls and had to run the boat aground on Black Island, with the stern settling into six feet of water. The *Courier* described the passengers

rowing home in skiffs[685] while the *Expositor* glossed over the affair citing little danger:

> Last Sunday evening, while the *Cygne* was returning to Smiths Falls she struck a stump and made a hole in her bow. The damage was only trivial, and she is now repaired as well as ever. The night was very dark and foggy, and besides there were a number of small boats in the cut, which made the work of the pilot very difficult.[686]

The steam yacht Cygne was used by the Loyal Orange Lodges of Rideau Ferry and Perth to ferry participants to their Rideau Ferry picnic grounds in August of 1901 where field sports, running, jumping, fishing, sailing, dances and addresses kept people busy.[687] In 1902 the *Swan* was chartered by the Oddfellows on a Friday with Wednesday and Thursday booked for public excursions on the Rideau Lakes as far as Portland. The Wednesday crowd was referred to as small but enthusiastic.[688] The businessmen of Perth had their first outing of the season on the 17th of June, 1903 but the yacht was sold a month later to a Lake Temiskaming lumberman.[689]

There is no explanation for the sudden interruption in service. In 1904 Cavanagh was building an even larger boat almost the same size as a dual-purpose steamer. The *Aileen* was built in Perth at the curling rink with the keel laid on 9 May and the vessel ready for launching by early August in 1904. The *Aileen* was approximately sixty feet long and twelve feet wide with a five foot draught. It carried a 35 h.p. boiler and a 32 h.p. compound engine built by Selly-Yoland of Kingston. With a capacity for 100 passengers, it was much larger than

any vessel previously owned by Cavanagh. By mid-August, the last coat of paint had been applied and after being fitted with a canopy, the boat took its inaugural trip on a rough 23rd of August. On its first trip, the *Aileen*, with Captain Ryan in command, picked up passengers in Perth and Rideau Ferry and the Perth *Courier* sighed that "Perth needed a boat of its own" and hoped "that the public will patronize".[690]

In 1905 Cavanagh posted his schedule in Perth confirming a trip to either Westport or Newboro every Wednesday and a trip to Portland every Friday, with stops at the Ferry and "anywhere else". The *Aileen* could be chartered for no more than forty passengers with a charge of $15 a day from Perth to the Narrows Lock Station, with Portland included, and $20 a day to Westport. The charter to Jones Falls would cost $25. On scheduled runs, a trip to Portland would cost 50 cents for a round trip.[691]

In 1906 the *Aileen* was chartered along with G. A. Davis' *Lee* out of Smiths Falls to take the Perth Fire Brigade, which was entertaining members of the Citizen's Brass Band, and about thirty citizens on an excursion. With the firemen in their "natty new uniforms" and the band in their summer regalia, the entourage arrived at Rideau Ferry at nine o'clock in the morning. Dinner was held at the Coutts House and the participants then carried on to Big Rideau Lake where a baseball game was held at Rideau Park. The whistles of the boats called away the sporting crowd to return to the Ferry where more baseball and quoits were played until supper. Mayor Foy of Perth gave a speech after the

meal in the Coutts House dining room and the excursionists sailed home through the "raging canawl" enjoying the moonlight.

> The Band played several stirring selections from Dowsen's up. The Basin was reached at 9, the boats being docked in the presence of a large crowd.[692]

Later in the summer the *Aileen* was chartered along with the *Jopl* out of Newboro, to take eighty passengers on a Catholic Foresters excursion to Westport.[693] On a Thursday in July, 1906 the Inmates of the House of Industry were given a sail down the Tay Canal and on the Rideau in the yacht *Aileen*. Being a larger boat, the *Aileen* had its problems on the channel. In 1905, after being chartered by a local division of the Hibernians, it hit a stump near Poonamalie and Peter Cavanagh and son had to row to Smiths Falls to get the aid of the *Lee* to recover boat and passengers stranded in the swamp.[694]

In late June of 1907, Peter Cavanagh introduced his newest boat and a replacement for the *Aileen*. Built in Pamrapo, New Jersey in 1880 and rebuilt at Alexandria Bay in 1899, the *Arrah Wanna* was a forty-four foot long steam yacht with one large cabin amidships surmounted by a hurricane deck.[695] (See illustrations 27, 29) The passenger quota of forty was considerably less than for the *Aileen* but the *Arrah Wanna* was a sleek craft for the local excursion trade. Just like the *Katie*, *Cygne*, and *Aileen* before, the new Cavanagh yacht became the town's main passenger boat and local papers encouraged people to patronize it.[696]

The *Arrah Wanna* set a busy schedule in 1907 and 1908. Mondays were originally set for an excursion to Westport which left the canal basin at 8:30 a.m. with a 65 cents return fare. However, Monday became dominated by a more popular Portland excursion with the boat stopping at any cottage, camp or island if flagged. The return fare was 40 cents in 1907 and 50 cents in 1908. Tuesdays were reserved for moonlight excursions which departed Perth for Rideau Ferry at 7:15 p.m. with a return fare of 25 cents. On Thursday afternoons Cavanagh ran excursions for ladies. The steam yacht left Perth around 2 p.m. and returned at a reasonable hour for 35 cents. On Fridays, excursions frequently departed for Smiths Falls, Newboro, Jones Falls or even Kingston. A moonlight excursion was sometimes held Friday evenings. The boat was available for chartering on Saturdays although frequently a Saturday afternoon cruise to Rideau Ferry for families was planned. Cavanagh encouraged a Jones Falls outing to "one of the prettiest spots on the whole chain of Rideau waters.[697] When the *Arrah Wanna* went to Kingston, as in the case of Monday 10 August, 1908, it departed from Perth at 7 a.m.; dinner was served at Jones Falls and the boat arrived in Kingston at 5 p.m. Tuesday August 11 was spent in Kingston and the yacht returned on the 12th. The round trip fare was two dollars.[698]

Peter Cavanagh also planned his boat schedule around certain events when he knew he would have a captive audience. In August of 1907 he ran an excursion to Newboro for the local fair for 75 cents return fare.[699] In June of 1908 the *Arrah Wanna* left Perth on a

Saturday morning at 8:30 a.m. in time to arrive at Smiths Falls where the Cole Brothers Show was planning a great street parade.[700]

Some excursions were run privately, like Mr. T. A. Code's pleasant outing with a number of ladies and gentlemen in June of 1908.

> The boat left in the morning around 8:30, stopping for a few minutes at the Ferry, when it proceeded to Portland where dinner was served by [mine] sic Host Murphy. An hour was spent in the village during which some of the younger members of the party enjoyed a game of lawn tennis, the members of the village club kindly granting the use of the court and furnishing rackets and balls.[701]

While elders enjoyed the "Zephyr breezes" off the lake from the balcony of the Commercial Hotel, the younger set played baseball and pitched quoits. At 3 p.m. the return trip started and another baseball match was played near W. B. Hart's cottage. Supper was served in the best style by the proprietor of the Coutts House at Rideau Ferry and the *Arrah Wanna* returned to the Perth Basin at 8:30 p.m.[702]

Some excursions were public affairs connected with a church group or community club. On Dominion Day in 1909, the Perth Vocal Society chartered the *Arrah Wanna* (See illustration 27) which went up to one of the islands in Big Rideau Lake where a splendid programme of games and baseball had been planned. During the evening supper at the Coutts House, the Society gave an impromptu concert which was "highly" appreciated by the large numbers of campers and summer visitors.[703] The next year, the same Vocal Society chartered the *Arrah Wanna* on the

civic holiday to take thirty-five members up to Messrs. Baird's and Cameron's summer cottage on Rideau Lake. In the afternoon they visited the Rideau Ferry regatta and then returned up the lake to have a shore supper. Again they "rendered selections" of their favourite tunes at the Ferry on the way home.[704]

On a Saturday afternoon in July of 1909, the Knox Church choir from Perth chartered the *Arrah Wanna* to take thirty-eight choir members to Rideau Park on the lakes. They held their own regatta with races in the afternoon and while returning in the cool twilight the atmosphere was described as a mingling of music and melon.[705] The A*ileen* was the first Cavanagh yacht described as having a moonlight excursion already during its first week in service and it became a popular trip. A notice in the Perth Expositor described a trip in July of 1908:

> The moonlight excursion on Monday night on the *Arrah Wanna* was largely attended. In fact so many wished to take in the trip that the boat had its full complement ten minutes ahead of time and pulled out leaving about twenty disappointed young people.[706]

In 1909 Peter Cavanagh, for the first time, added another boat to his service which would run simultaneously with the *Arrah Wanna*. In early July the *St. Louis* arrived in Perth. It had been built in Kingston by the Davis Dry Dock Company in 1900, and after alterations in 1909, was 65 feet long, and 14 feet wide. While chartered to carry 130 passengers, it was licensed for 175 on the Rideau. The *St Louis* had fore and aft cabins around 14 square feet with upholstered seats.

The bow and stern were open and a promenade deck could handle forty or fifty passengers. The Perth *Expositor* described the St. Louis as an ideal excursion boat, "just what Perth needed".[707]

In 1909 Peter Cavanagh promised that either the *St. Louis* or the *Arrah Wanna* would leave the Perth Basin every week day morning for the Rideau Ferry and Lake route. On Mondays and Thursdays, the *St. Louis* was scheduled for excursions to Portland and Westport respectively, both vessels departing at 8 a.m. A ladies trip was held on Friday afternoons with a moonlight excursion in the evening. The yachts were available for chartering on Tuesdays, Wednesdays and Saturdays.[708] Cavanagh attempted to court the Smiths Falls excursion market by operating an excursion to Jones Falls with the *Arrah Wanna* from Perth meeting the *St. Louis* at the Rideau Ferry which had brought travellers from Smiths Falls. At this juncture, everyone would climb aboard the larger *St. Louis* and carry on up the lake. The extra boat allowed Cavanagh to plan with more flexibility.[709]

The *St. Louis* could handle larger excursions such as the trip in June, 1909 involving the Lanark County Council who were guests of the business and professional men of Perth. With Capt. Cavanagh in charge and a staff of waiters on hand, the *St. Louis* left the Perth Basin at 1 p.m. for Rideau Lake. The steam yacht sailed the islands near Portland and returned to Mahon's wharf opposite Star Island, near the Rocky Narrows, where "in dignity and decorum and in cordiality and comradeship" a baseball match was played on the uplands.[710]

Sometimes the size of the *St. Louis* was comfortable for handling a small excursion. In 1910 thirty ladies and gentlemen, who were employees of J. H. Mendels mercantile establishment, went up to the owner's summer cottage on the *St. Louis*. The *St. Louis* was used for Cavanagh's annual overnight excursion to Kingston, as well as for excursions to Jones Falls.[711]

The *Arrah Wanna* appears to have survived until 1911, but in 1912 the steamer *St. Louis* was suddenly taken off the Rideau route and put on the St. Lawrence River to ply between Brockville and Butternut Bay.[712] The steam yacht did return to the Rideau and it ran a schedule from Perth in 1914 and 1916, after the boat had been thoroughly renovated.[713] In 1917 the *St. Louis* was pulled off the Rideau Lakes again. The Perth *Expositor* lamented its absence in July of that year:

> Perth people are feeling the need for a good passenger touring steamer on the Tay and Rideau, and now that the Perth boat is not running would welcome the advent of the Smiths Falls boat for an excursion once a week up the Rideau.[714]

Peter Cavanagh had little competition in the early years at Perth, although the steam yacht *Nellie* was running between Perth and Garrett's Rest for many years around the turn of the century. In 1913 the *Nellie* was advertised as open for charter on the Rideau Lakes with a pilot and men capable of running excursions even on the St. Lawrence River.[715] In 1916, Cavanagh was forced to deal with a gasoline launch the *Nettie W.* It was advertised as leaving the Canal Basin at 8:30

a.m. on Tuesdays, Thursdays and Saturdays in July and August. It was scheduled to arrive at the Tay Locks at 9:15 a.m., Rideau Ferry at 10:10 a.m. and Rocky Narrows at 12:30 p.m., returning to Rideau Ferry by 4:15 p.m. and the Canal Basin at 6 p.m. Run by H. B. Wright of Perth, the *Nettie W* took orders, deliveries and purchases, as well as passengers and excursionists to the Rideau Lakes. People had to flag the boat if wanting to board or to receive or send parcels. Fares were set at 25 cents, 50 cents or 75 cents for round trips between Beveridge Locks, Rideau Ferry and the Rocky Narrows.[716] In 1917, the *Nettie W* was advertised as on the route between Perth and Garrett's Rest "for the accommodation of cottagers and pleasure seekers".[717] Evidently, the new gasoline boat competition may have been too much for Cavanagh. He sold the steamer *St. Louis* to a mining company on the Hurricanaw River in Northern Quebec in 1919.[718] While Cavanagh was unable to adjust to the post war changes and the erosion of his trade by the motor boat and motor car, his main competitor in Smiths Falls continued a tradition of serving excursionists and cottaqers up to the Second World War.

As mentioned in the chapter on cottages, G. A. Davis of Smiths Falls ran dual-purpose steamers and a couple of steam yachts out of Smiths Falls between 1904 and 1942. Davis' first boat was the steam yacht *Iola* which was converted to a gasoline yacht by 1904. (See illustrations 30 and 42) It was followed by the steam yacht *Lee* which ran from 1906 to 1914. A second boat, the small dual-purpose steamer *Antelope*, was added between 1906 and 1910. When Davis added the

seventy-two foot long *Victoria* which could handle 175 passengers in 1910, he had on hand, a large dual-purpose steamer for big excursion crowds and the steam yacht *Lee* for smaller-sized outings.[719] During the summer of 1912 the *Victoria* left Smiths Falls daily at 8 a.m. and the *Lee* departed at 2 p.m. The *Lee* would return the next morning leaving Portland at 6 a.m.[720] On holidays, the boats made two trips daily, leaving at 8 a.m. and returning at 10 p.m. E. F. Bush described the staff on the Davis boats:

> The *Lee* carried a crew of four: captain, engineer, fireman and deckhand, and the *Victoria* five to six, including a first mate and sometimes two deckhands. The crew did not eat on board, but had their noon meal in a hotel in Portland.[721]

G. A. Davis' operation was more closely associated with scheduled passenger runs and freight forwarding than Peter Cavanagh's excursion-orientated boats from Perth. Nevertheless the *Lee, Antelope* and *Victoria* did find time for special excursions, sometimes in unison with the Perth boats. The Davis boats frequently ran moonlight excursions to the Rideau Ferry with a band on board. In 1910 the Rideau Band serenaded the Friday excursionists, and in 1912 Finlayson's Orchestra supplied the tunes to the Ferry.[722] Recreational boating was very much the purpose in the annual St. John's Sunday School picnic at Poonamalie lock station. In 1913 the *Victoria* took one load from Smiths Falls while the *Lee* ferried groups from Foster's Wharf at hourly intervals in the morning. In 1914 there were four hundred members and friends waiting for their excursion to

Poonamalie. Along with the usual games at the picnics, some members of the church provided their yachts and launches to give children a run up the Rideau Lakes.[723] Boating and games were also central to a picnic taken by the St. John's Church choir in June of 1914, when they chartered the *Victoria*.[724] When the *Victoria* did run on excursions, they had to advertise that stops would be at a minimum and the boat would not be flagged. Thus on an excursion to Jones Falls in 1911, the *Victoria* only made four stops on the way "to give the passengers a longer time at Jones Falls".[725] An observer in Smiths Falls reported in 1920, on the sometimes annoying stops on a pleasure cruise:

> Were the boat taking an airline from Smiths Falls to Portland the distance could be covered in a couple of hours, but about twice that length of time is consumed through making calls at various wharves, leaving off bread, ice-cream cones etc., and sometimes passengers. None of the wharves can compare with the landing place at Portland, a village which enjoys much highly merited popularity as a watering-place.[726]

The only competition from other dual-purpose steamers out of Smiths Falls before the First World War, and after G. A. Davis had set up business, included the proprietors of the steamer *Stranger* which ran from 1905 for a number of years until it was sold in a sheriff's sale by 1912.[727] In 1911 the dual-purpose steamer *Buena Vista* spent a year on the Rideau Canal taking chartered excursions to Jones Falls and Chaffey's Locks and running moonlight excursions out of Smiths Falls.[728] Although Davis and Peter Cavanagh both operated boats on the Rideau Lakes at the same time between 1904 and 1916, their

businesses had different purposes, dealt with different communities and sometimes complemented each other on big excursion days. After the First World War, when steamer service was curtailed so drastically, Davis kept the *Victoria* running. There was still enough of a seasonal market to support the service, and in 1919, Davis even sought to fill the vacancy on the Tay Canal once served by the 'Perth boat'. G. A. Davis instituted a regular call on Perth every Wednesday during the summer although the Perth *Expositor* warned that passengers may not be as prevalent as in the past. By 17 July 1919 the service was cancelled because Captain Davis was concerned that there was not sufficient water in the Tay Canal to accommodate the *Victoria*.[729]

A columnist with the Smiths Falls *Record News* complained in 1921 that the *Victoria* would be more successful as an excursion vessel if the vessel was as well patronized during the week as on civic holidays:

> If the patronage accorded the steamer *Victoria* by the people of Smiths Falls and vicinity were every day as liberal as was the case on civic holiday, the boat would be in operation six days per week throughout the season and Captain Davis and crew might spend the winter in California ....A stranger coming to town and viewing the situation would expect to see the steamer *Victoria*, having no competition, turning business away daily, but by this time, [August 9] nearly every male adult in Smiths Falls must have gone over the course once or twice; moreover there are numerous motor boats owned here.[730]

Indeed, on holidays and regatta days, the *Victoria* was so filled,

that trips up the lake would not stop at the Rideau Ferry in spite ofmany waiting for the boat.[731] Since many cottagers and campers or residents by the 1920s had their own recreational boats to enjoy vacations or days off, they could create their own private excursions and avoid the local steamer. The local steamer still held some attraction for festive occasions centred around large public gatherings, but the excursion as a frequent leisure activity in public boats came to a virtual end on the Rideau Waterway during the war. Areas with large day-use visitation, like the Muskoka Lakes, were able to sustain a passenger and excursion service for many decades, but the Rideau Lakes held little prospect for the revival of the public excursion. When the *Victoria* succumbed to age somewhere between 1925 and 1928, Captain Davis replaced it with a small gasoline launch, *Victoria II* which continued to service the primary needs of cottagers and visitors on the Rideau Lakes.[732] Although the dual-purpose steamer *Wanekewan* serviced the Ottawa to Kemptville section of the Rideau Canal for a few years around 1921, and the *Ottawan* made scheduled visits to Smiths Falls in the 1920s and early 1930s, the excursion steamer had long since passed on the Rideau Waterway.[733]

The small scale dual-purpose steamer and steam yacht were important elements in the passenger and excursion traffic on the Rideau Waterway between 1890 and 1930. George Davis and Peter Cavanagh were two successful entrepreneurs out of Smiths Falls and Perth respectively who were individual forwarders and frequently the

captains of their own craft. While the Davis operation between 1904 and 1942 tended to service a regular passenger trade and freight service on the Rideau Lakes, it also ran excursions which appealed to residents and tourists involving a wide range of events and activities. Peter Cavanagh, who was aided by a consortium of businessmen from Perth early in his boating career, ran a series of steam yachts with a greater concentration on excursions. Because of this narrower focus, the Cavanagh operation, which started in 1899, had folded by 1917. With the increasing network of roads, facilitating the use of the car, and the proliferation of motor boats available at moderate costs, the need for a public excursion boat dwindled. People could gain access to their cottages or camp sites and enjoy recreational boating in a private setting without relying on a public boat to meet their needs. When the market for passenger and excursion services began to disappear on the Rideau after the First World War, Davis was able to continue a forwarding business in conjunction with a passenger service by planning excursions around special days and events. Davis filled a void when other steamers disappeared on the system and his wider interests allowed him to develop a sustaining community business on the Rideau Lakes. Davis was able to adapt to changing times out of sheer patience and determination. He filled a lingering need for cottage services into the 1940s. The excursion, however, was a thing of the past; a celebration of the public spirit in recreational boating as opposed to the individualist orientation of

enjoying outings on the lakes in a private boat.

PART V IMPACT OF RECREATIONAL BOATING

The impact of recreational boating on Rideau Canal administration was far reaching. As pleasure boating began to dominate canal usage at the turn of the century, the Federal Department of Railways and Canals, under which the Superintending Engineer of the Rideau Canal was subject between 1879 and 1936, had to amend regulations and procedures to accommodate the new recreational orientation of the system. The changing demands of early twentieth century users allied with technological changes in boats and increasing accessibility to the Rideau created new problems for an antiquated nineteenth century canal structure originally patterned on the orientation of defence and commerce.

As a water-based recreational activity, the pursuit of pleasure boating did not conflict with other land-based resource activities or local commerce and trade. Indeed the recreational focus of the Rideau Canal emerged as the commercial orientation declined. The contribution and impact of recreational boating from transportation, accommodation, equipment and supplies, as well as personal services accounted for a large volume of expenditure and income. The impact of recreational boating encouraged economic expansion and diversification of the Rideau's seasonal employment opportunities, increased local incomes through services and local business and maintained a seasonal focus in resort hotels and lodges, boatbuilding enterprises and guides and indeed supported the infrastructure of Rideau Canal staff employment.

The recreational community associated with pleasure boating did not supplant, but supported the Rideau's traditional economic base.

The impact of recreational boating is hard to measure, but the celebration of boating on the Rideau Canal was a lasting experience for tourists and residents who enjoyed changing scenery from verdant forest to rural greensward. The impact of the Rideau Canal on boaters has been lasting and irreversible.

Administrative Response on the Rideau Canal

Only a few months after the Ottawa Motor Boat Association was formed in 1909 D'Arley Bently, as secretary, wrote to the Department of Railways and Canals outlining a number of areas where the Rideau Canal was deficient in its handling of recreational boats. Bently listed the need for safety ladders on lock walls, mooring facilities at locks, better marked channel buoys and cedar bushes between Manotick and Kingston, and a system of colour schemes on tripod buoys along the canal to replace floats and rafts which would better inform boaters where the channel was located and on which side a boat should pass.[734] Bently's letter was significant for pointing out the changes and regulations necessary for better adapting the Rideau Canal to the use of recreational boats. By 1910 the Rideau Canal was already dominated by pleasure boaters but the administration of the system had in some cases, been slow to respond to the changing face of boat traffic on the Rideau.

The proliferation of recreational boats required some changes in attitudes having to do with common sense. The Kingston *Whig Standard* published a set of rules of navigation for sailboats, steam and gas launches in 1905 which established whistle signals for passing, saluting and distress as well as recognition for passing to the starboard when facing on-coming boats.[735] However Federal Orders in Council, such as the "Rules and Regulations for the guidance and observance of those using and operating the canals of the Dominion of

Canada, (1908)" were necessary in establishing a framework for the control of navigation of recreational boats in particular. (See *The Canada Gazette*, supplement, 3 July 1909 pp. 1 - 9 also reprinted as Figure 36 in Brian S. Osborne and Donald Swainson, *The Rideau Navigation*, 1832 - 1972*: Its Operation, Maintenance a Management*, Parks Canada, 1985, Volume 2). The regulations dealt with some primary concerns involving boat speeds, priority lockage and boat signals and lighting but many issues were raised involving the enforcement of the regulations or activities not involved in the regulations where the Rideau Canal Superintending Engineer had to take specific action. An unique opportunity exists in the Letterbooks of the Superintending Engineer of the Rideau Canal to monitor the issues and actions taken by Rideau Canal authorities because for forty years, between 1894 and 1934, the office of Superintendent was occupied by the same man, Arthur T. Phillips. Although the Letterbooks are rigid and officious in nature, Phillips was himself a small boat owner and evidence shows that his annual inspection tour of the Rideau Canal, especially in the Rideau Canal work boat *Loretta* after 1907, was a form of elite recreational boating in itself.[736]

Phillips had to deal with problems like charting, canal reserve leases, fire precautions and promotion, dealt with elsewhere in this report, as well as topical issues like Sunday lockages where Phillips became entangled between increasing weekend use of the Rideau Canal by recreational boaters and the standards of the local community in

their response to the erosion of the principle of honouring the Sabbath Day. With the Sunday lockage issue dealt with elsewhere by Judith Tulloch and Edward Bush, the following administrative responses to pleasure boating are organized in sub themes.[737]

Priority of Lockages

With the rise of recreational boating, the Rideau Canal administration had to be aware of rising conflicts between commercial and recreational users of the canal. In 1915 Superintending Engineer Phillips had to deal with the issue of priorities in locking boats. In September of that year eight motor boats entered into Hartwells Lock station without permission or signal. They rushed into the lock when they became aware that the steamer *Wanakewan* was approaching in sight, and whistling for entry into the lock. The boaters refused to leave and Phillips had to deal with the considerable friction that had boiled over between lockmen, Steamer Captain and recreational boaters. Admitting that the regulations were not specific, Phillips cited sections 4, 23, 24, 59 and 62 to emphasize that steamers had priority of passage over motor boats, that bigger boats had priority over smaller boats and that business vessels had priority over pleasure craft. In 1915 Phillips admitted there had been considerable friction at busy lock stations over the issue of priority.[738] Although the resolution of the issue seemed straightforward, part of the problem

stemmed from the expectation some lockmasters had of scheduled steamer arrivals and their insistence that impatient pleasure boaters wait until the steamers had been locked through. Phillips commented in 1916:

> Complaints have been made by many motorboat owners, that frequently they are held up at some of the locks which have been made ready to pass a business boat, at or about the same time the latter is expected to arrive: and although she has neither appeared in sight or blown for the lock, they have still been compelled to wait: in many cases for a longer period than would have been taken to lock them through and again prepare the lock for the expected boat.[739]

Boat Speed

The changing technology of motorized recreational boats from steam to naphtha to gasoline-driven engines had a corresponding influence upon the speed generated by the new machines. By 1908 the Rideau Canal administration acknowledged the need to include speed limits in the canal regulations, and a speed limit of six miles per hour was established on the artificial channel between Hogsback and Ottawa.[740] This regulation was extended to the Tay Branch in 1909 where there was a concern about skiffs and canoes with ladies and children aboard being upset. The Perth *Expositor* reported:

> Owing to the excessive speed with which some owners of motor boats have been in the habit of sailing on the Tay Canal, action has been taken to regulate the speed, and notices have been posted along the banks. The small boats rushing through the water at such high speed, wash the

> sand from the sides of the canal, and this gradually becomes deposited on the bottom very soon fills up the canal.[741]

The speed regulations proved difficult to enforce, and the administration sought aid from canal staff in reporting infractions. In 1910, a canal notice was printed in the Perth *Expositor*:

> Bridgekeeper John Russell has been notified to insist that the rules governing traffic on the canal and across canal bridges shall be obeyed. Motor boat owners will hereafter be summoned if they exceed the speed limit in the Canal.[742]

While a fine for speeding on the Tay Canal could vary from five to twenty dollars, a fine of twenty dollars was established along the Ottawa section of the Rideau Canal.[743] The Superintending Engineer of the Rideau Canal tried to have an officer employed through the Ottawa Improvement Commission to patrol the channel but the Canal finally hired Constable Thomas Maloney as a part-time and seasonal staff member to do the job of catching or reporting speeding craft. From 1910 to at least 1926, Constable Maloney patrolled the canal banks on bicycle with a stop watch by which he measured distances along the bank and calculated the speed of boats so that charges could be proved in court.[744]

One of Constable Maloney's first convictions under Section 14 of the Canal Act (1909) was a charge of speeding against boatbuilder Edgar Dey of Ottawa on 24 June 1910.[745] Speeding boaters were informed of their infractions by the Superintending Engineer who, in the case of F. W. Carling in his motor boat *Gladys*, was told by letter that he

was clocked at speeds exceeding six miles per hour by Constable Maloney at 5 p.m. on 7 June 1914. Apparently, Carling had been warned of speeding once before and was thus fined twenty dollars with the second reporting.[746]

Superintending Engineer A. T. Phillips also accepted complaints and testimony from individuals as in the case of a Mr. White in 1915 who reported "that a canoe in which he was taking some ladies for a paddle was very nearly swamped as a result of the boat *Swan* going at a high rate of speed between Hartwells and Hogsback". Phillips subsequently fined the owner for speeding.[747]

The Rideau Canal discussed speed regulations with organizers of the Ottawa Motor Boat Association and posted notices on boathouses. Although the speed regulations on the canal did not apply to the open river, authorities could revoke existing let passes or refuse to give out future passes to individuals who operated their vessels in a dangerous manner elsewhere.[748] The enforcement of speed limits also applied to individuals employed by the department. In 1917, A. T. Phillips had to inform Captain D. J. Pritchard of the Rideau Canal work tug *Agnes* that numerous complaints had been received about his disregard for speed limits and that he would therefore be fined in the future.[749]

Boathouses

Not unlike the car garage, the boathouse proliferated with the widespread use of recreational boats. Many early vessels like steam yachts and motor boats required protection from the elements. Since most boathouses required a foundation set in a shoreline or out into the water, they required special attention to prevent decay and damage from ice and high water levels. The boathouse could easily be adapted to the cottage lot, but became a problem near residential areas where they were sandwiched together in a limited space and presented a fire hazard, a source of pollution, an obstruction on the waterfront for other water based recreational users and an eyesore for the public at large.[750] The clusters of boathouses near towns and settlements were basically a local issue, but their impact at various lock stations and along the canal in Ottawa, was a matter of concern to Rideau Canal authorities.

Owing to the retention of public lands, called canal reserves, around lock stations and canal cuts, early administrators before the turn of the century saw little difficulty in allowing the public to erect boathouses at certain sites for the protection of pleasure boats. Problems began to arise when the demand for locations outstripped the supply.

By 1908 Superintending Engineer Phillips was complaining that all available boathouse sites in the Ottawa section of the canal were taken and many boathouses had been removed by order of the Ottawa

Improvement Commission in their efforts to develop the canal driveway. Phillips worried about the impact of increasing numbers of crafts and demands for their protection:

> For many years the public using pleasure boats on this canal between the city and Hartwell's Locks, have been given permission by the Department to erect boathouses in certain localities for the protection of launches, skiffs and canoes...the canal was constructed for the use of boats of all descriptions, and some provision had to be made for the care of yachts and pleasure boats, which could not be left out in the weather during the summer, nor the canal bed in winter.[751]

To bring the proliferation of boathouses on canal reserve property under control, Phillips insisted on a written permit system to better regulate their construction, maintenance and removal. In 1909 Phillips informed W. Walker of Perth:

> Next year all persons owning boathouses on canal property, will be required to sign a regular printed form, as required by the Department acknowledging the ownership of the sites of their respective boathouses, as being the property of the Crown; and also agreeing to remove their boathouses clear of canal property, should the Department at any time order the same.[752]

Permission to frame a boathouse on canal reserve property in 1909 required five conditions; that it be built in a location assigned by the superintending engineer and be kept neat and painted; that all responsibility for damages be assumed by the owner; that the boathouse be removed free of cost to the Department within seven days of notice and that the permit not be transferred to another owner.[753]

In order to mollify boat owners in the Ottawa area where the Ottawa Improvement Commission had removed an estimated seventy to

eighty boathouses to improve the aesthetic appearance of the canal between Dow's Lake and Ottawa flight locks before 1910, the Rideau Canal administration allowed the erection or expansion of three large public boathouses at a nominal rental to service the local demand.[754] The Ottawa Motor Boat Club, the Rideau Aquatic Club (formerly the Rideau Canoe Club) and the W. J. Henry boathouse were the first three public boathouses allowed by 1912 followed by Joseph Patterson's boathouse in 1913.[755] With no permission granted for any individual boathouses within the city limits of Ottawa, the four public boathouses accommodated a very large number of motor boats, skiffs and canoes, numbering in the hundreds and filled to capacity by 1921. The boathouse clubs leased their property for a nominal fee every year (only one dollar in the case of the Ottawa Motor Boat Club) until 1921 when a system of rents based on the value of land was established. The Rideau Aquatic Club now paid $180.00 a year; Patterson's Boat House $90.00; Ottawa Motor Boat Club $60.00; and the W. J. Henry boathouse $22.50.[756] The development of the public boathouse predicted the rise of private marinas in the 1930s. Even on the Rideau Lakes, where individual boathouses were popular, the Big Rideau Lakes Protective and Aquatic Association built a clubhouse and boathouse in 1917 on a sixteen acre site on the point just opposite Portland.[757]

The practise by the Department of Railways and Canals of collecting leasehold rent based on market value was extended to private boathouse owners where buildings were located on the canal

reserve in 1921. In 1921 an estimated 600 to 700 boathouses were located on the Rideau Canal between Kingston and Ottawa.[758] A survey of boathouses on canal reserve land in 1921 totalled 210 including 59 along the west side of Dow's Lake in Ottawa; another 12 on Dow's Lake (some of them squatters) ; 12 at Merrickville; 9 at Old Sly's; 93 at Smiths Falls; 12 at Newboro; 10 at Chaffey's and four at Upper Brewers Lockstation.[759] Since only boathouses fronting the canal reserve were to be brought under license to pay an annual rental of 75 cents per linear foot of frontage by 1922, a considerable dispute began to develop.[760] Although the Rideau Canal intended to charge rent on all boathouses on public or private land projecting into the water, they had to be content with charging only those on the canal reserve.[761] By 1922 this meant that only 103 boathouses actually built on public land would pay rent while another 65 located on private property would remain exempt.[762] Inability by the canal to charge fees for all boathouses made it almost impossible for Rideau Canal administration to collect rents. In 1922 only eight boathouse owners paid rent out of the 103 at Smiths Falls and by 1927 only five were paying rent.[763] The public received confusing signals from the Rideau Canal, which gave an exemption to the Smiths Falls area in 1922 and then extended it to the whole canal by 1923.[764] The attempt to create a rental fee for boathouses proved a failure. Few individuals paid, and boathouses changed hands frequently which made it difficult to trace owners. Phillips conceded that it was impossible to collect dues with

boathouse owners owing more than a thousand dollars in Smiths Falls alone, in 1927.[765]

By 1929, the Patterson boathouse had burned and the once active Ottawa Motor Boat Club and its boathouse were in poor condition. A 1925 audit of the Ottawa Motor Boat Club reported proceeds from boathouse stall rentals at $2,677, a profit on the sale of gas at $954 and gross receipts totalling $2,831.33. A fire in January of 1924 had damaged the boathouse and by 1929, only thirty-six of the one hundred stalls set aside for motor boats were occupied. There were also one hundred stalls for canoes and a hoist system. In 1930, the club received notice that its lease would be cancelled to allow for the completion of a concrete retaining wall in its vicinity.[766] With both the Ottawa Motor Boat Club boathouse and W. J. Henry's boathouse slated for removal in 1930, the Ottawa Boat Club applied to move from its former locale near the Bank Street Bridge opposite the Exhibition Grounds, and build a new boathouse at the south west corner of Dow's Lake where a row of old squatters boathouses had once stood. The new boathouse was to have provision for ten to twenty outboard motor boats, seven 20 x 7 covered slips, 192 stalls for canoes and skiffs and general services.[767] The Federal District Commission, which emerged from the Ottawa Improvement Commission was planning to build a boathouse in the north west corner of Dow's Lake but with no provision for motor boats since such a "small body of water does not lend itself to such craft".[768] Little is known about this latter boathouse

because much of the focus for the Ottawa Motor Boat Association had shifted to the lakes portion of the Rideau Canal. However there is evidence of a marine railway to a service centre at Dow's Lake in 1935.[769]

The rapid increase of motor boating at the beginning of the century therefore put great pressure on the need to protect gasoline powered boats and their engines from the elements. The proliferation of boathouses on public and private land led to regulatory control, especially on canal reserves and valuable waterfront property. The convenience for local town dwellers especially, to keep their boats in boathouses on canal reserve land near their communities became less important after the First World War when boat owners were more likely to leave their boats at cottages or private access points. Especially on the canal reach in Ottawa, motor boats outgrew the relatively short canal which was distant from the favourite lakes region. With new annual fees for public boathouses in the 1920s and the increasing ability of boat owners to leave boats in more convenient locations near automobile access routes, the need for boathouses at lock stations and near urban areas declined. What emerged in their place besides boathouses on private lands, were private marinas in the Rideau Lakes area whose purpose was to store and maintain boats for the recreational public. In many ways the Ottawa boathouses were the first marinas although they were born out of public need and convenience rather than private profit.

Perhaps the closest comparison of a present day marina before 1930 was the business of servicing, but not storing boats, by H. B. Brownlee of Smiths Falls. Originally involved in selling fishing tackle, hammocks, camper supplies and gasoline opposite the Post Office by 1913, he applied and received a lease for land on canal reserve property at Lock Island adjacent to the Detached Lock at Smiths Falls in 1914.[770] He was allowed to keep a 500 gallon gasoline tank for supplying boats on the canal reserve as well as a repair shop. Beyond the cluster of boathouses that enveloped Lock Island, H.B. Brownlee helped operate a motor boat patrol service which offered a mobile service unit to repair motor boats and gasoline engines on the Rideau Lakes in 1916.[771] Although annoyed by Brownlee's careless handling of gasoline, A. T. Phillips supported Brownlee's lease to 1925 and beyond because his services were "very much required by the numerous owners of boats whose boathouses are built all around it".[772] After the 1930s the servicing and storage of motor boats were combined into marinas located near town sites, and bridges where a wider public, both residential and tourist, could be served.

Flag Incident

One series of incidents which prompted the Rideau Canal staff to undertake their own regulatory action pertained to the proper use of flags on recreational boats, especially those owned by Americans. The first incident apparently occurred on the Tay Canal in 1893 when a small yacht owned by Dr. Martin of Ottawa, who was escorting an American woman, was refused passage at a swing bridge in Perth because the bridge tender would not allow a boat to pass which carried a single American flag. The Smiths Falls *Rideau Record* reported that the occupants were sent up to town to buy a five cent flag and that they "shouldn't allow such petty things to annoy them".[773]

Another incident that created more controversy was the refusal by bridge tender Campbell at Rideau Ferry to pass the yacht *My Ladye*, owned by Frank Koewing of the Columbia Yacht Club in New York late in July 1905. When Mr. Campbell told the American men that they must fly the Canadian flag on Canadian waters, the boat steamed away in protest. Both the Merrickville *Star* and Perth *Courier* supported, the bridgemaster, the latter claiming that the irate owner was now flying the Canadian flag.[774] The *Star* questioned "what would happen if a Canadian boat flew Canadian flags at bow and stern in the United States"?[775] An incident of "uncourteous and ignorant behaviour" had occurred in the Hudson River in 1896 when A. W. Thompson on his Smiths Falls built *Gladys* needed police protection in Troy when he flew the Canadian emblem from the main peak while the American flag flew from

the fore-top.[776] Repeated offences in Canada led to an editorial in the Kingston British Whig in 1909 emphasizing the need to show respect to the flag.[777]

Lights

The lighting of the Rideau Canal channel, around lock stations and of recreational boats became a concern for many interests with the rising use of pleasure boats. In 1906 the Kingston *Whig Standard* commented that many complaints had been received about gasoline launches dashing close to skiffs and canoes at night showing no lights. The paper claimed:

> ladies in small boats are apt to get excited and lose control of their oars and paddles and bump into the flying launches.[778]

By 1910 the Marine Department law, Rideau Canal Regulations and the Canada Shipping Act required motor boats to carry stationary lights fore and aft, and skiffs, sailboats and canoes to have a lantern or light at their convenience in case of need.[779] The Rideau Canal Office issued the following notice in 1910:

> NOTICE TO OWNERS OF STEAM YACHTS. MOTOR BOATS, GASOLINE LAUNCHES, &c., &c.:
>
> For the future, it is to be distinctly understood that all persons navigating the Rideau Canal in the above mentioned class of vessels, between the hours of sunset and sunrise, will be invariably required to display on their boats, lighted signal lamps, as provided by the "International Rules of the Road" governing such matters as issued by the

> Department of Marine, under the provisions of Part XIV of the Canada Shipping Act, Chapter 113, Revised Statutes of Canada, 1906. All vessels of the above mentioned class shall, when running between the hours aforesaid, carry the following lighted signal lamps: -
>
> On the starboard side a green light; and on the port side a red light; each light to be screened so as to prevent it from being seen across the bow.
>
> Also a white light in the front of the vessel at a height of at least three feet above the red and green lights.
>
> A combination red and green lantern may be carried instead of separate red and green lights; but it shall be invariably placed at least three feet below the white light.
>
> Under no circumstances will combination lanterns of red, green and white lights be permitted to be carried.
>
> It is to be distinctly understood that all three of the above mentioned lights must be kept burning when the vessel is running.
>
> All vessels of the above mentioned class shall, during the above mentioned hours, if at anchor or when tied up for the night, display conspicuously a single white light at a height of at least three feet above gunwale; and which white light shall be visible from all points of the compass.
>
> Any neglect on the part of the owners of the above mentioned vessels to comply with this regulation, will. subject them to a fine of not less than four dollars and not exceeding forty dollars for each and every offence, under Section 15 of the Canal Regulations, 1908.
>
> By order of the Department of Railways and Canals,
> A. T. Phillips, Superintending Engineer.
> Rideau Canal Office, Ottawa, May lst, 1910.[780]

The Smiths Falls *Rideau Record* suggested that the boat owners should be compelled to carry lights under strict enforcement by officers appointed to the task in 1912.[781] The Perth *Expositor* published the following message in 1916 on account of repeated

infractions by boat owners who failed to show lights at night:

> The owners of motor boats are reminded that the laws of navigation apply to the local waters the same as elsewhere, especially the carrying of proper lights at night, in which matter some are negligent, and are warned to equip their boats with same for general safety.[782]

Phillips was aware of the lighting problem on boats, especially after a serious midnight drowning on Big Rideau Lake in 1919, but he could only inform his superiors about the difficulty of enforcing Section 15 of the Canal Regulations and Provisions in the Canada Shipping Act. Phillips wondered what authority he had beyond the navigable channel:

> In view of the largely increasing use of small boats on our lakes, it is imperative that lights should be carried at night; but I am in doubt as to how far my jurisdiction extends in such matters, outside of the actual canal channels between locks or in the canalized portion of the Rideau system.[783]

With the evening passage of commercial and recreational boats, numerous complaints were reported to the Smiths Falls *Rideau Record* by 1913 emphasizing the insufficient lighting at locks.[784] Pleasure boat owners in particular sought to have better lighting facilities but the Department of Marine and Fisheries, rather than the Rideau Canal, was in charge of lighting the channel and its locks.[785]

In 1907 the Perth papers reported the Department of Marine and Fisheries installing forty new lights along the Rideau route to aid in navigation, and in 1910 the lighthouse board recommended another sixty-one be located along dangerous parts of the drowned lands,

Rideau River and the bay separating Kingston and Kingston Mills.[786] The requests for better lighting were supported primarily by recreational boaters rather than other users of the canal. When lighting was put in place, its effectiveness and problems associated with maintenance often became topics of concern. In 1909 the Perth *Expositor* complained about the dim light in the Stone House Point lantern, and in 1915 Superintending Engineer Phillips informed the Department of Marine and Fisheries that most of the floats and tripods which carried the Rideau Canal channel lights and lanterns had been carried away by winter ice.[787]

By 1921 the Rideau Canal had assumed some of the responsibility of caring for channel lights which previously had been under the jurisdiction of the Department of Marine and Fisheries. Lockmaster W.H. Fleming of Chaffey's Locks was paid fifteen dollars per month and supplied with lamps and oil to maintain four Department of Marine and Fisheries tripods and buoys marking the drowned land channel below Chaffey's Locks, a duty he performed until as late as 1926.[788] As pointed out by Judith Tulloch in her study *The Rideau Canal, Defence, Transport and Recreation,*[789] the canal administration had to attend to many duties and devise new regulations to service recreational boaters in response to increased lockages for pleasure boats in such areas as channel marking, fire precautions, the administration of let-passes and water level control.

The Department of Railways and Canals were not the only authorities challenged by the rise in recreational boating. It has

been pointed out that the Department of Marine and Fisheries had to react to increasing demands of better channel marking and lighting in aid of navigation. Before the Provincial Government undertook to directly administrate the protection of fish and wildlife on federally controlled bodies of water like the Rldeau Canal, the Department of Marine and Fisheries had to maintain fishery inspection. At the turn of the century, J. C. Judd patrolled the Rideau Lakes as a fishery inspector and made several charges over the years concerning illegal fishing and the shipment and sale of bass caught in Rideau waters.[790] In 1907, local deputy sheriff White at Portland had to arrest and charge a party of Americans for illegal fishing without a license.[791]

With the gradual development of the Ontario Provincial Police and the Department of Lands and Forests, provincial control of some enforcement agencies shifted from federal jurisdiction. However the regulation and administration response to recreational boating remained largely in the hands of the Superintending Engineer of the Rideau Canal who was forced to chart a new course in public relations as the waterway evolved into its present recreational focus.

Impact

The impact of recreational boating on the Rideau Waterway was all encompassing. Unlike regions like the Muskoka Lakes which bordered on wilderness areas, the recreational movement on the Rideau included a significant residential population who shared the natural resources of the Rideau system with a burgeoning tourist frontier. While the Rideau Canal had once served the corridor as a commercial artery, the transformation of the system into a recreational waterway brought forward a new seasonal focus affecting the social and economic development of the region. Between 1890 and 1930, pleasure boating overcame decreases in commercial traffic to such a degree that the recreational focus has dominated to this day.

The strong impact of recreation on the Rideau waterway was a frequent topic of discussion by newspapers such as the Smiths Falls *Rideau Record* which reported in August of 1892 that Rideau Lake was "thronged with visitors just now and from the [Rideau] Ferry to the Upper Lake the shores and islands are dotted with tents and cottages".[792] The impact of recreational boating during the period has also been noted by several historians such as Joseph Schull in *Ontario Since 1867*, who commented that "society went afloat, taking romance along, in moonlit steamer excursions and rowing matches and regattas, while band concerts and picnics enlivened public parks".[793]

In 1903, local newspapers had determined that recreational boating had reached such a level that owners of these craft should

contribute to the tax base of the community:

> The Smiths Falls *News* figures it out that there is fully $12,000 represented in boat houses, skiffs, canoes and small yachts, in the junction town. The paper thinks the boats etc. should be assessed to pay taxes.[794]

In 1912 the same papers described more than one hundred motor boats in operation around Smiths Falls.[795] From the towns and villages of the Rideau Waterway and the cities beyond the canal corridor, people searched new ways to enjoy the natural surroundings on the Rideau by means of the pleasure boat. The physical impact of boats on the water was matched by development on the shoreline. In 1916 an observer on the Rideau reminisced about the growth of recreational facilities since 1890:

> The development of that part of the Rideau Lakes between Portland and Smiths Falls as a popular summering place has been remarkable of late years. Twenty-five years ago there were only one or two families summering between Smiths Falls and Portland, whereas today there are in the neighbourhood of two hundred and fifty cottages dotted along the shores and upon the innumerable islands of the lakes.[796]

Although the First World War temporarily halted the annual increase in recreational boating, this was compensated by technological changes in the speed, durability and portability of gasoline-powered engines which encouraged the mass production of standard in-board runabouts and a highly adaptable out-board engine.

Gradually freed from the public orientation of early steam boating and the social status of early motor boating, recreational boating spanned across class lines by the 1920s as witnessed by an

observer in August of 1921 that "nearly every male adult in Smiths Falls must have gone over the [Rideau Lake and Portland] course once or twice".[797]

By 1927, an editorial in the Perth *Courier* showed the extent to which recreational boating dominated canal usage:

> Beyond a few small sand barges and coal barges and an infrequent package freighter of limited capacity, the locks of the Rideau Canal rarely open except to pass motor boats and other tourist parties.[798]

Earlier in this study, the social and economic impact of recreational boating has been outlined in such activities as boatbuilding, passenger excursion service, the spread of cottages, resort hotels and lodges and such events as regattas. Residents of villages, towns and cities tried to respond to the recreational influx by developing beautification schemes around access points to the system. Floral displays, well groomed lawns and public parks were designed to greet boating visitors on the canal. Reflecting civic pride and conscious of the concerns of a visiting clientele, the new public parks were frequently planned for social and recreational activities. The impact of recreational boating, the tourist and the travelling public was evident in the focal point of these parks which were directed toward the water's edge, near the public wharf, bridge or lock station. In many ways, the beautification movement and recreational boating re-orientated the public to the value of the waterway.

As early as 1890 during the construction of the Second Tay Canal, the Perth *Courier* encouraged either the town or the Department of Railways and Canals to build board fences along the tow path of the canal and plant shade trees around the perimeter of the canal banks.[799]

In 1897 a deputation of citizens led by Dr. McCallum of the Horticultural Society visited the Smiths Falls town hall to lobby for the creation of Victoria Park on a section of property bordering the Rideau Canal within the town limits.[800] In 1900 citizens in Merrickviile requested that the government give them a plot of ground alongside the old blockhouse to be fixed up into a public park.[801] In response to increased recreational boating, the Perth *Expositor* reported from the village of Westport in 1908:

> The village of Westport is making some improvements to "First Island" in the Rideau which is the property of the village. A wharf has been built, the island cleaned up and put in good shape generally for picnic outings.[802]

The most outstanding example of beautification along the Rideau Canal was the work undertaken by the Ottawa Improvement Commission which was created by the Federal Government in 1899 to improve the civic profile befitting the Nation's Capital. The development of a scenic driveway, parks, canal walls and the elimination of boathouses and some industrial sites and warehouses along the Rideau Canal between Hartwells Lock station and Ottawa Locks at various times between 1900 and 1930 confirmed the recognition of the Rideau system as a recreational waterway above and beyond its lingering commercial importance in Ottawa.[803]

It was in Perth, however, that the civic pride and public participation reached even greater heights with the development of floral designs and landscaping along the canal reserve of the Second Tay Canal. The Perth *Expositor* described the "good impression left in visitors coming to Perth" in 1909:

> The citizens of Perth are proud of the way in which the banks of the canal are kept, and last Sunday, scores of pedestrians walked along the bank and admired the pretty flowering tulips etc., while the bright green grass so well trimmed and neatly arranged, was extremely refreshing.[804]

By 1907, the tending of green swards, flower beds and canal banks had even become part of the duty of the canal bridgemaster in Perth.[805] In 1909, Superintending Engineer of the Rideau Canal, A.T. Phillips, wrote in his Annual Report on the Perth Branch section:

> Some ¾ inch waterpipe added to the water service already installed to enable the bridge keeper to water the lawn and flower beds around the Basin: - The Perth Horticultural Society assisting us to fill up the beds with flowers; and the whole appearance of the canal land surrounding the basin, and which is in the heart of town, has been immensely improved.[806]

Beautification schemes along the Rideau Canal were a small but significant sign of the way residents wanted to be perceived by the growing numbers of visitors arriving in pleasure boats. It had a positive impact on tourists who too often trivialized the local community as well as on some residents who too often disdained the leisure-seeking and demanding traveller.

It would be very difficult to determine the impact of

recreational boating on the Rideau Waterway by statistics alone. Indeed some statistics would be literally misleading. As pointed out in Appendix I, the statistics for pleasure craft lockages between 1910 and 1922 may be revealing, but a full survey of all the years to 1930 would require some special analysis. So Some fluctuations in boating were readily apparent, for example, A. T. Phillips as Superintending Engineer of the Rideau Canal responded in his Annual Report for 1913 that the increase of over 3,000 pleasure boat lockages between 1912 and 1913 obviously was "due to the ever increasing number of motor-boats going into Rideau Lake".[807] He also explained the wartime decrease of 8,569 pleasure boat lockages between 1915 and 1916 on "the fact that a great number of the owners of motor-boats and pleasure craft of various descriptions are away on military duty".[808] However, he had a much harder time explaining the decrease of pleasure craft lockages in the 1920s when recreational boating was still increasing. The increasing use of more portable boats and motors and the expanding network of roads and use of the automobile meant that cottagers and visitors alike could avoid lockage delays by hauling boats to, or leaving them at, access points along the system. Phillips had to seek advice from one of his lockmasters in 1922 when trying to explain the reduction of pleasure boat lockages that year:

> Lockmaster Best informs me that the reason for this lessened number of lockages is owing to the fact that a great many of the persons who own motor boats own cars also, and they leave their motor boats up the Lake at their summer cottages, and go backwards and forwards in their motor cars instead of in their boats as formerly.[809]

The sudden decrease in pleasure craft lockages from 25,774 in 1921 to 11,966 by 1928 reflected a statistical plunge but not a real decrease in the use of recreational boats.[810] The official statistics did not reflect the numbers of boats being used, only those being locked through at lock stations. The official statistics reflected the changes in the way people were using boats, not the number being used.

While Ottawa and Kingston continued to expand between 1890 and 1930, small scale manufacturing and industry began to erode after the First World War in other smaller eastern Ontario towns like Perth and Smiths Falls. Industrial and commercial concentration in larger urban areas limited the growth of all settlements in the interior of the Rideau Corridor. The decline was offset somewhat by the rise of the seasonal tourist trade which helped sustain some aspects of the local economy in the summer. Although marinas had not yet developed to any great degree by 1930, the local economy was served by seasonal recreational boaters and their demands for supplies while camping, fishing or cottaging. Especially in services like retail and delivery and boatbuilding and repair, the economic impact of recreational boating could be felt. With the decline of commercial navigation on the canal, pleasure boating supported employment on the Rideau Canal itself for lockmasters, lockmen, maintenance personnel, floating plant staff, engineers and bridge tenders. Seasonal employment in resort hotels and lodges, excursion and dual purpose steamer lines, marine

gasoline depots, boat rental facilities and guides and pilots were directly affected by recreational boating. It is significant to note, however, that no one community along the Rideau Canal surfaced as a major commercial tourist resort whose dependence was based solely on the seasonal tourist and recreational trade. Communities like Chaffey's Locks and Rideau Ferry came closest to developing a resort-based economy but most villages and towns maintained a role as local service centre for the agricultural community. The impact of the recreational community was certainly significant in the rhythm of residential life on the Rideau Corridor but it supplemented and did not supplant a larger tradition of servicing a rural base with some resource extraction and manufacturing on the side. Recreational boating never dominated life on the Rideau Canal as it did in the Muskokas or the Thousand Islands. As an economic indicator it slowly filled a gap in commercial navigation and evolved into an important seasonal activity that helped supplement a residential service industry. The greatest impact of recreational boating was the new dimension it gave to the old Rideau Canal at the turn of the century and the seasonal pleasure it gave to residents, visitors and tourists who by paddle, oar or motor were able to experience the varied waterway and all the secrets of its lakes, rivers, bays and channels.

Appendix I: Pleasure Boat Lockage Statements, Rideau Canal, 1910-1922

1910

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2015 pt. 4, 1910, p. 169 microfilm T-2478

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa	9	307	3		23		342
Hartwells	50	1959			6	14	2009*
Hogs Back	63	1832			11	17	1923
Black Rapids	81	994			30	34	1119
Long Island	19	541			11	27	598
Burritt's Rapids	15	223		1	49	40	333
Nicholsons	17	265		1	39	37	380
Clowes	14	232			38	38	320
Merrickville	8	242		1	62	51	384
Kilmarnock	8	238		1	21	17	285
Edmonds	14	259		3	115	37	419
Old Slys	14	302			107	33	456
Smiths Falls Combined*	24	266	1	2	54	39	346*
Smiths Falls Detached*	95	277	1		21	21	415
Poonamalie	163	2257	2	14	384	27	2827
Beveridges	8	503			2		511
Narrows	116	570	3	2	99	20	810
Newboro	35	622	11	17	436	19	1140
Chaffey's	20	743	13	3	602	24	1413
Davis	50	583	24	3	221	23	954*
Jones Falls	63	436	15	2	376	57	949
Upper Brewers*	48	352	18	1	287	36	742
Lower Brewers*	50	368	19		249	39	725
Kingston Mills*	55	511	21	2	369	28	986
Totals	1045	14882	121	51	3612	682	20352*

* Numbers do not add up correctly

1911

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2015 pt. 5, 1911, p. 580 microfilm T-2479

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa	7	354	8		14	7	390
Hartwells	45	2520	8			11	2579
Hogs Back	56	2370	8	1	7	7	2444
Black Rapids	64	1488	3		35	39	1629
Long Island	38	673	4	1	2	2	726
Burritt's Rapids	9	359	3	1	45	45	462
Nicholsons	8	387	3		37	40	475
Clowes	12	380	3		64	26	485
Merrickville	6	362	3	1	53	54	478
Kilmarnock	8	311	2	1	21	28	372
Edmonds	15	301	3	5	107	75	506
Old Slys	12	328	2	1	135	37	515
Smiths Falls Combined	11	326	3	1	81	61	483
Smiths Falls Detached	93	379	3		26	32	533
Poonamalie	169	3223	7	4	310	27	3745
Beveridges	1	622					623
Narrows	89	737	8	1	159	14	1008
Newboro	57	930	9	1	537	34	1588
Chaffey's	31	632	12	1	470	18	1164
Davis	23	660	11	1	252	17	964
Jones Falls	63	406	12	1	345	39	866
Upper Brewers	24	371	14		226	41	676
Lower Brewers	32	436	14	1	263	25	769
Kingston Mills	171	407	13	2	232	25	898
Totals	1044	18973	142	24	3491	701	24379

1912

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2016 pt. 2, 1912, p. 286 microfilm T-2480

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa	3	251	1		11	1	267
Hartwells	31	2553	1		1	18	2604
Hogs Back	34	2489			3	20	2546
Black Rapids	31	1762	2		14	11	1820
Long Island	13	800			4	1	818
Burritt's Rapids		297		2	94	2	395
Nicholsons	1	246			22	24	293
Clowes	6	288	2		32	74	402
Merrickville	1	301	2	1	83	50	438
Kilmarnock	4	252	1	2	41	13	313
Edmonds	8	257	2	7	69	101	444
Old Slys	17	265	2		133	9	426
Smiths Falls Combined	11	290	3	4	96	33	437
Smiths Falls Detached	66	308	3		25	9	411
Poonamalie	123	2876	10	1	389	24	3423
Beveridges	12	590					602
Narrows	67	733	7		157	12	976
Newboro	30	861	11	8	402	38	1350
Chaffey's	22	477	14		329	23	865
Davis	26	586	15		300	21	948
Jones Falls	73	375	16		277	41	782
Upper Brewers	16	351	18		267	52	704
Lower Brewers	27	360	17		359	22	785
Kingston Mills	209	429	19	2	386	12	1057
Totals	831	17997	146	27	3494	611	23106

1913

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2016 pt. 4, 1913, p. 31, microfilm T-2481

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa	4	246			29		279
Hartwells	46	2695	2			11	2754
Hogs Back	46	2650	4			11	2711
Black Rapids	40	1690	7	1	19	35	1792
Long Island	4	715	3			9	731
Burritt's Rapids		277			52	41	370
Nicholsons	2	273			52	44	371
Clowes	2	252			49	41	344
Merrickville	1	321	2	2	69	81	476
Kilmarnock	3	325			35	40	403
Edmonds	1	423	1	6	111	133	675
Old Slys		276	2		169	26	473
Smiths Falls Combined	3	295	4	3	100	50	455
Smiths Falls Detached	39	375	2	2	22	19	459
Poonamalie	107	3543	2	5	1049	124	4830
Beveridges	12	642			1		655
Narrows	81	769		1	111	20	982
Newboro	13	1026	1	6	577	37	1660
Chaffey's	11	753	2	2	644	55	1467
Davis	10	709	6	1	294	56	1076
Jones Falls	36	399	10	0	254	57	757
Upper Brewers	15	349	8		269	45	686
Lower Brewers	26	407	8	2	272	44	759
Kingston Mills	178	426	8	4	391	30	1037
Totals	680	19836	72	36	4569	1009	26202

1914

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2017 pt. 1, 1914, p. 505 microfilm T-2483

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa	1	185		2	28		216
Hartwells	32	3245	2			35	3314
Hogs Back	38	3202	4		2	40	3286
Black Rapids	32	2173	8		6	30	2249
Long Island	15	962	4		2	32	1015
Burritt's Rapids	1	241	2	2	89	60	395
Nicholsons	1	249		1	74	56	381
Clowes	1	247		1	81	51	381
Merrickville		201	4	2	92	53	352
Kilmarnock		301			29	50	380
Edmonds		578	2		356	36	972
Old Slys		433	4		215	49	701
Smiths Falls Combined	5	278	8		108	61	460
Smiths Falls Detached	44	480	6	2	31	34	597
Poonamalie	119	4608	5	5	1383	164	6284
Beveridges	12	798					810
Narrows	26	664			125	23	838
Newboro	13	941	4	3	574	36	1570
Chaffey's	15	891	9	1	647	39	1602
Davis	10	871	12		314	36	1243
Jones Falls	48	478	12		332	49	919
Upper Brewers	17	348	16		268	42	691
Lower Brewers	22	390	15		306	31	764
Kingston Mills	156	424	15	6	407	33	1041
Totals	607	23188	132	25	5469	1040	30461

1915

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2017 pt. 3, 1915, p. 161 microfilm T-2484

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa	5	230			19	8	262
Hartwells	20	4314	2		8	69	4413
Hogs Back	19	4055	6		11	71	4162
Black Rapids	29	2376	7		6	49	2467
Long Island	14	844	3		7	23	891
Burritt's Rapids	1	267	3		87	50	408
Nicholsons	1	253			84	48	386
Clowes	1	252			85	47	385
Merrickville	1	250	3	2	53	83	392
Kilmarnock	1	308			155	108	572
Edmonds		459	1		283	69	812
Old Slys	5	435	3		186	46	675
Smiths Falls Combined	9	259	3	6	109	64	450
Smiths Falls Detached	58	320	6	6	27	30	447
Poonamalie	137	4847	6		1071	223	6284
Beveridges	10	636					646
Narrows	25	654	3		108	27	817
Newboro	11	816	3	4	583	63	1480
Chaffey's	15	859	9		660	51	1594
Davis	12	878	11		292	59	1252
Jones Falls	25	437	11		265	42	780
Upper Brewers	17	328	4		267	53	669
Lower Brewers	23	437	4		203	14	681
Kingston Mills	146	370	4	2	382	32	936
Totals	585	24884	92	20	4959	1329	31861

1916

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2017 pt. 4, 1916, p. 305 microfilm T-2485

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa	1	169	2		13		185
Hartwells		2880	8		6	35	2929
Hogs Back		2631	9		9	44	2693
Black Rapids	1	1558	6		2	11	1578
Long Island		744	4			9	757
Burritt's Rapids		115	2		55	34	206
Nicholsons	1	192	1		62	35	291
Clowes	1	189	2		63	31	286
Merrickville	1	148	3		64	35	251
Kilmarnock		206	2		59	65	332
Edmonds		339	2		110	20	471
Old Slys		322	4		66	26	418
Smiths Falls Combined		181	3		66	47	297
Smiths Falls Detached	50	247	6		9	21	333
Poonamalie	56	3493	9		580	98	4236
Beveridges	9	580			1		590
Narrows	8	636	1		185	17	847
Newboro	7	758	4		531	46	1346
Chaffey's	14	680	8	1	562	35	1300
Davis	14	613	8		266	73	974
Jones Falls	39	312	10	3	251	47	662
Upper Brewers	36	285	12	3	237	37	610
Lower Brewers	34	416	10	2	197	14	673
Kingston Mills	183	385	12	17	404	26	1027
Totals	455	18079	128	26	3798	806	23292

1917

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2018 pt. 1, 1917, p. 412 microfilm T-2485

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa	1	87	1		20		109
Hartwells		2443	2		8	37	2490
Hogs Back		2221	3			12	2236
Black Rapids		1388	5		5	16	1414
Long Island		614	4		11	19	648
Burritt's Rapids	1	140	2		49	24	216
Nicholsons	1	127			41	32	201
Clowes	1	125	1		40	31	198
Merrickville		123	2		39	32	196
Kilmarnock	1	108			20	8	137
Edmonds		124	2		82	20	228
Old Slys		137	2		54	23	216
Smiths Falls Combined	2	121	3	1	51	34	212
Smiths Falls Detached	42	157	2		12	14	227
Poonamalie	54	2888	2		692	85	3721
Beveridges	5	702			9		716
Narrows	2	439	1	2	138	6	588
Newboro	6	458	2		387	12	865
Chaffey's	9	561			585	23	1178
Davis	7	599	4		330	26	966
Jones Falls	3	199	5		164	16	387
Upper Brewers	4	176	4		203	13	400
Lower Brewers	18	319	4		144	1	486
Kingston Mills	149	278	5	10	242	23	707
Totals	306	14534	56	13	3326	507	18742

1918

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2018 pt. 2, 1918, p. 535 microfilm T-2486

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa		136			26	14	176
Hartwells	29	2675	3		21	26	2754
Hogs Back	36	2655	4			14	2709
Black Rapids	37	1618	7		2	16	1680
Long Island	4	750	2		2	15	773
Burritt's Rapids		141			64	48	253
Nicholsons		136			63	41	240
Clowes		136			63	42	241
Merrickville		121	1		52	41	215
Kilmarnock		113			23	15	154
Edmonds		112	2		72	78	264
Old Slys		135	2		72	41	250
Smiths Falls Combined	6	136	2		84	44	272
Smiths Falls Detached	73	156			24	20	273
Poonamalie	83	3072	2		824	85	4066
Beveridges	3	322			8		333
Narrows	2	477			171	17	667
Newboro		521	2		480	28	1032
Chaffey's	2	572		1	568	24	1186
Davis	4	528	6		358	33	929
Jones Falls	6	199	8		167	28	408
Upper Brewers	6	196	7		265	12	486
Lower Brewers	23	201	6		75	9	314
Kingston Mills	162	288	7	16	304	21	798
Totals	476	15399	61	17	3788	712	20453

1919

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2018 pt. 4, 1919, p. 226 microfilm T-2487

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa		131			7	2	140
Hartwells	38	2767	3		200	282	3290
Hogs Back	38	2868	9		4	63	2982
Black Rapids	38	1801	6		7	24	1876
Long Island	8	400	5		2	26	941
Burritt's Rapids		203			67	88	358
Nicholsons		188			68	47	303
Clowes		183			58	47	288
Merrickville		178	2		55	50	285
Kilmarnock		176			38	39	253
Edmonds		186	2		135	35	358
Old Slys		193	2		47	59	301
Smiths Falls Combined		226	7	1	101	70	405
Smiths Falls Detached	16	233		1	22	27	299
Poonamalie	14	3825	4		1394	253	5490
Beveridges	20	289		1			310
Narrows		900	2		160	25	1087
Newboro	2	720	4		554	50	1330
Chaffey's		747			740	35	1522
Davis	7	768	4		429	46	1254
Jones Falls	19	298	6		236	43	602
Upper Brewers		245	8		140	18	411
Lower Brewers	14	307	6		124	41	492
Kingston Mills	111	355	4		262	21	753
Totals	325	18687	74		4850	1391	25330

1920

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2019 pt. 1, 1920, p. 454 microfilm T-2487

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa		124					124
Hartwells	28	2930	5		212	133	3308
Hogs Back	13	2734	7			63	2817
Black Rapids	26	1636	2		6	38	1708
Long Island		755	2		16	32	805
Burritt's Rapids		170			63	55	288
Nicholsons		164			54	84	302
Clowes		158			54	72	284
Merrickville		151			38	69	258
Kilmarnock		131			35	44	210
Edmonds		140			97	82	319
Old Slys		149	6		86	75	316
Smiths Falls Combined	18	149	3		65	76	311
Smiths Falls Detached	89	179	1		30	51	350
Poonamalie	80	3767	3		1168	288	5309
Beveridges	10	358			8		376
Narrows	10	774	1		177	30	992
Newboro	11	627	3		555	38	1234
Chaffey's		815			663	30	1508
Davis		768	4		356	52	1180
Jones Falls		193	8	1	272	45	519
Upper Brewers		188	7	1	119	44	359
Lower Brewers	16	284	8		87	58	453
Kingston Mills		215	10		201	19	445
Totals	301	17559	70	2	4362	1478	23772

1921

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2019 pt. 3, 1921, p. 18 microfilm T-2489

Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa		175				8	184
Hartwells	5	2578	4		179	159	2925
Hogs Back	10	2541	4		93	179	2827
Black Rapids	10	1572	6		2	72	1662
Long Island		761			2	78	841
Burritt's Rapids		194			86	126	406
Nicholsons		180			67	119	366
Clowes	2	171			80	121	374
Merrickville		170			51	98	319
Kilmarnock		173			12	74	259
Edmonds		200			136	101	437
Old Slys		166			91	107	364
Smiths Falls Combined	2	165			71	74	312
Smiths Falls Detached	4	194			29	89	316
Poonamalie	33	4567	13		1473	308	6394
Beveridges	2	410			28		445
Narrows	3	732			115	48	898
Newboro	95	697	90	2	638	74	1597
Chaffey's	3	886	5		636	48	1578
Davis	2	929	4		342	72	1349
Jones Falls	14	172	10	5	203	61	465
Upper Brewers	1	201	8		145	85	440
Lower Brewers	6	272	4		150	96	528
Kingston Mills	1	257	6	2	26	16	498
Totals	199	18363	144	9	4845	2814	25774

1922

Pleasure Boat Lockages, Rideau Canal
PAC RG 43 Vol. 2020 pt. 1, 1922, p. 519 microfilm T-2491

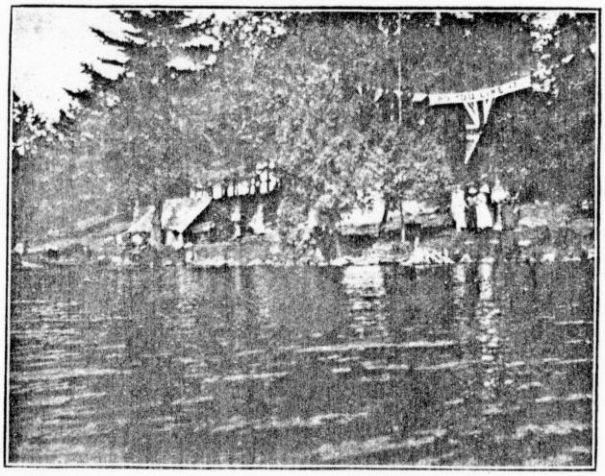
Lock Stations	Steam Yacht	Motor Boat	House Boat	Sail Boat	Skiff	Canoe	Total
Ottawa		133	3			6	142
Hartwells		2789	5		175	171	3140
Hogs Back		2577	8		244	202	3031
Black Rapids		1377	2		14	102	1495
Long Island		683	4		7	56	750
Burritt's Rapids		245	3		72	121	441
Nicholsons		147	1		46	83	277
Clowes		136	2		54	79	271
Merrickville		145	2		33	73	253
Kilmarnock		122	2		10	115	249
Edmonds		160	2		145	71	378
Old Slys		148	4		152	77	381
Smiths Falls Combined		149	3		59	81	292
Smiths Falls Detached	2	184	2		40	58	286
Poonamalie	4	2999	4		845	217	4069
Beveridges		233			105		338
Narrows		682			120	48	850
Newboro	13	992	3	2	743	82	1835
Chaffey's		956	1		791	37	1785
Davis		899	4		382	52	1337
Jones Falls		166	6		40	30	242
Upper Brewers		184	6		93	64	347
Lower Brewers	9	238	5		186	71	509
Kingston Mills		190	4		112	45	351
Totals	28	16534	76	2	4468	1941	23049

Appendix II: "Camping on the Banks of the Rideau Lakes" by David S. Johnston, published in *Rod and Gun in Canada*, February 1909, pages 834-836.

Camping on the Banks of the Rideau Lakes.

BY DAVID S. JOHNSTON.

WE left Ottawa, eighteen of us, on the good ship "Rideau Queen" on Friday, July thirty-first, 1908, for a two weeks' camp on the shores of Indian Lake, far from the noise and dust of the capital. Indian Lake, be it known, is one of the Rideau Lakes chain, about ninety miles from Ottawa. The trip up was very enjoyable. The first stages of the journey were well known to the company most of whom were enthusiastic paddlers. Towards evening, however, familiar scenes were left behind ; and after supper, eaten on the stern deck, the crowd settled down to enjoy the beauties around us. And they were well worthy of attention. The sunset was splendid. We had a gramaphone along, and about thirty five good records ; and the captain was quite a violin mechanic ; so the evening passed very pleasantly. When darkness hid the beauties around us we retired to the cabin, where we held a "Grand Musicale," with the full strength of the company.



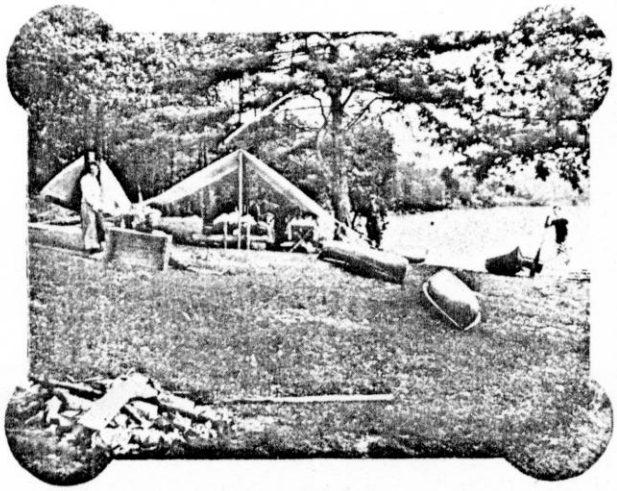
WATER VIEW OF CAMP.

Next morning some of us were up in time to see the sun rise, something after four. We found ourselves just outside Smith's Falls, at the entrance to the beautiful Poonamalee Cut. The steamer runs here through a winding artificial channel with rocky, cedar covered banks, which almost brush the steamer's side as we pass. Beyond this we entered an expanse of water, hundreds of acres in extent, thick with stumps, through which no outlet appears. Twisting here and there, we finally emerged on the Big Rideau.

To those who have visited it, the memory will always remain ; and to those who have not, no words would convey an adequate idea of the beauties on every hand. Campers were everywhere. After Big Rideau comes Little Rideau, the highest point between Ottawa and Kingston ; and at the extreme end of it is Newboro, where we pass through a short canal and a couple of locks into Newboro or Mud Lake. This is a particularly pretty lake. At the west end is the Devil's Elbow, a pretty spot where the boat takes a turn of more than a right angle in about a hundred yards, opening into a passage into Clear Lake. At the other side of Clear Lake, our worldly possessions were dumped on a ferry scow, and with three cheers and a tiger, we bid farewell to the "Queen," and camping life began.

Rather than carry our goods the quarter mile to our final stopping place, we pressed the scow into service to transport our baggage ; and presto : doctor, lawyer, merchant and thief poled. Everybody turned in and by early afternoon the tents were up, and we began to enjoy camp life. We pitched our dining tent under a big pine ; near it was the "grub" and cooking tent, where Joe, our cook, performed miracles in the shape of pancakes, fried fish and Johnny cake. The sleeping tents were pitched a hundred yards apart on the higher ground, under the oaks

and pines. Hammocks, which could tell a whole lot, were slung down by the lake under cedars and oaks.



IN CAMP.

To tell the story of the two weeks and a half camp would take the pen of a Dickens and a Mark Twain combined. All camps they say are more or less alike, but to us at least there was only one. The club's name was "As You Like It," and that was the note everyone tuned to. (By the way a crowd, of Philistines from Chaffey's Locks, passing by one night, insisted that it should be "Much Ado About Nothing.)

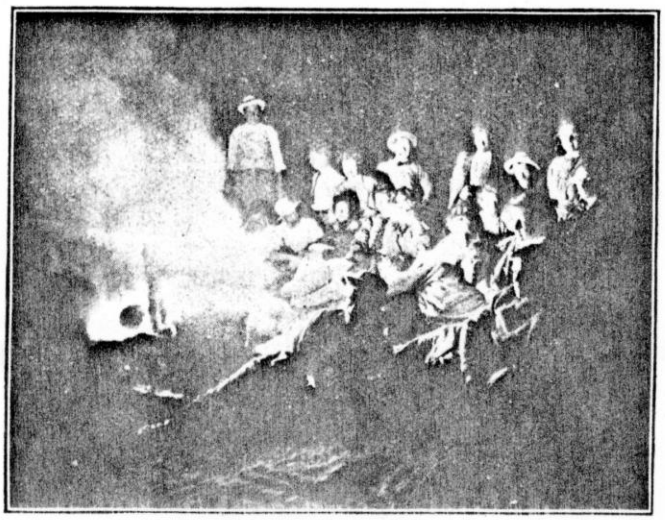
Everyone did what they liked, whenever they felt like it. Some of us got up early. Some didn't. The former had the advantage of some of the most beautiful sunrises imaginable. The sunsets also were very fine. During the two weeks we were in camp, we only had rain three times, and two of the down-pours were during the night.

We spent our time in various ways. One day the whole crowd went up to Jones' Falls in canoes, a paddle in all of about seventeen miles. We crossed several lakes on the way, studded with islands; just waiting for campers. On another occasion, we paddled around the island we were on, crossing on the way, Indian Lake, Mosquito, Moon, Newboro, and Clear lakes. On this trip we had rather an exciting time in trying to get a short cut home. We paddled through about three-quarters of a mile of stumps, some out of the water, and a great many just out of sight under water. On all these jaunts, choosing the right channel was always something of a task, and caused much amusement at the expense of the guides.

On several days the lakes were quite rough, and though the timid ones hestitated at first they had to give in to the fascination of leaping from wave to wave in the canoes. The evenings were spentusually around a huge bonfire, singing, or listening to the gramophone, and enjoying the fresh air and the perfect moonlight. One evening the "Boys" entertained the "Girls" and a week later there was a return match, both of which events were much enjoyed.

There was a lot of fishing done, though the catch, except for pike (which of course don't count,) was small. A *very* large number got away. The residents claimed however, that this has been the poorest fishing summer for years. Our shooting was limited to potting a few loons with a couple of 22's.

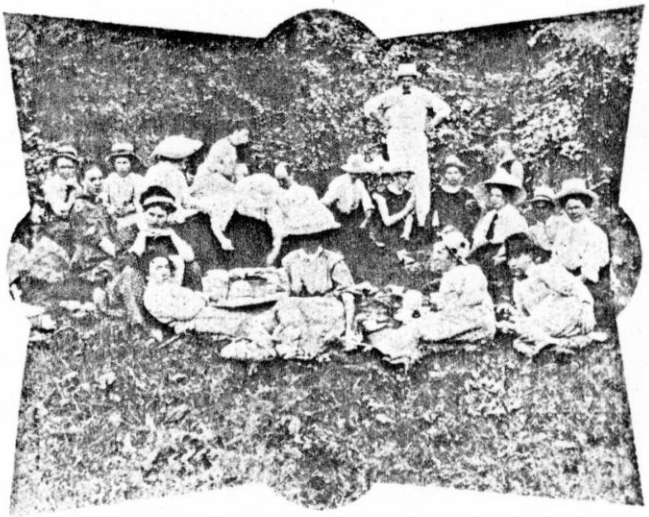
A NICE LUNCHEON PARTY.



AROUND THE CAMP FIRE AT NIGHT.

All too soon came the day for breaking camp, and it harmonized nicely with our feelings ; for all morning clouds hovered around, and rain threatened. After we were all packed our transport section almost failed us; a near-by farmer had promised to come over for our settlers' effects and within an hour of boat-time he was found out chasing flies off the alfalfa crop. However in due time we made the Queen, and set off for the Capital. Except for a heavy wind and rain storm on the Little Rideau, the trip back was uneventful, though very enjoyable. We arrived home safe and sound with the consoling thought that in a little less than a year we would be back again.

In the meantime we have the memories of a glorious holiday as we have ever spent, and coupled with these bright reminisences are brilliant anticipations of similar outings. Every one who thus indulges is a convert to the pastime and once a camper always a camper is a proverb that holds good to the last. The fascinations are so strong and the advantages that follow such an outing so great that it is no wonder the number of campers grow with each year.



A LUNCH AWAY FROM CAMP ON THE WAY TO JONES' FALLS

Endnotes

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PART I

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PART III

Hunting

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PART V

Admistrative Response on the Rideau Canal

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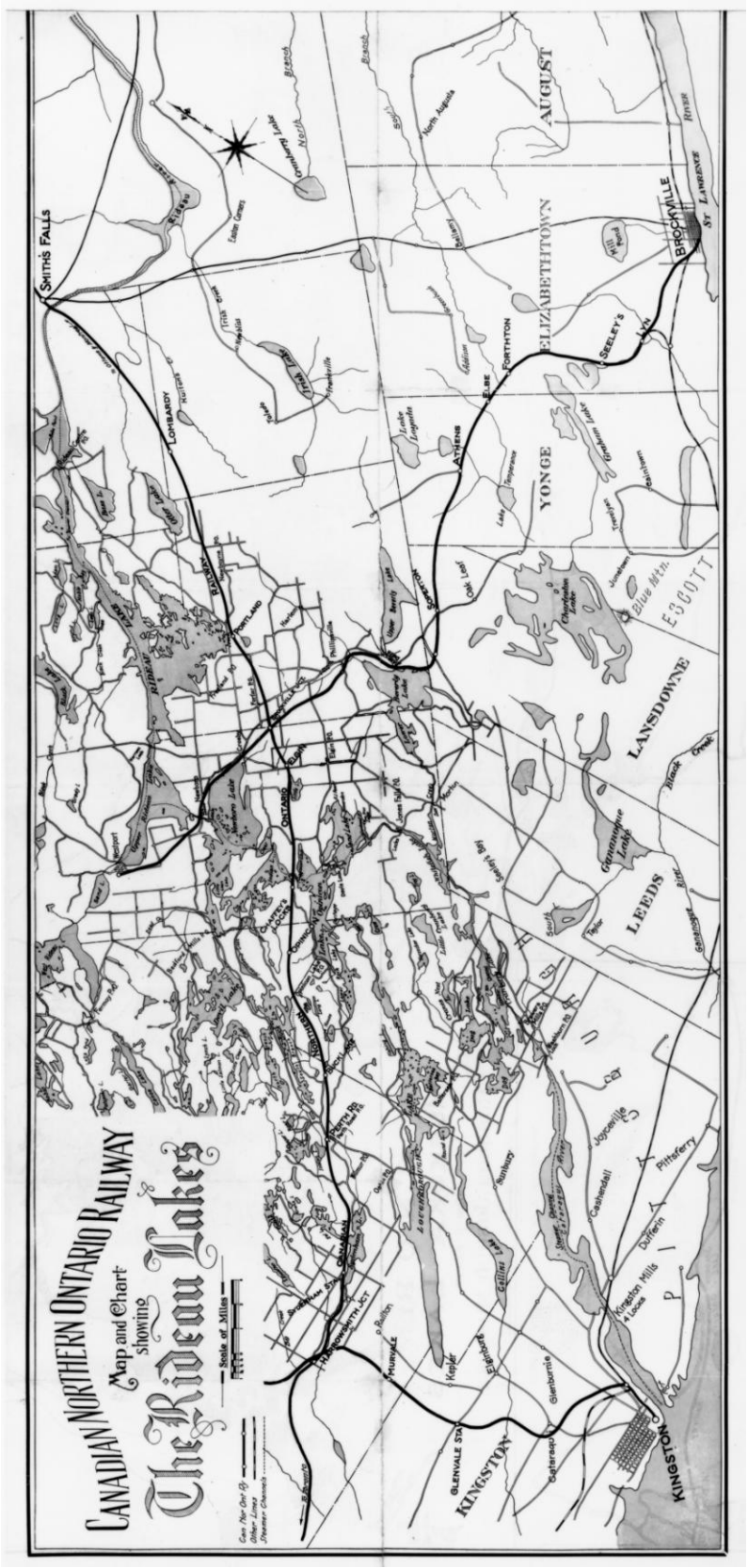


Illustration 1. Canadian Northern Ontario Railway Map and Chart showing The Rideau Lakes, 1907. PAC NMC 43020, VI, 409, 1907.

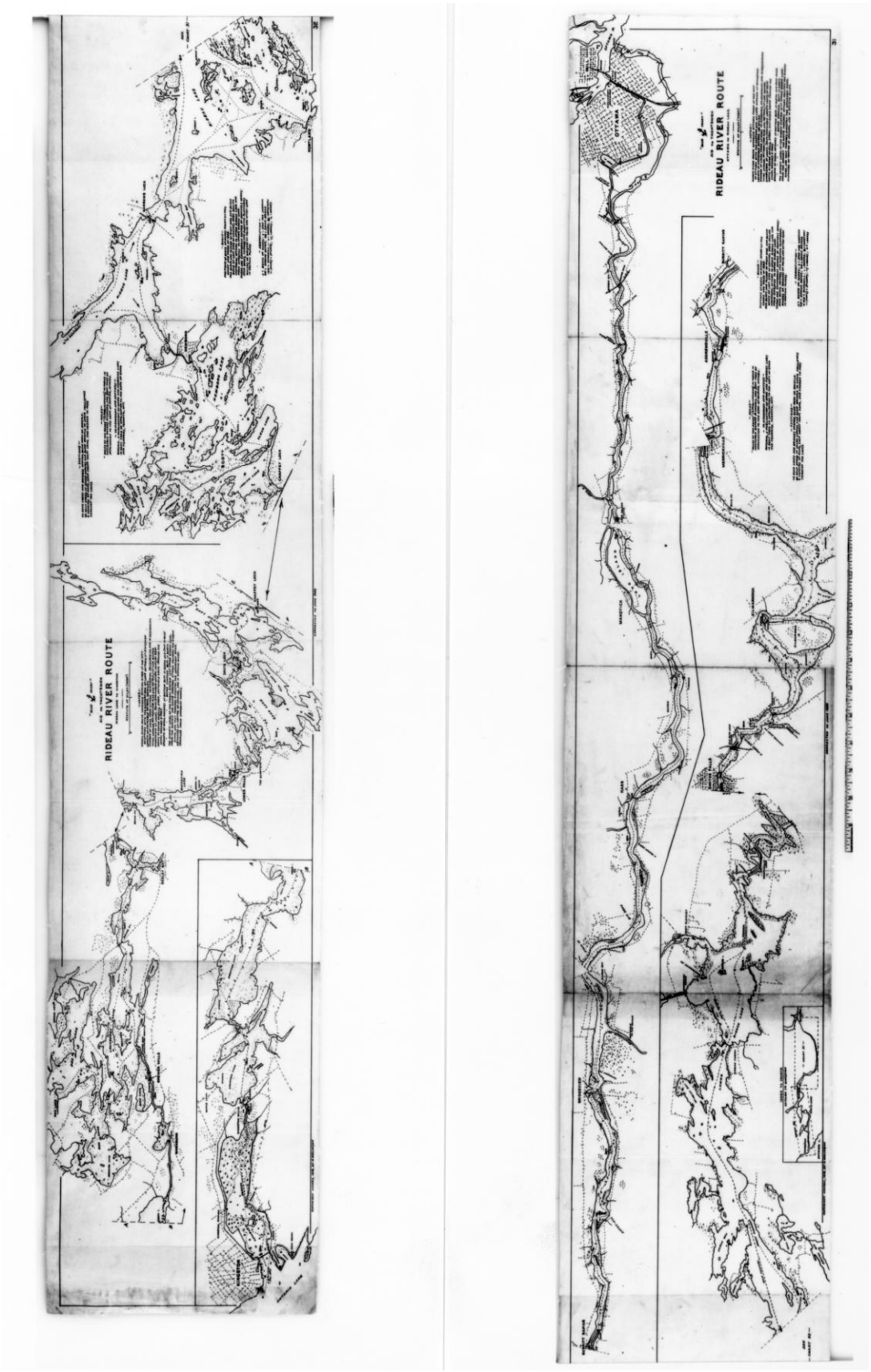


Illustration 2. Rideau River Route by Henri Melancon, PAC NMC, 43047, VI, 410, Rideau Canal, 1929.

Illustration 3. Poster entitled *Rideau Lakes Route: Clayton N.Y., Kingston and Ottawa Ontario*, Rideau Lakes Navigation Co., ca. 1910. PAC NPC. H.T. Pammett Collection PA-125122.

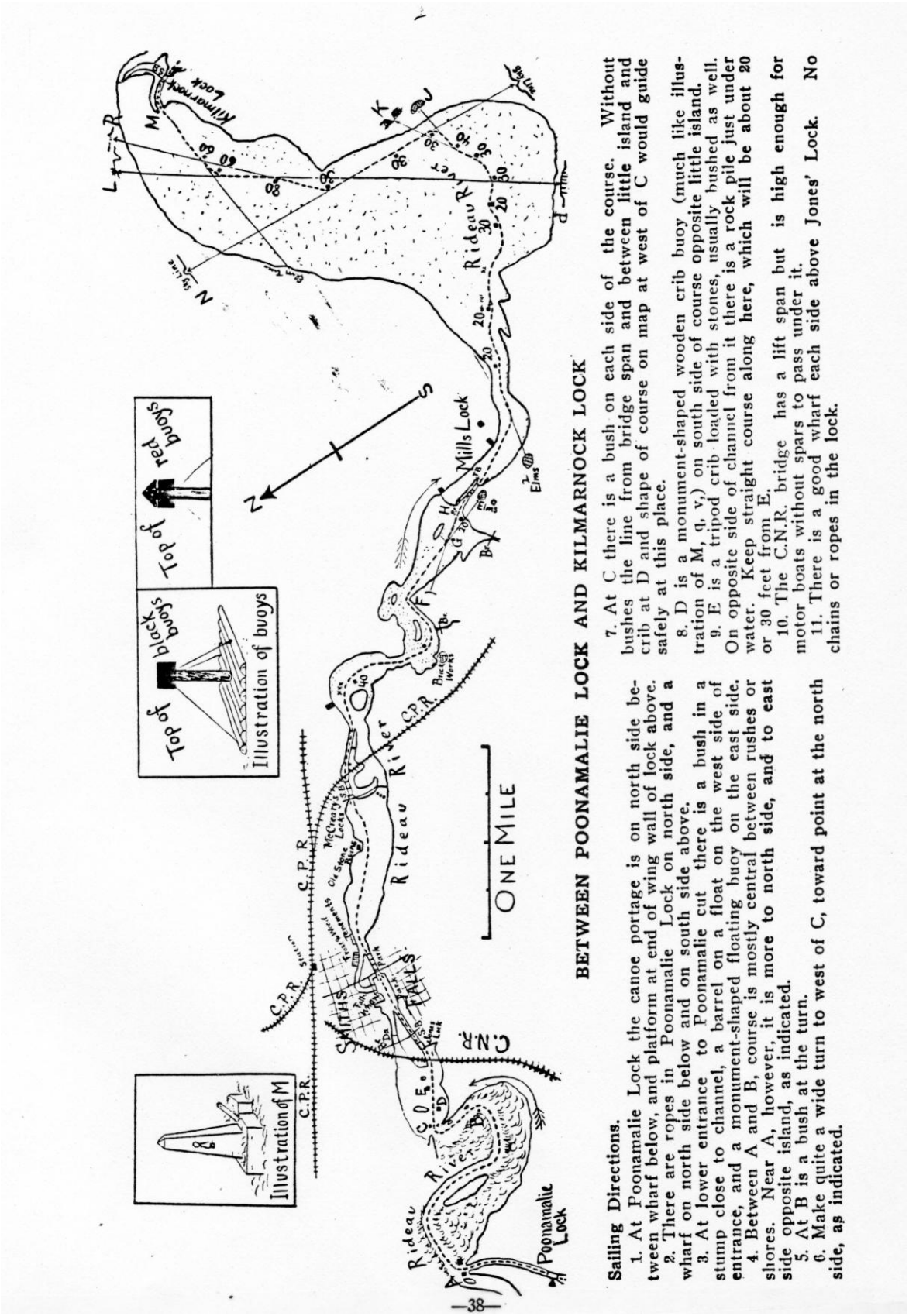


Illustration 4. Elmer Lake, *Dr. Lake's Chart of the Rideau Lakes Route*, 1920, page 38.

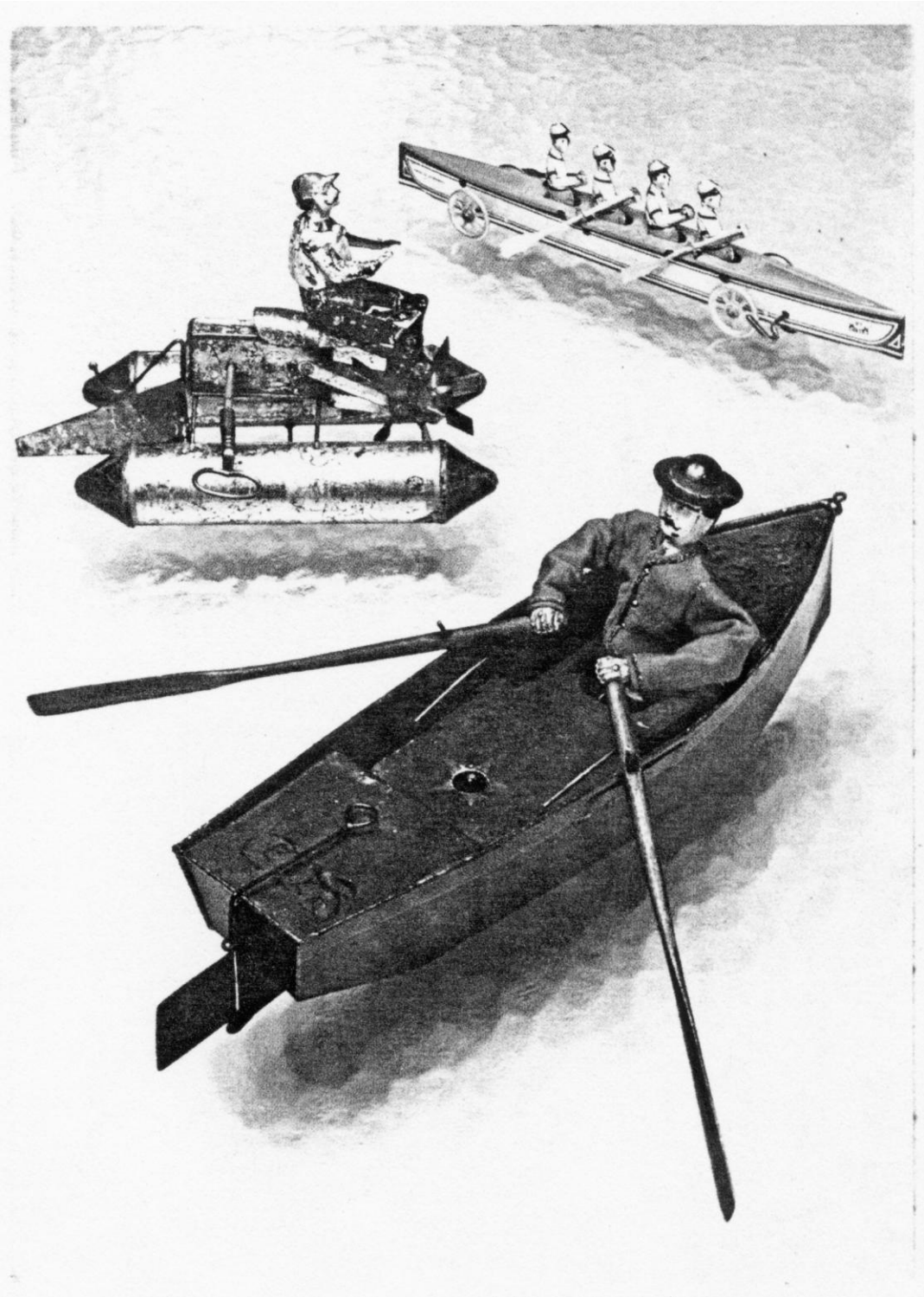


Illustration 5. "Mechanical Oarsman" from 1869, American origin; French pedalo-rider about 1880 and German clockwork rowing boat, 1910. Stockholms Leksaksmuseum, Sweden.

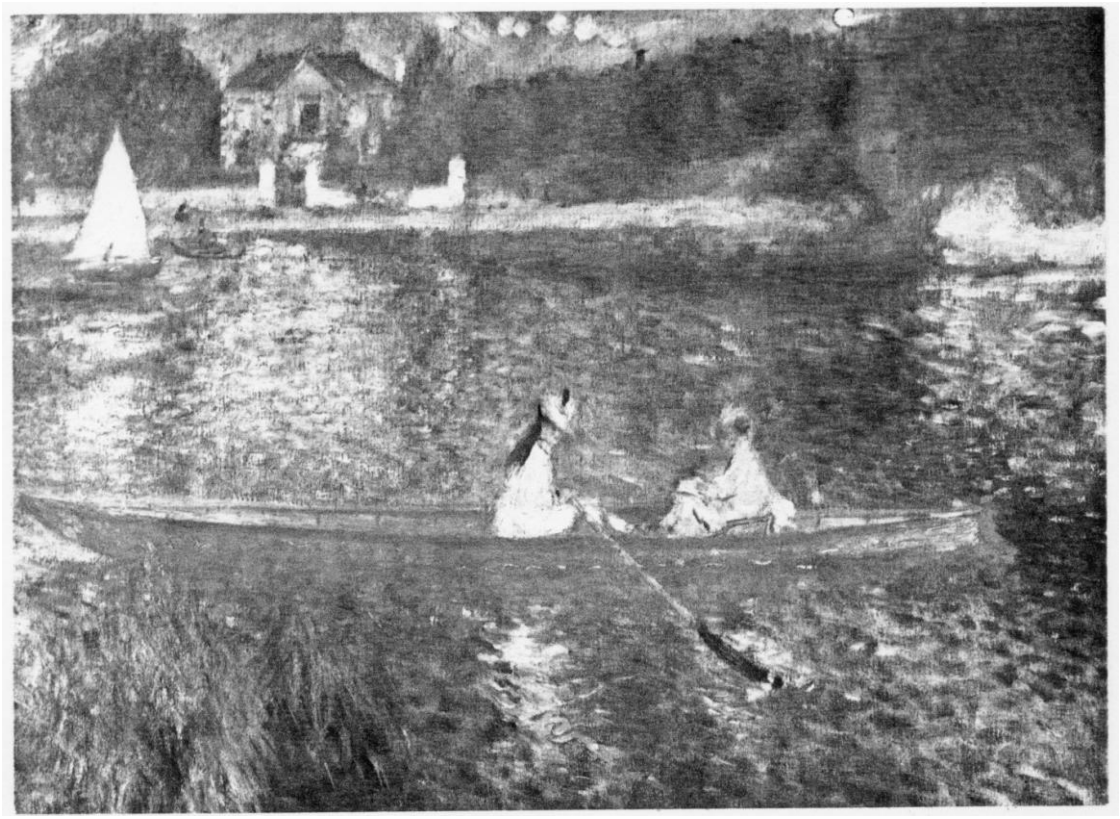


Illustration 6. Upper: "The Skiff" by Pierre Auguste Renoir, Bridgeman Art Library.

Illustration 7. Lower: "Muskie Fishing on the St. Lawrence" by Frank H. Taylor, 1880. The Thousand Islands Shipyard Museum, Clayton, N.Y.

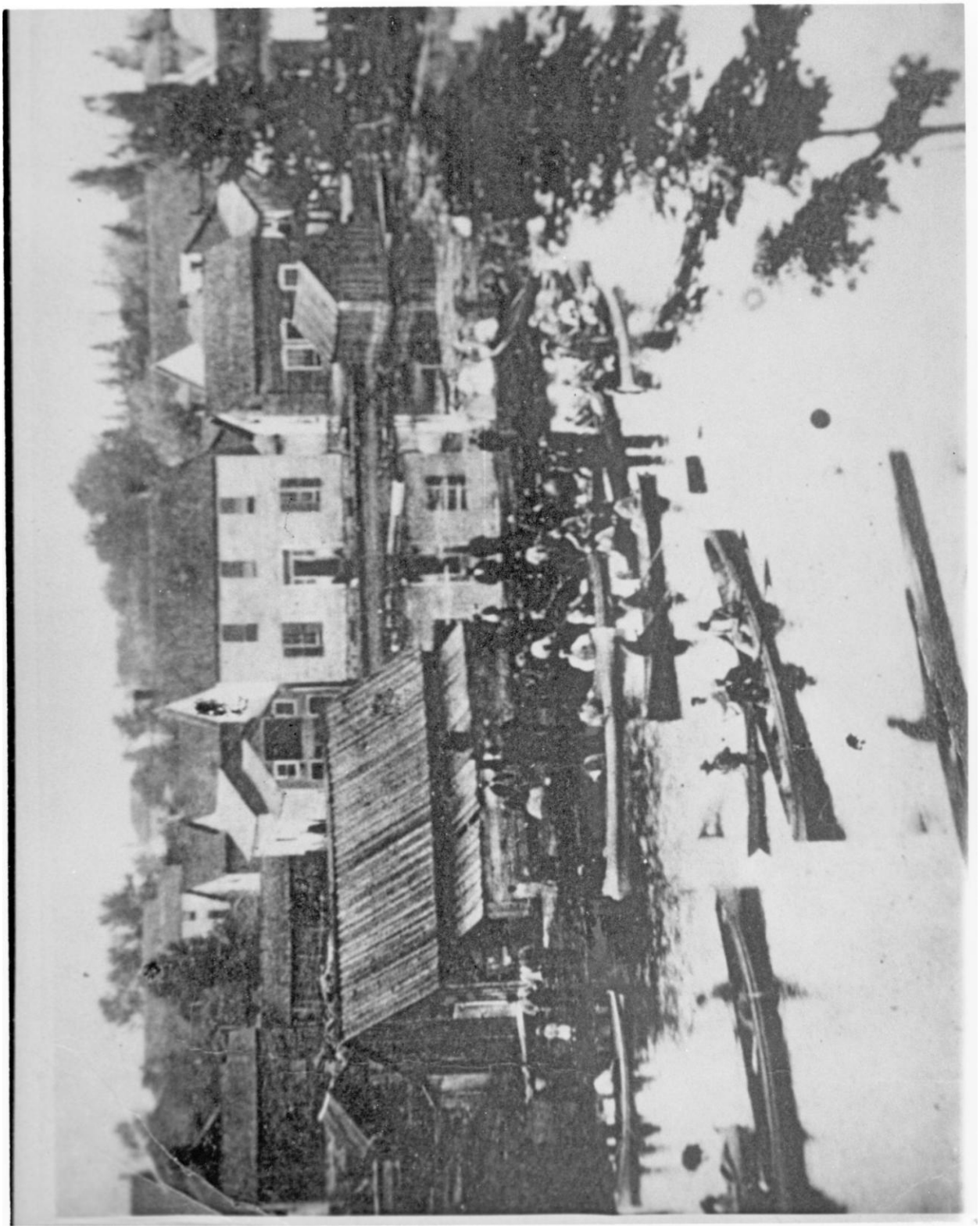


Illustration 8. 1st Dominion Day Celebration July 1, 1867, Tay River Basin, Perth, Ontario. Alan E. James Collection, Perth.

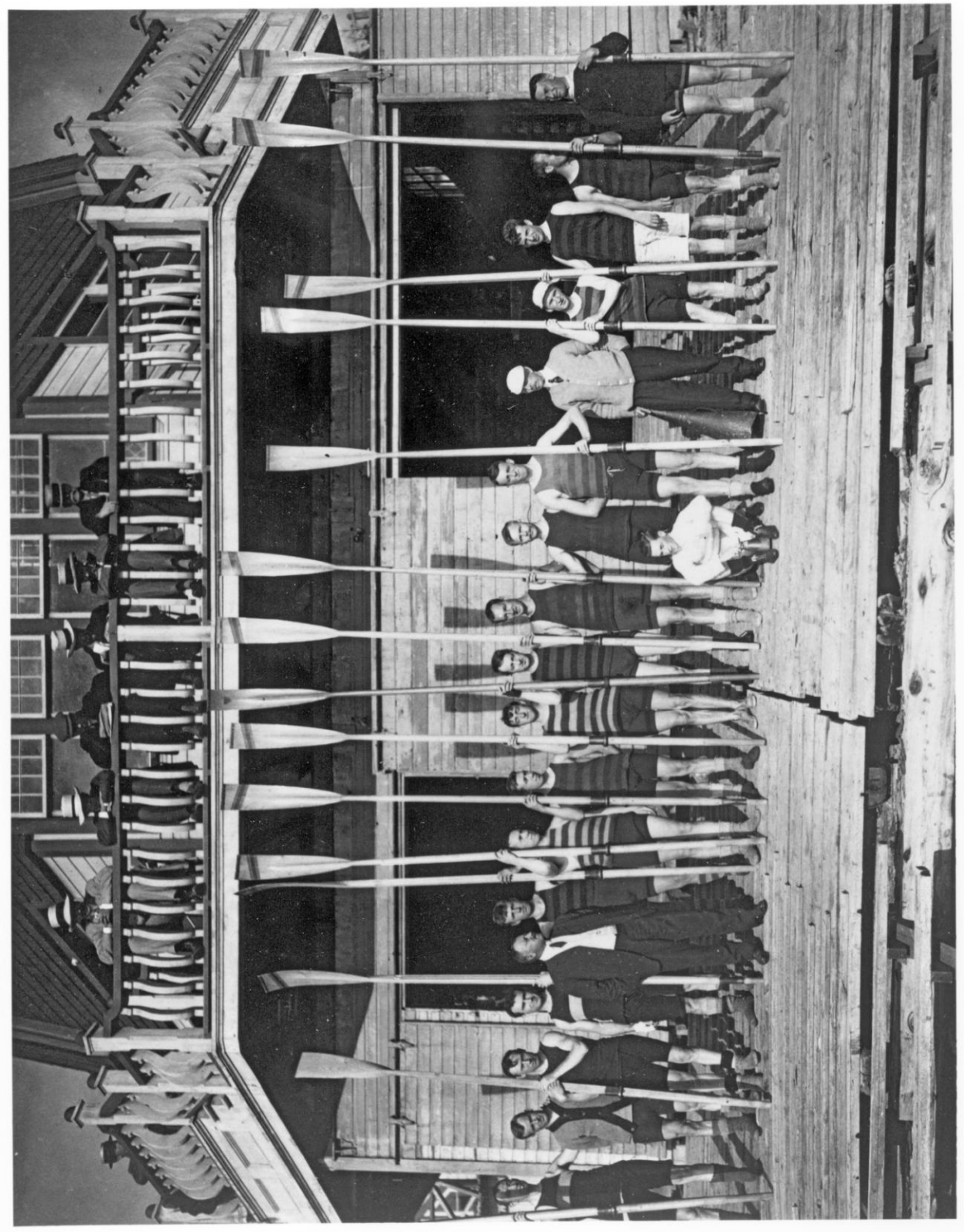


Illustration 9. PAC C-79307 Members of the Ottawa Rowing Club, Ottawa, c. 1910.

Illustration 10. PAC PA 12620 Rideau Canoe Club, Ottawa.

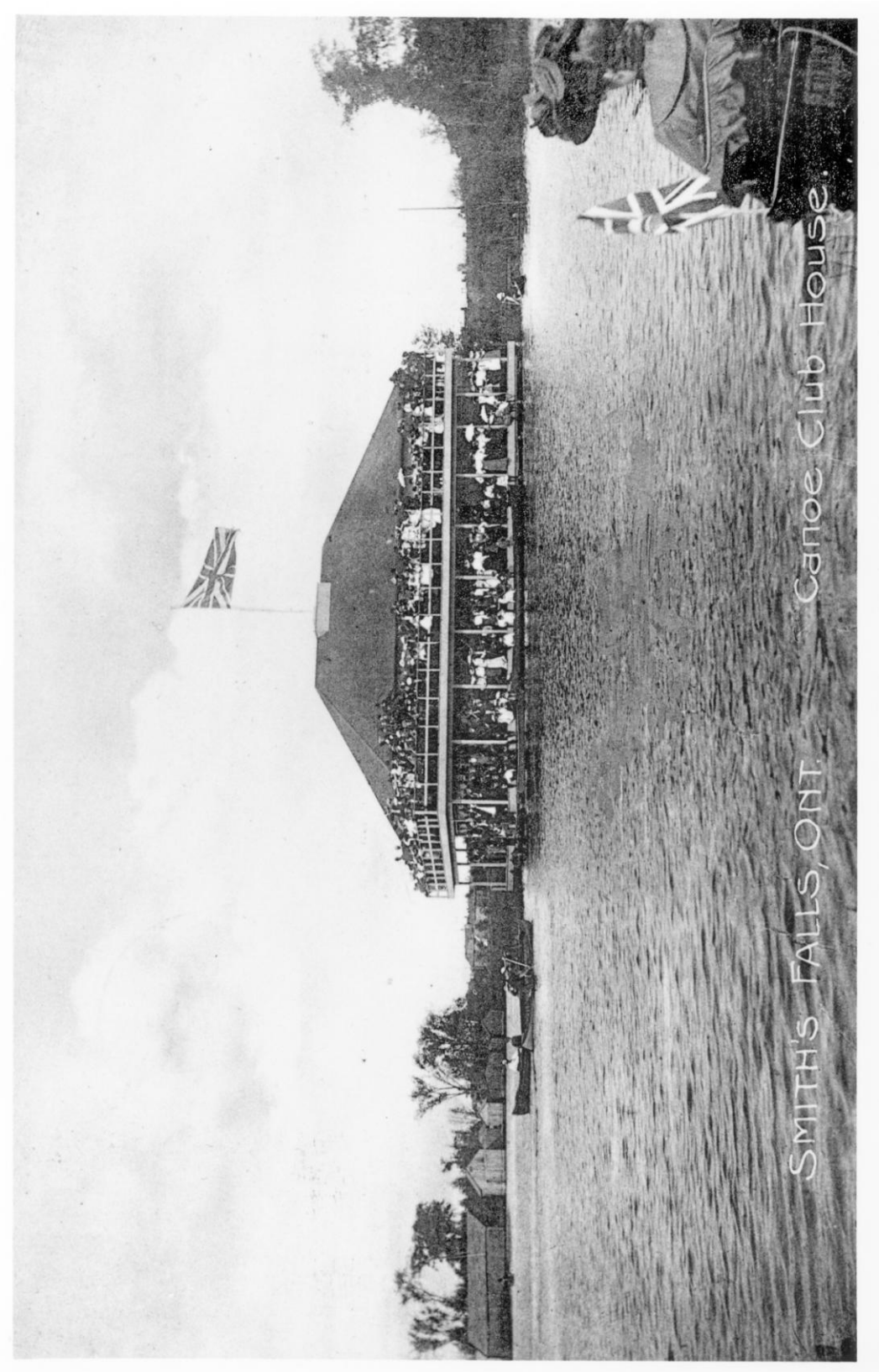


Illustration 11. PAC Picture Division, C-116547, Canoe Club House, Smiths Falls, c. 1907. Crowder Post Card Collection, Vol. I #182.

Illustration 12. PAC PA-43690 Canoe Racing - Fours, Rideau Canoe Club, Ottawa, 1925.

Illustration 13. PAC C-29322 Junior Crew, War Canoe, Carleton Place Canoe Club, c. 1905.

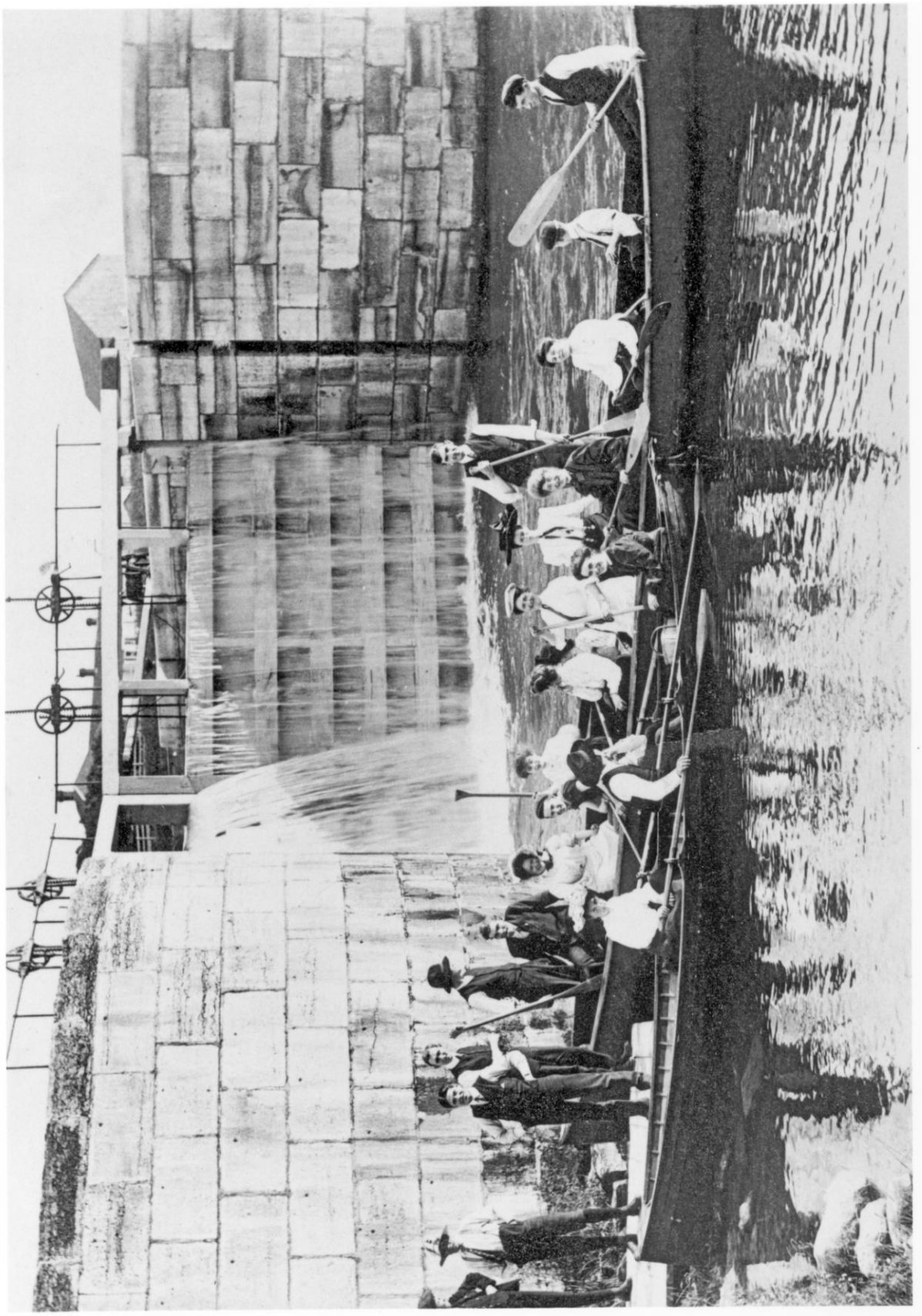


Illustration 14. PAC C-38462 Group of canoeists at the Hartwells Locks, Rideau Canal, c. 1910.

Illustration 15. Marine Museum of the Great Lakes at Kingston, Norris Collection, #982.27.22, Barriefield Boat Yard. A St. Lawrence River Skiff.

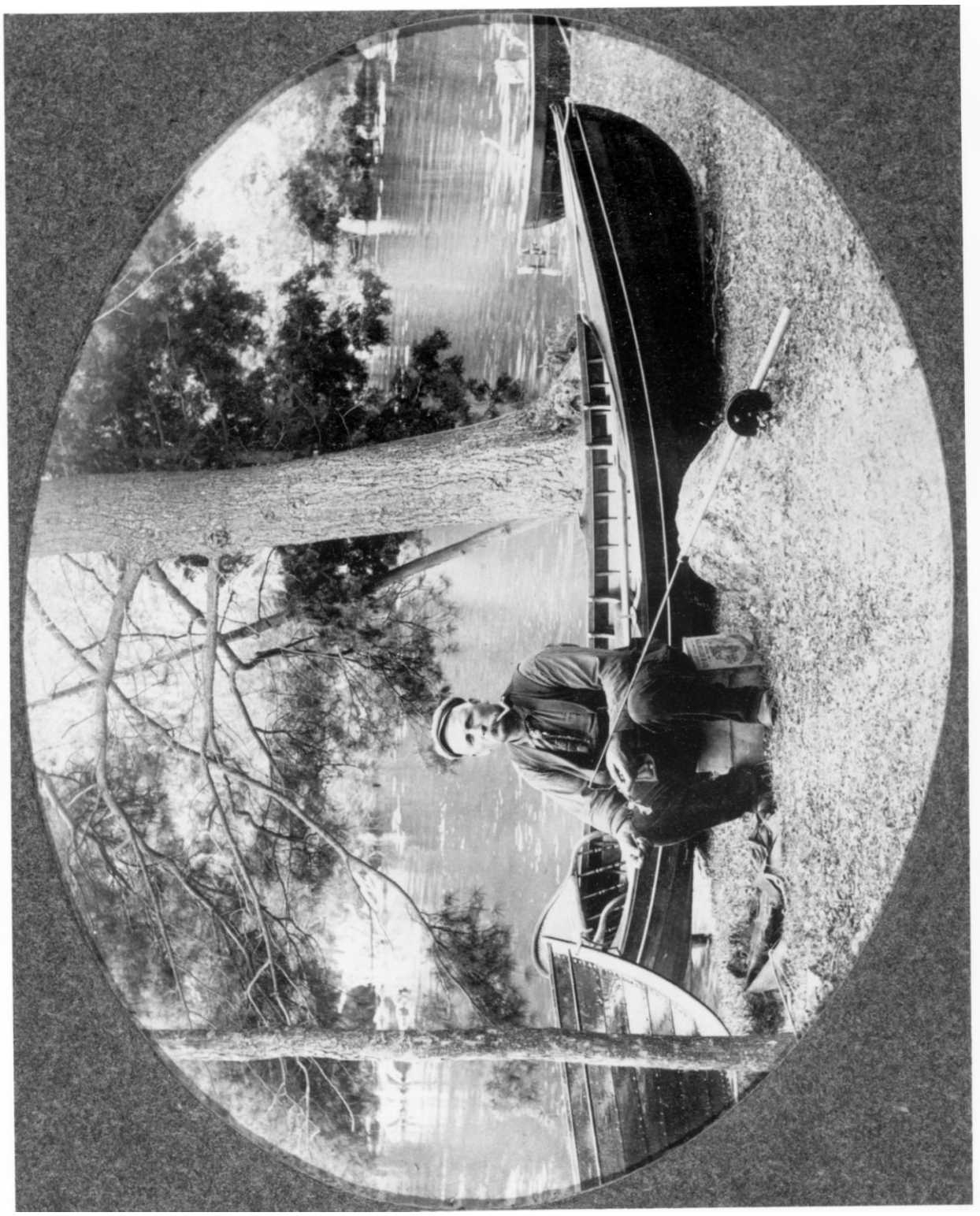


Illustration 16. PAC C-38375 Mr. Arthur Jones, Lockmaster at Smiths Falls, Ontario, entrance to Adam's Lake off Rideau Lake.

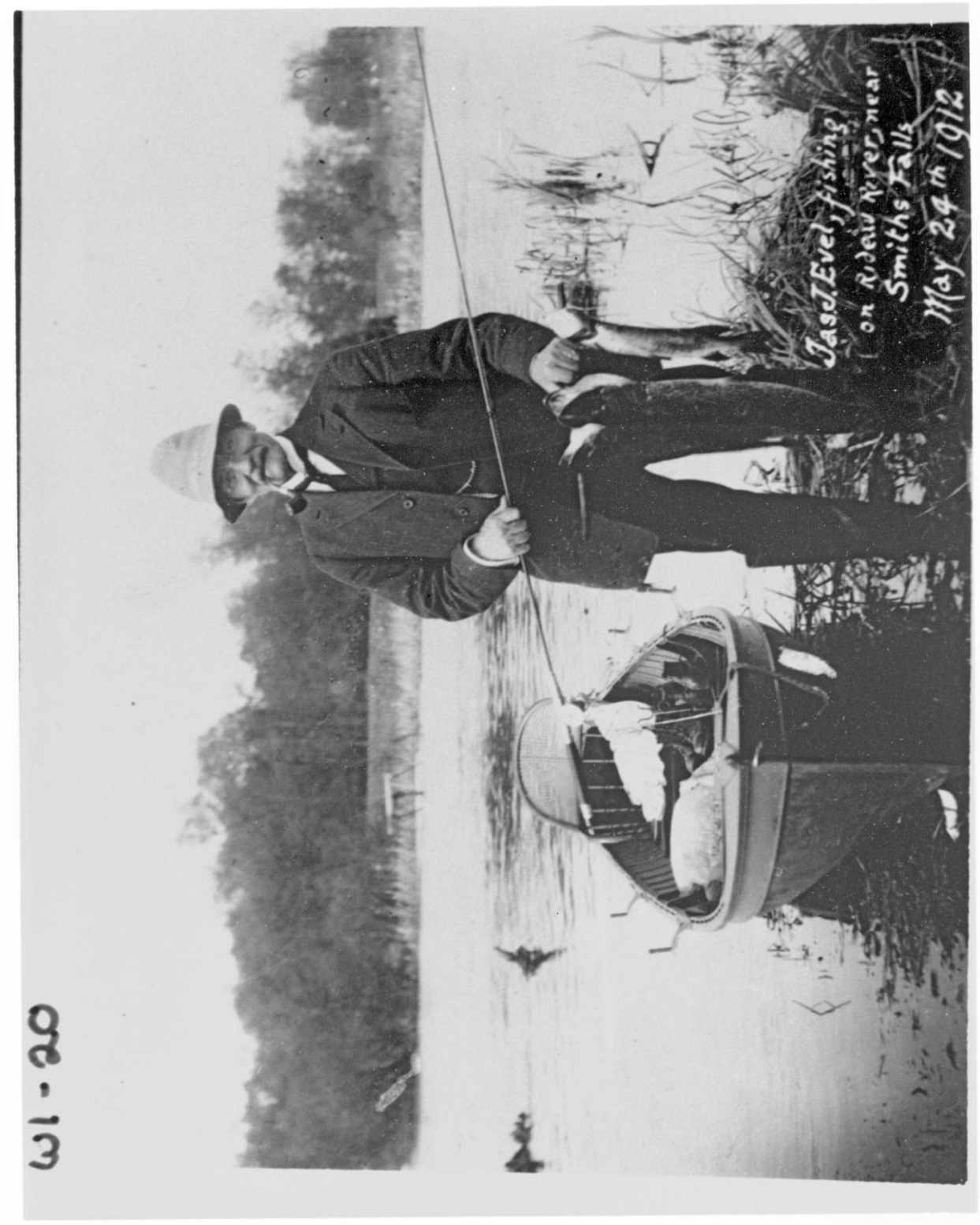


Illustration 17. Parks Canada, Rideau Canal Collection, W1-20, Jas. J. Evel, fishing on Rideau River near Smiths Falls, 24 May 1912.

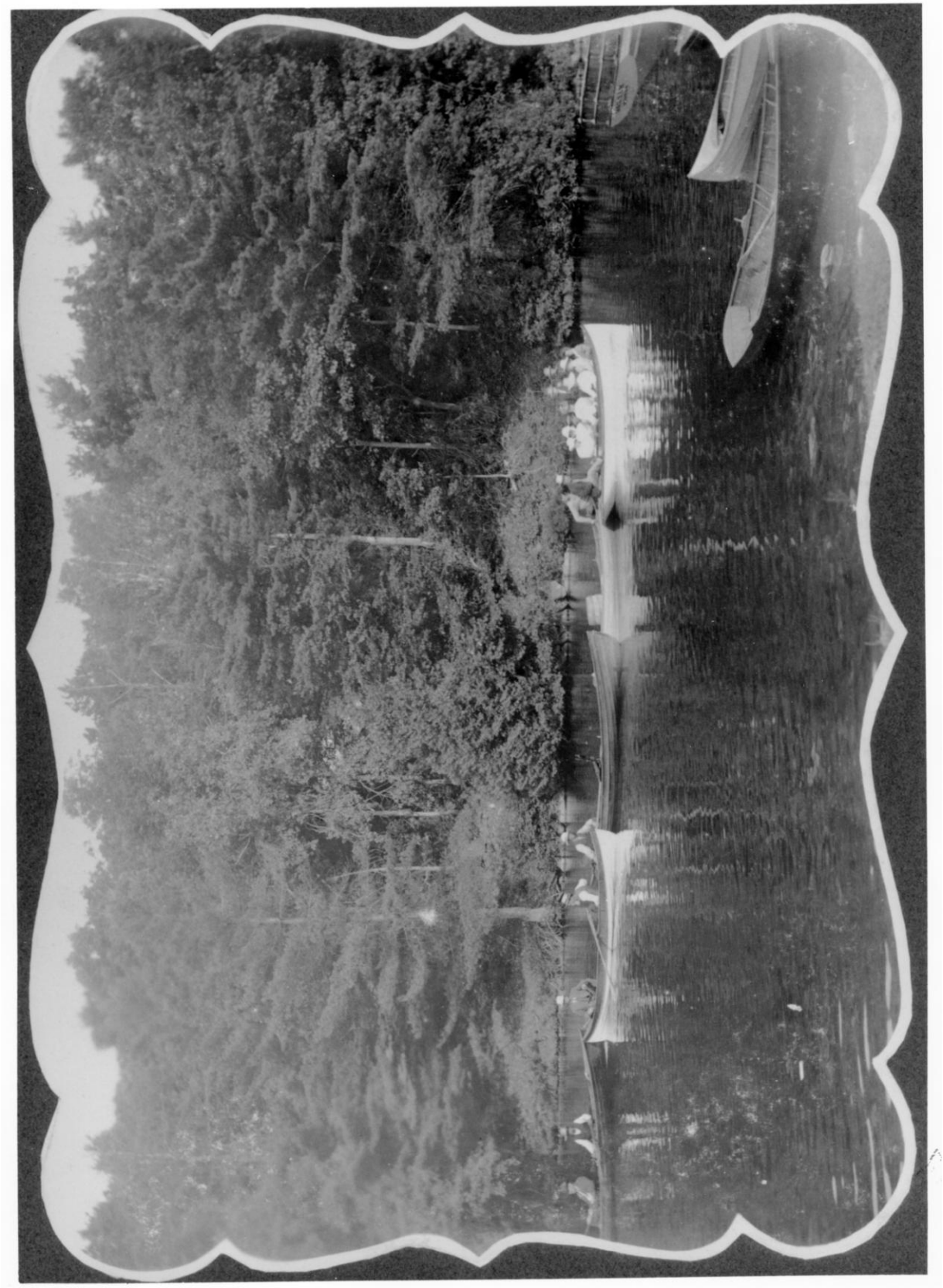


Illustration 18. Parks Canada, Ontario Region Collection, Towing Skiffs to fishing grounds with Naphtha launch, 1907, Pennock Photo, B.A. Campbell Collection, Elgin.

Illustration 19. Parks Canada, Ontario Region Collection, G.R.L. Potter Collection, Cottage group, sailing and rowing skiffs, c. 1900.

Illustration 20. Pittsburgh Township Historical Society, Clarke Collection, Courtesy R.C. Cardwell, St. Lawrence River Skiff at Barker's Point near Barriefield.

Illustration 21. Author's photograph, *Oreno*, 16 foot skiff built by Dey Boat and Canoe Works, Ottawa, 1910, owned by Blair and Tisha Cook, Ottawa.

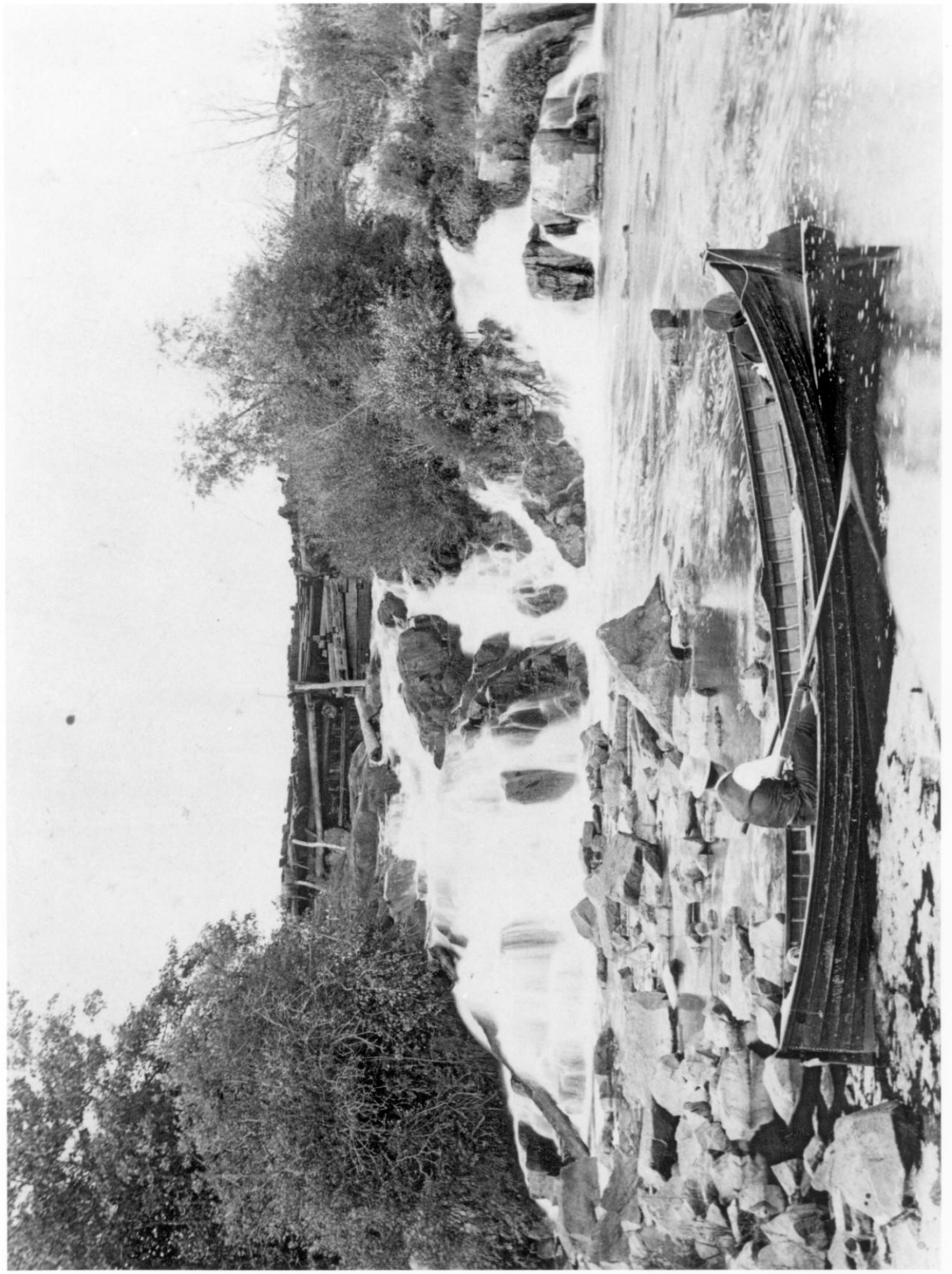


Illustration 22. QUA, Kingston Picture Collection, PC-206-29, "Scene at Kingston Mills", Credit Fort Henry, St. Lawrence Parks Commission.

Illustration 23. QUA, Kingston Picture Collection, PC-K, 206-35, Kingston Mills, 3 September 1891, Booze Cruise.

Illustration 24. Parks Canada, Ontario Region Collection, B.A. Campbell Collection, Elgin. House Boat being towed out of lock, 1907, Pennock, photographer.

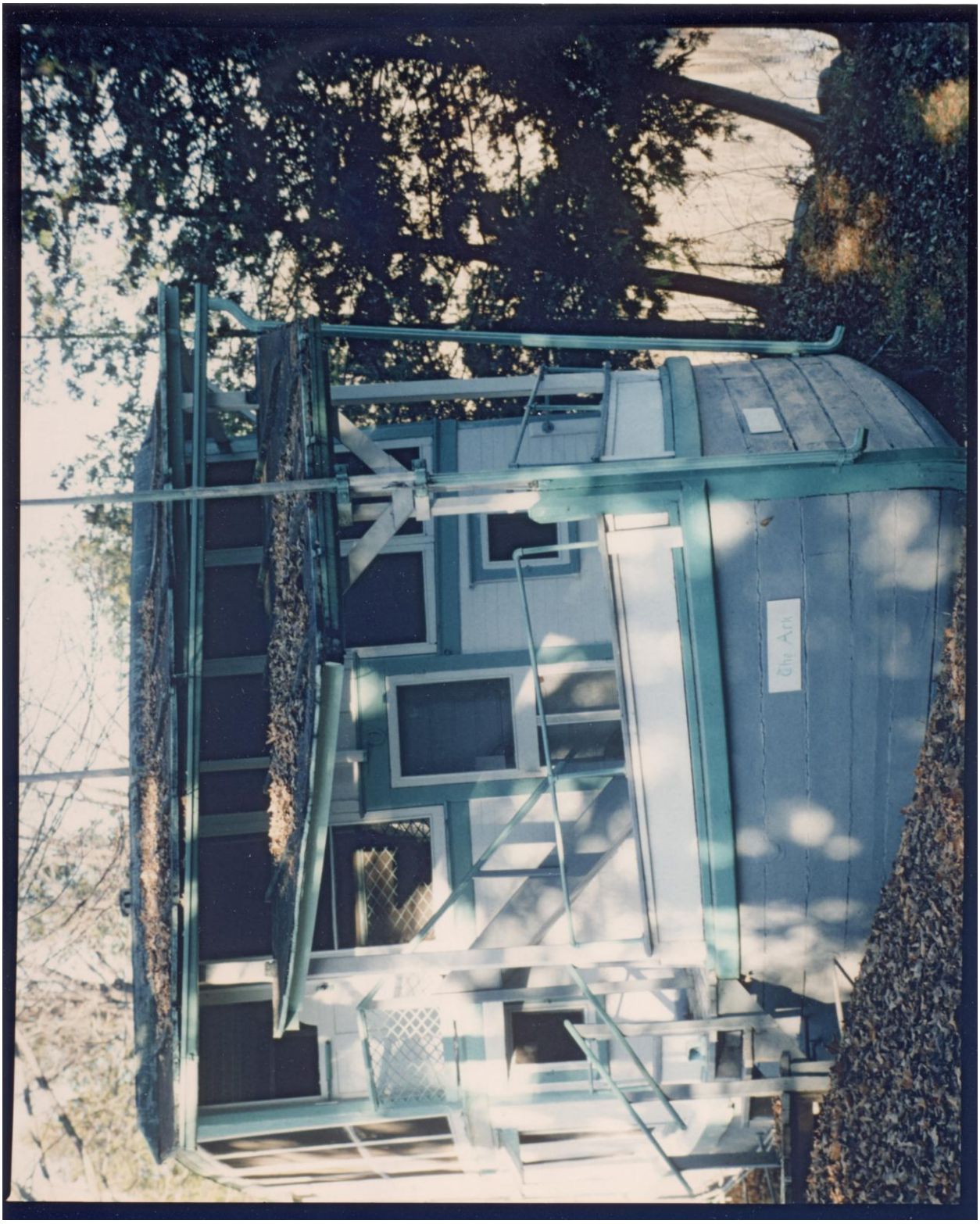


Illustration 25. Parks Canada, Ontario Region, Houseboat *Wenona* (now called the *Ark)* on shore near Upper Brewers Lock Station. The *Wenona* was owned by Otto Rohr of Rochester, N.Y. and it was towed on the Rideau between c. 1900 and 1920.

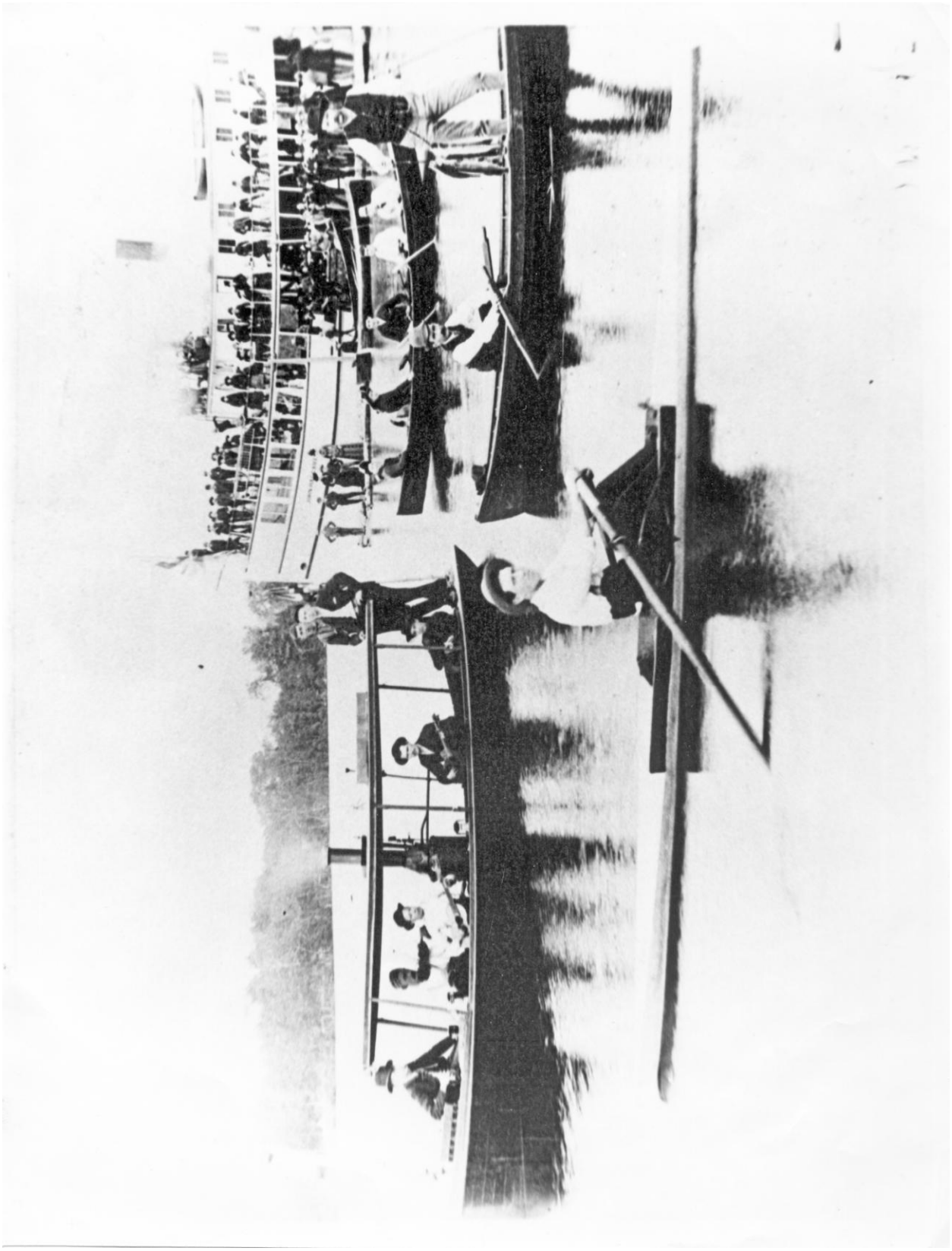
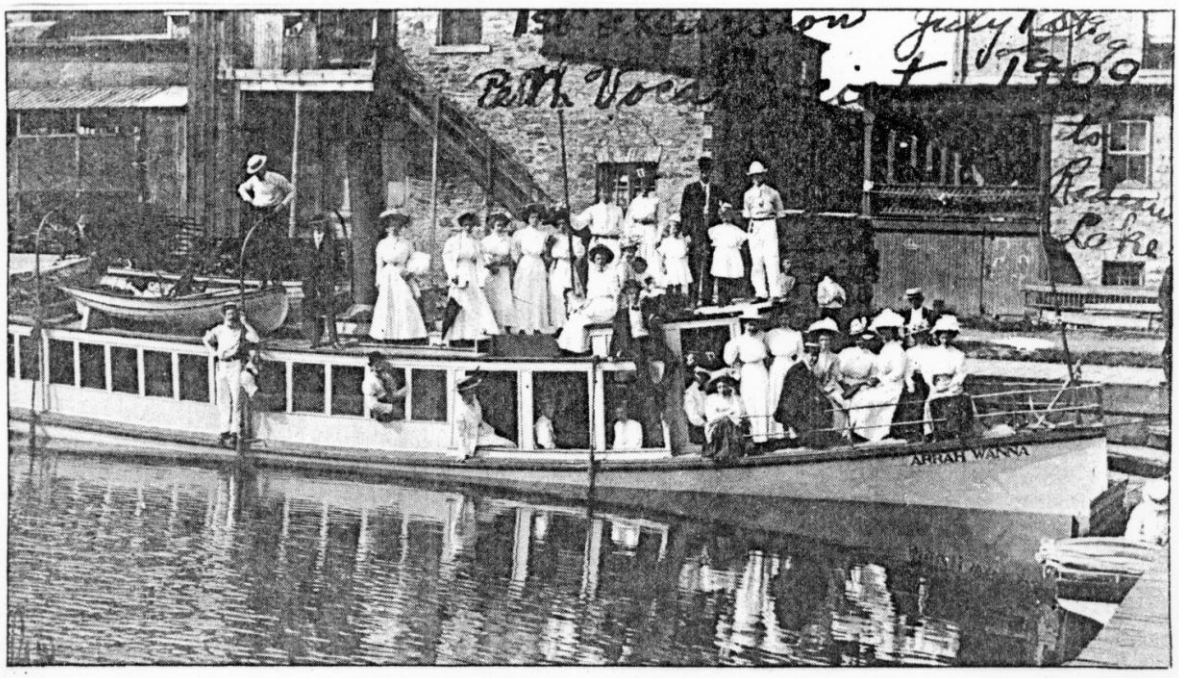


Illustration 26. Parks Canada, Rideau Canal Collection, W1-82, the *John Haggart* steamer and boats, Rideau Ferry, c.1890-1900. Note steam yacht in foreground.



First Excursion of the Perth Vocal Society on the Arrah Wanna, on the west side of the Basin, July 1st, 1909. Left to right: Walter Ferrier [water's edge], Norman Dodds [sailor hat], Ethel and Eleanor Crosbie, Christy Wilson, Arthena Spalding, Edwin Wilson [killed overseas, 1916], Muriel and Dorothy Wilson with their father Wm. J. Wilson, Professor Ainsworth [lower right, sailor hat], Ethel Gibson [sitting in front of Edwin Wilson], Mrs. W.J. Wilson [4th from right, sitting]. In 1912 the Arrah Wanna was running special 3-day trips to Kingston. The boat left Perth at 7 a.m. sharp, arrived in Kingston at 5 p.m., spent the following day in Kingston and returned to Perth on the third day. Return fare for the round trip was $2.00.

Illustration 27. Upper: Steamer *Arrah Wanna*, 1 July 1909, from Perth *Courier*, 9 June 1982.

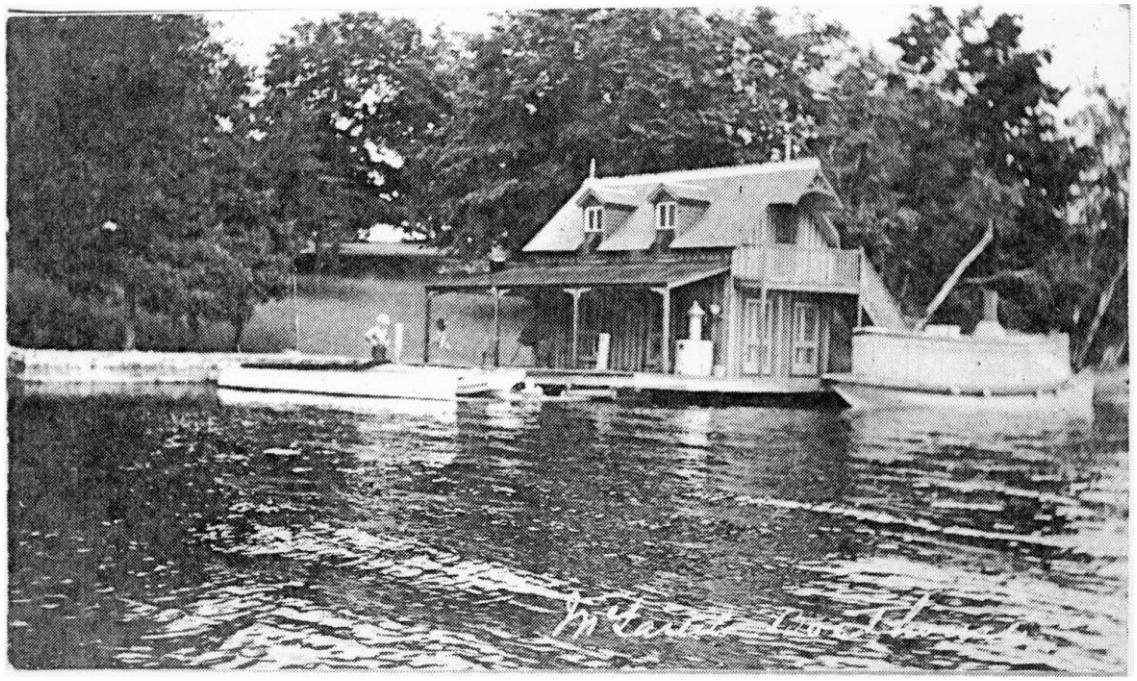


Illustration 28. Lower: McLaren's Boathouse near Rideau Ferry, n.d., note steam yacht by boathouse.

Illustration 29. Ontario Heritage Foundation, *Arrah Wanna* in Perth Basin, c. 1907-1910.

Illustration 30. Parks Canada, Rideau Canal Collection, K1-151, G.R. Davis Collection, *Iola*, Lower Rideau Lake, south-east shore, 1900.

Illustration 31. Parks Canada, Ontario Region, Harold Nichol Collection, Smiths Falls, Unidentified steam yacht in cut above Poonamalie, 1886. Note period costume.

Illustration 32. Parks Canada, Ontario Region, B.A. Campbell Collection, Elgin, Pennock, photographer, W.H. Park's steam yacht *Wazzie*, 1907.

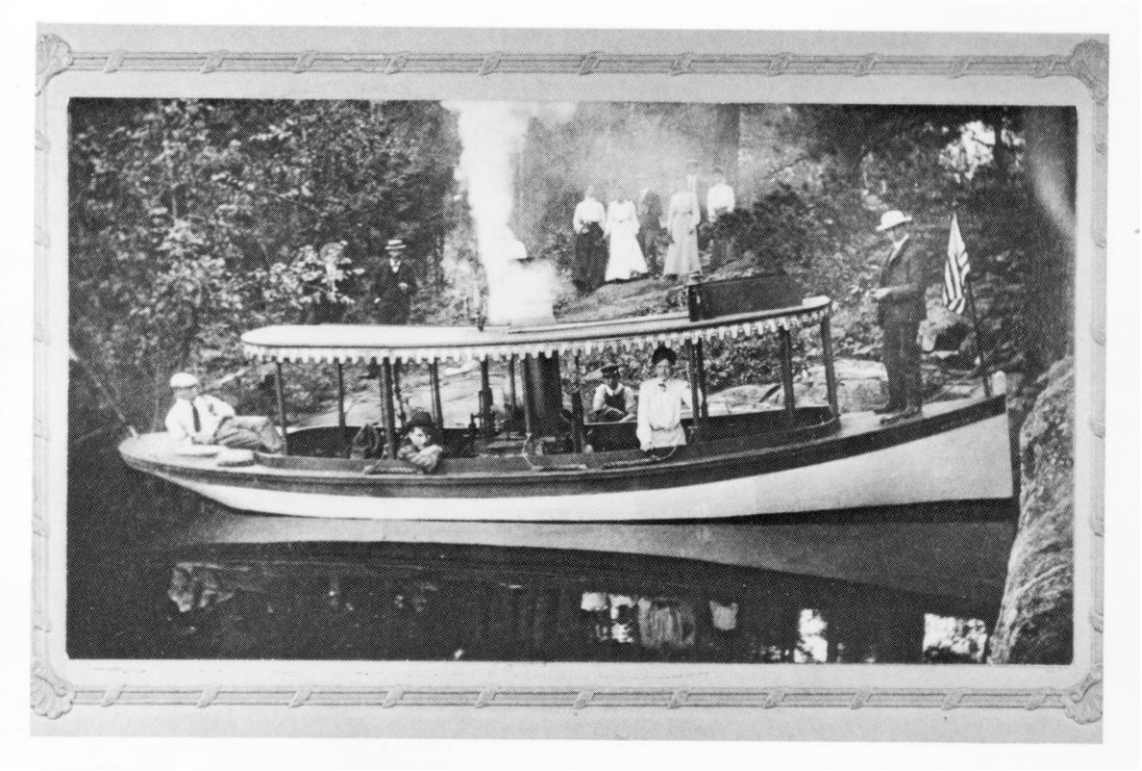


Illustration 33. Marine Museum of the Great Lakes, #982.146.10, steam launch *Mayflower*, probably in the Thousand Islands.

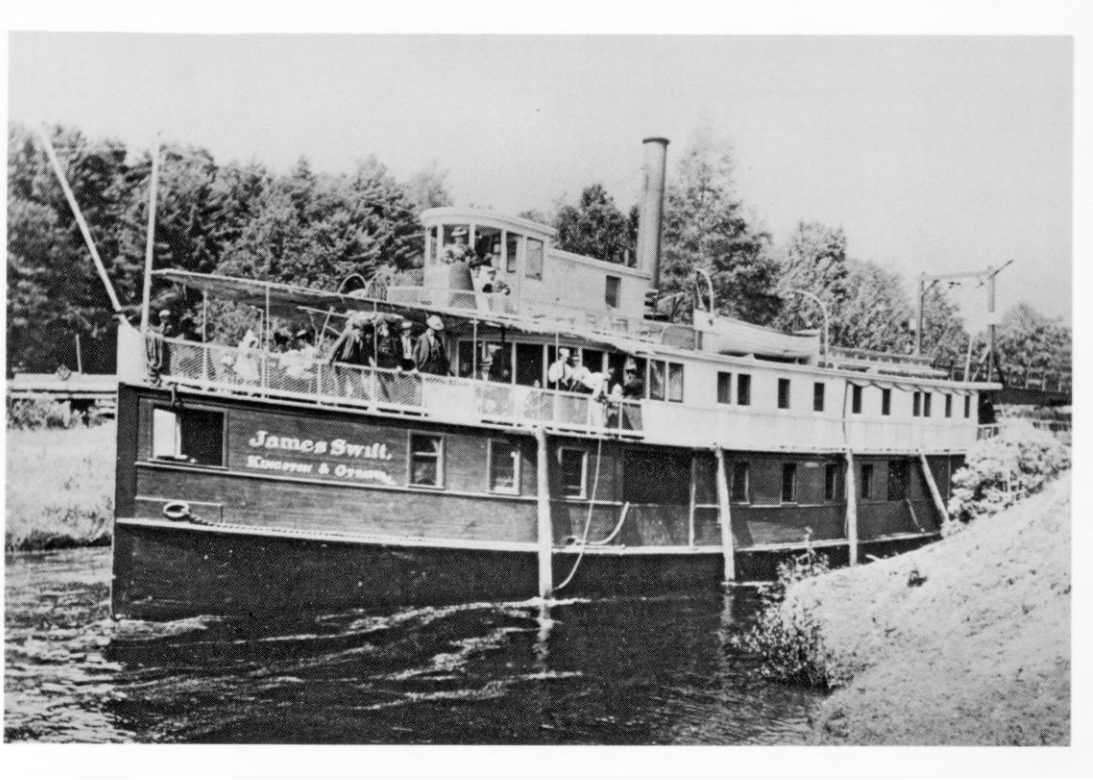


Illustration 34. Marine Museum of the Great Lakes, #982.146.3, steamer *James Swift*.

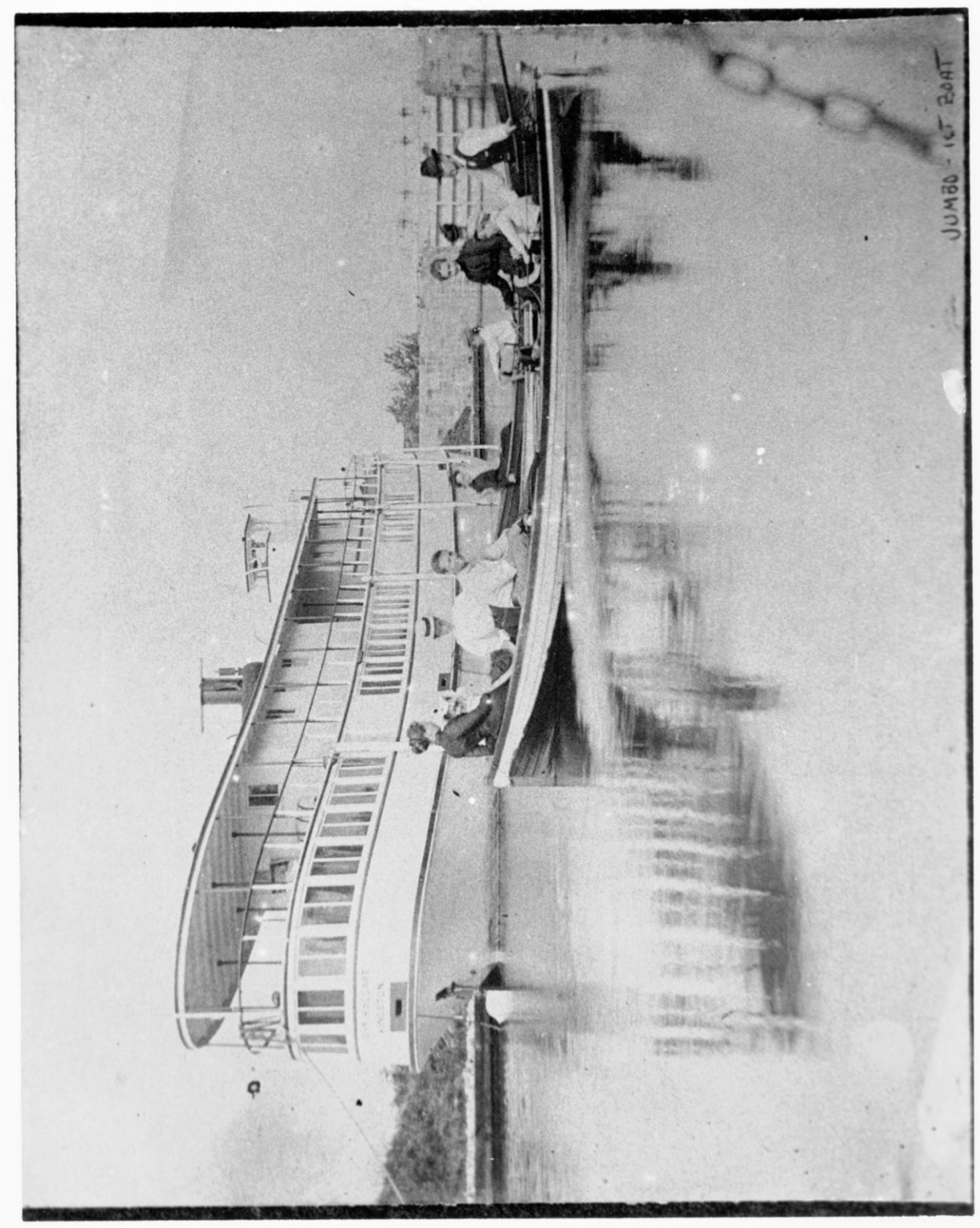


Illustration 35. Hicks Collection, Pethern Point Cottage, row boat *Jumbo* near excursion steamer *John Haggart*, c.1900, Beveridges Lock Station.

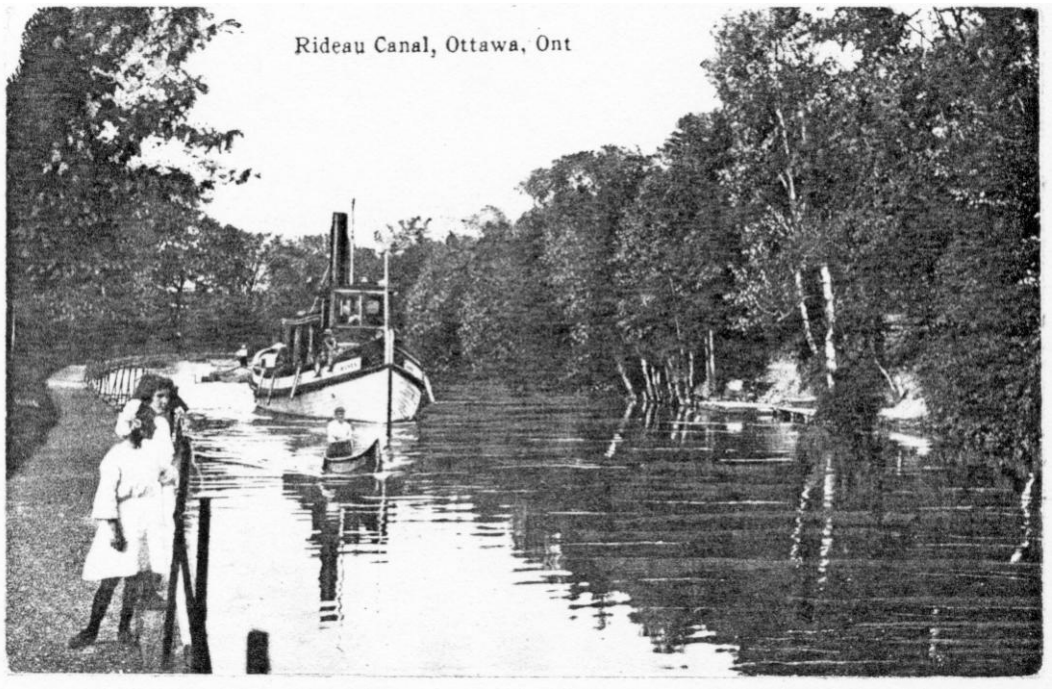


Illustration 36. Upper: Author's collection, postcard, Canal cut, Ottawa, c.1900-1910.

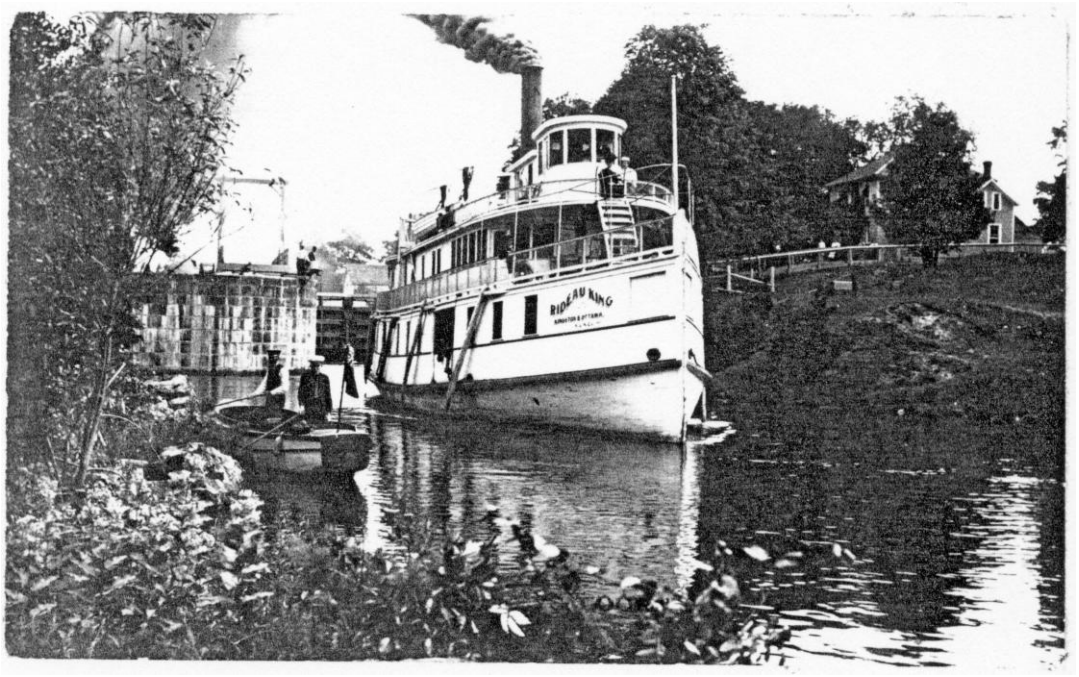


Illustration 37. Lower: Author's collection, postcard, *Rideau King* steamer, Chaffey's Lock, c.1900-1910.

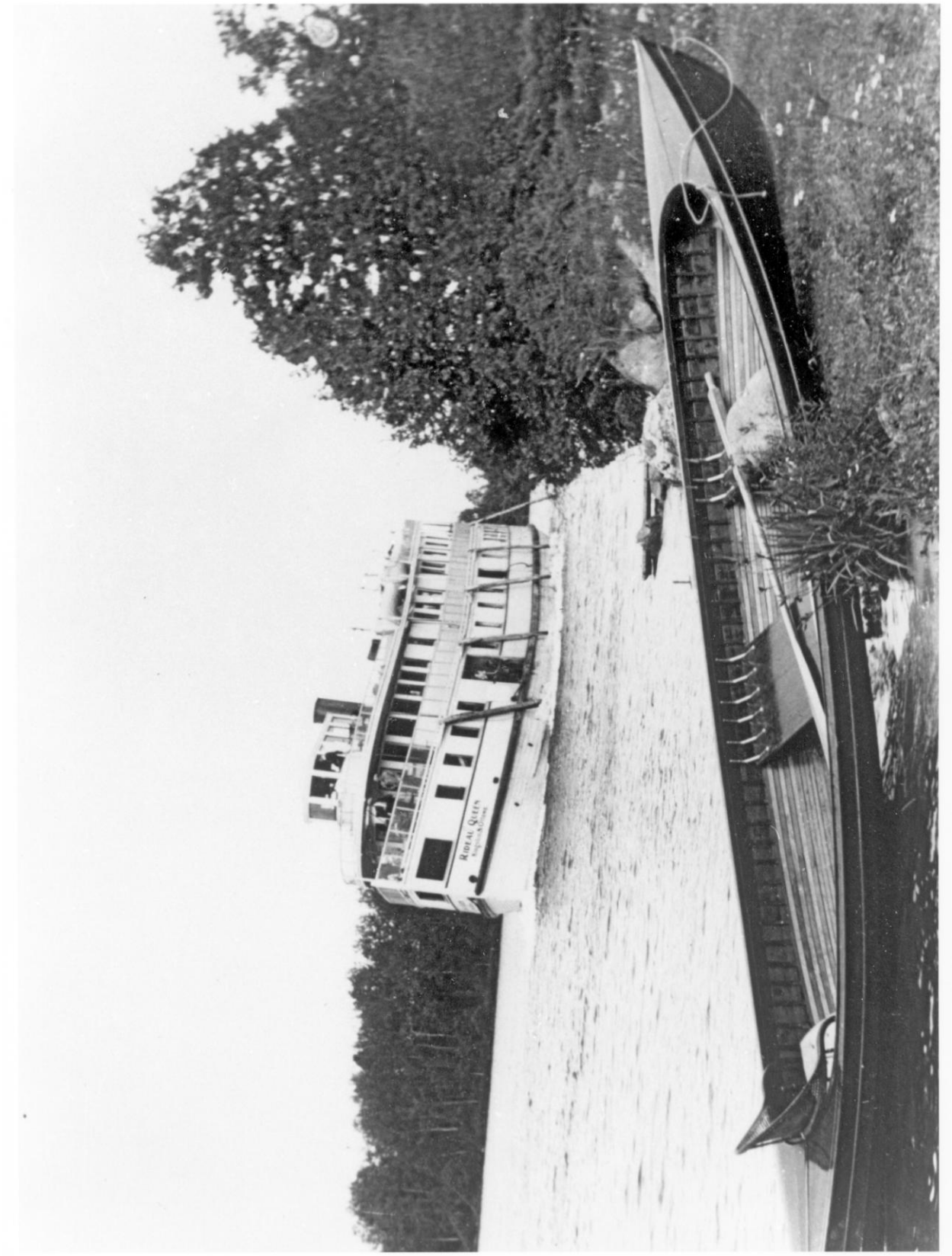


Illustration 38. QUA, Kingston Picture Collection, PC-K, 178B-24, Rideau skiff on shore with *Rideau Queen* in background.

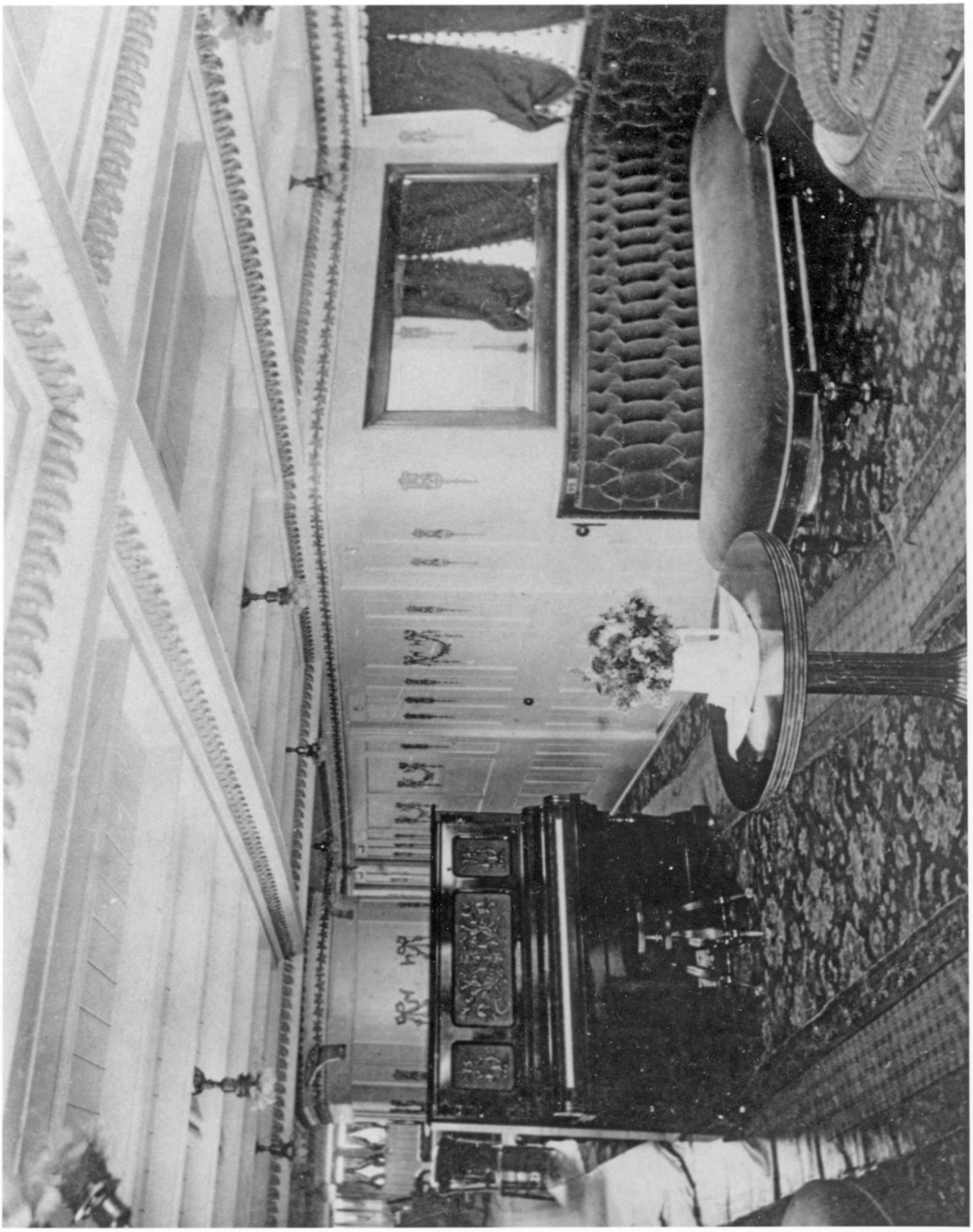


Illustration 39. QUA, Kingston Picture Collection, PC-K, 172-1A, Interior of Passenger Steamer *Rideau King* or *Rideau Queen*.

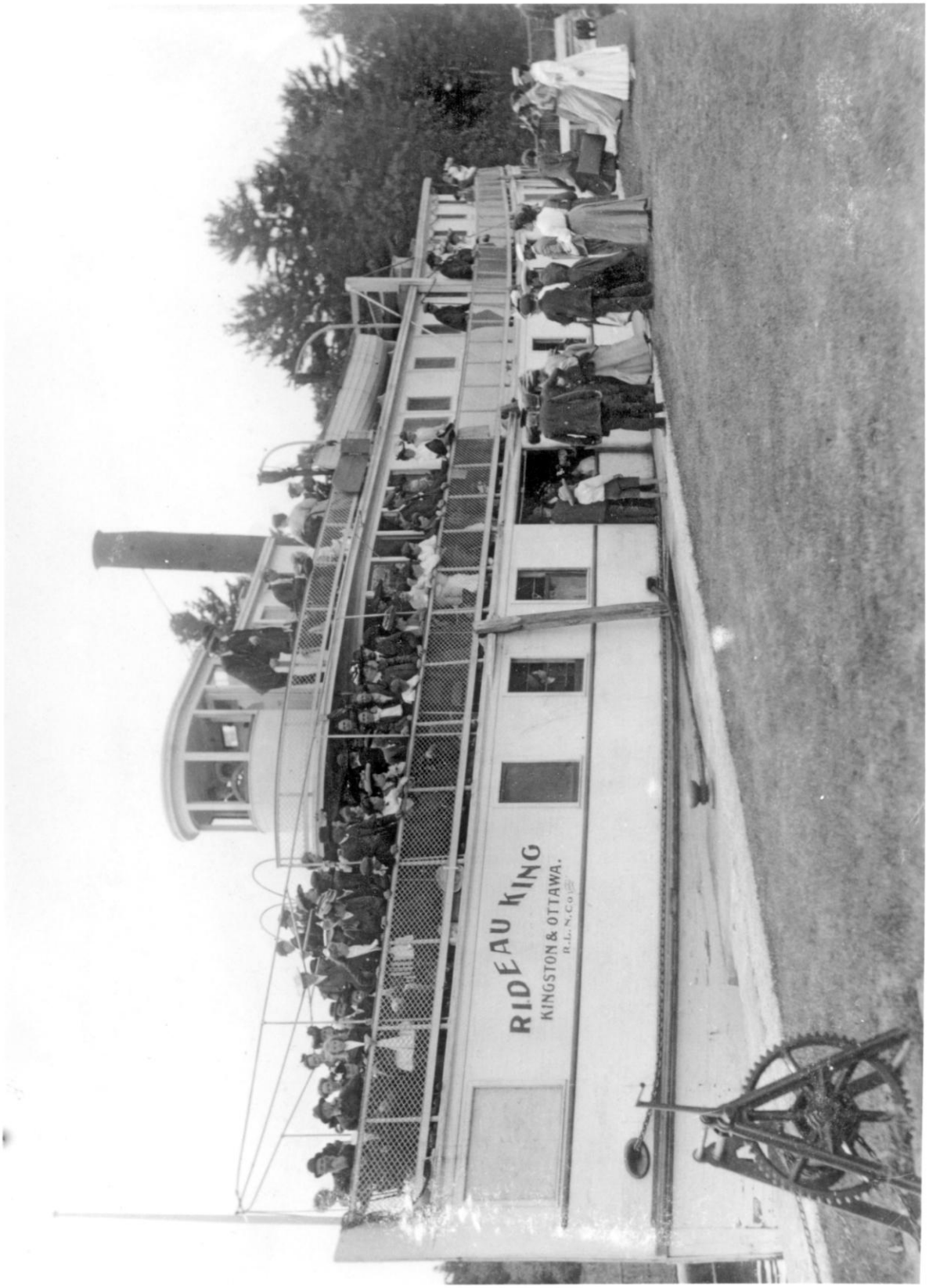


Illustration 40. Parks Canada, Ontario Region, B.A. Campbell Collection, Elgin; Pennock, photographer, 1907, excursion party on the *Rideau King*.

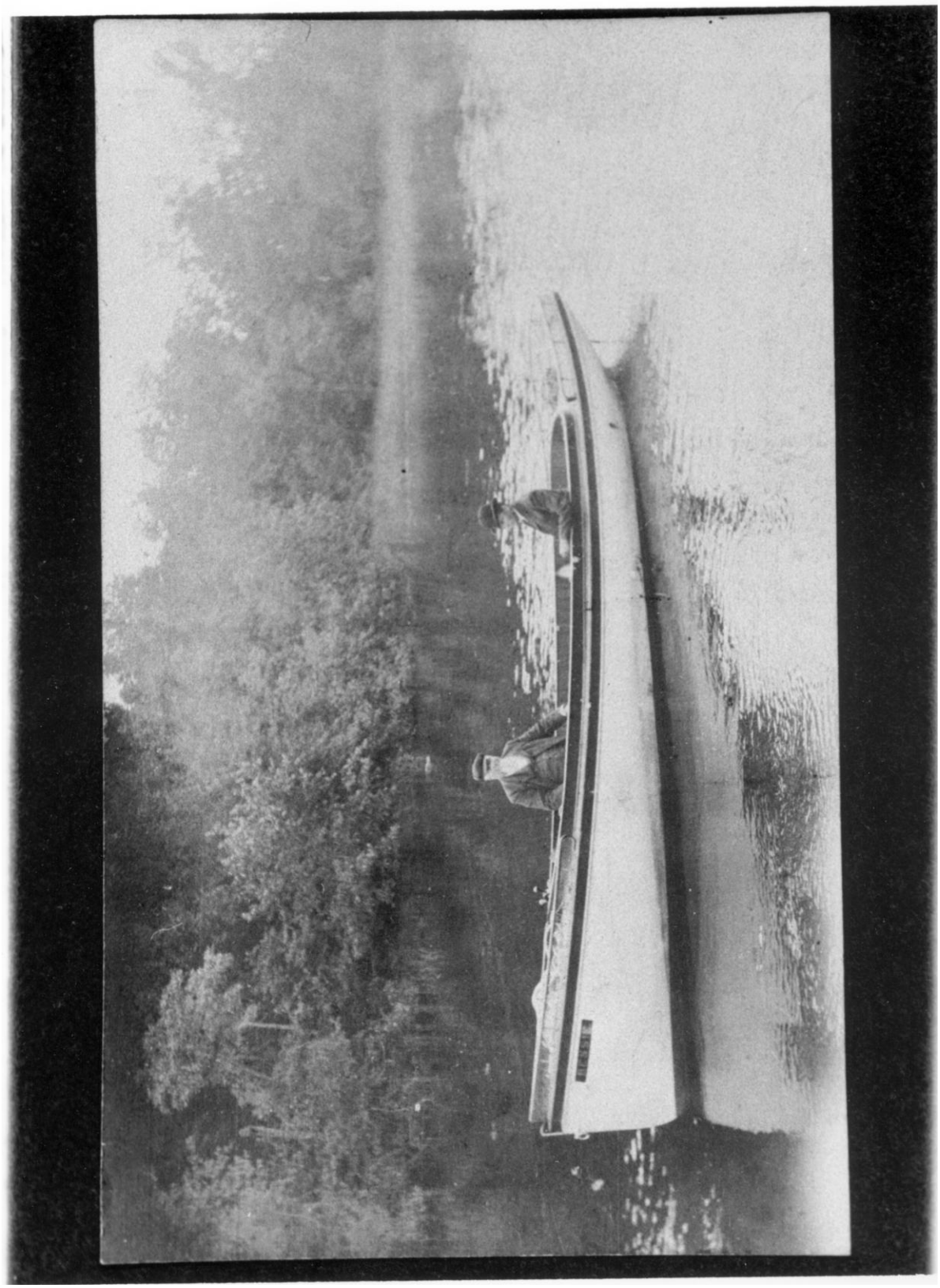


Illustration 41. Hicks Collection, Pethern Point Cottage. *Bessie*, first gasoline powered boat on the Rideau Lakes, Thomas Hicks sr. in bow.

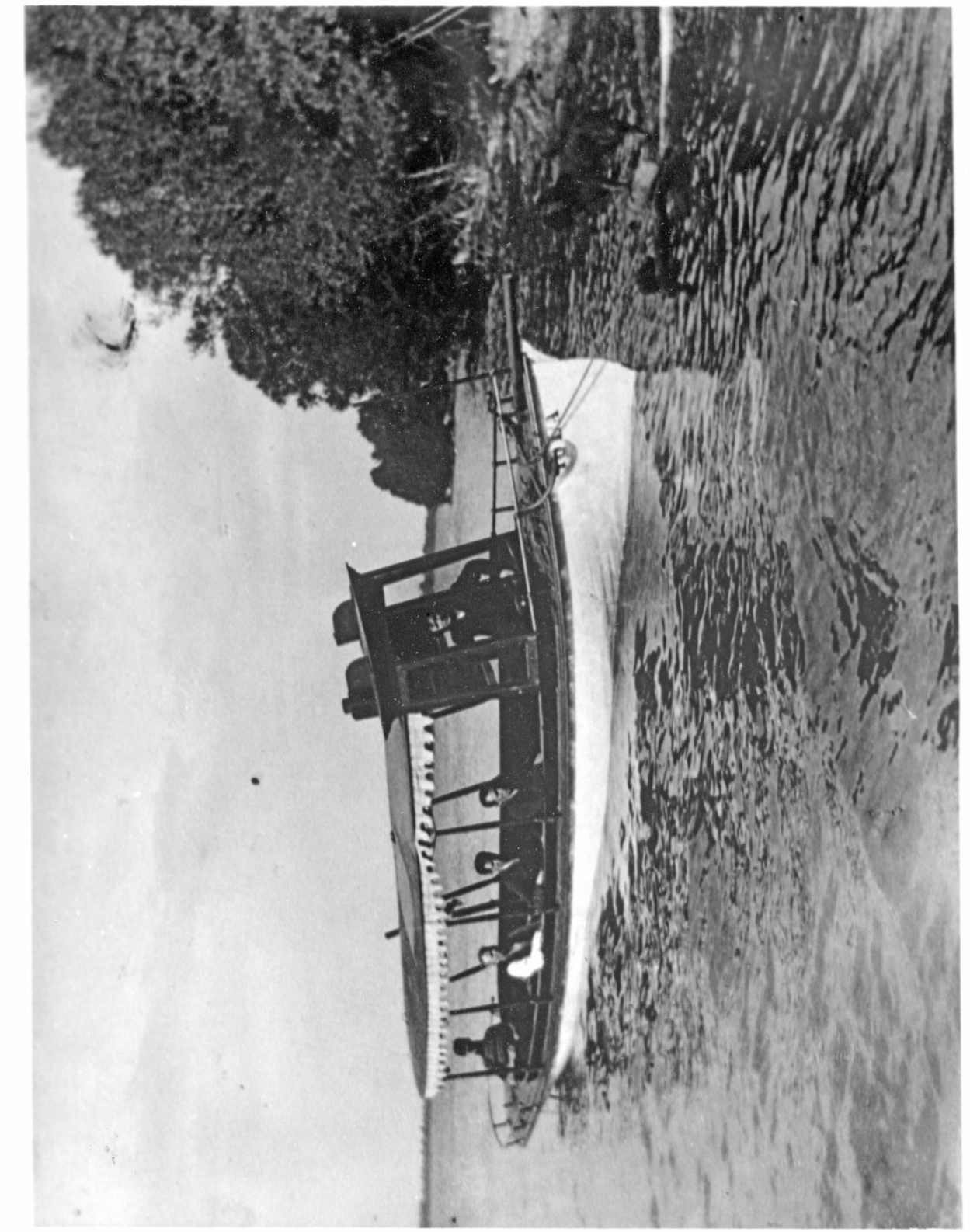


Illustration 42. Parks Canada, Rideau Canal Collection, K3-33, G.R. Davis Collection, *Iola*, steam yacht converted to gasoline, Lower Rideau Lake at Pett's Bay, 1904.

Illustration 43. Parks Canada, Rideau Canal Collection, K3-26, G.R. Davis Collection, Power Yacht *Gwen* owned by T. Watchorn, Merrickville, and built at Westport, possibly by Conley & Son. Note round bottomed displacement hull. The nature of the canopy suggests slow speed.

Illustration 44. Parks Canada, Rideau Canal Collection, K3-3, early round bottomed motor boat.

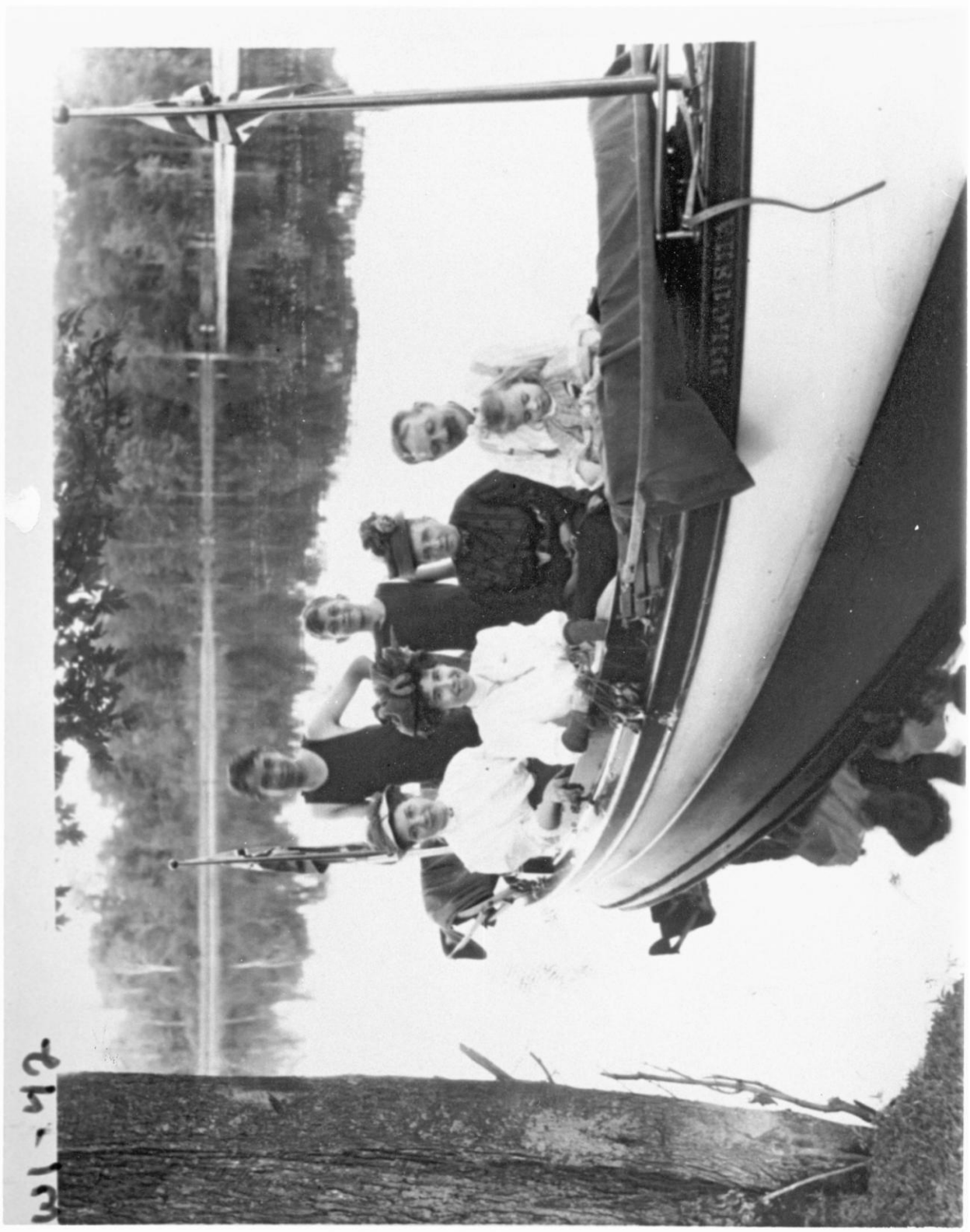


Illustration 45. Parks Canada, Rideau Canal Collection, W1-42, boaters in round bottomed motor boat.

Illustration 46. PAC C-38476 (no title) round bottomed motor boat and canoe, probably at Hartwells Lock Station.

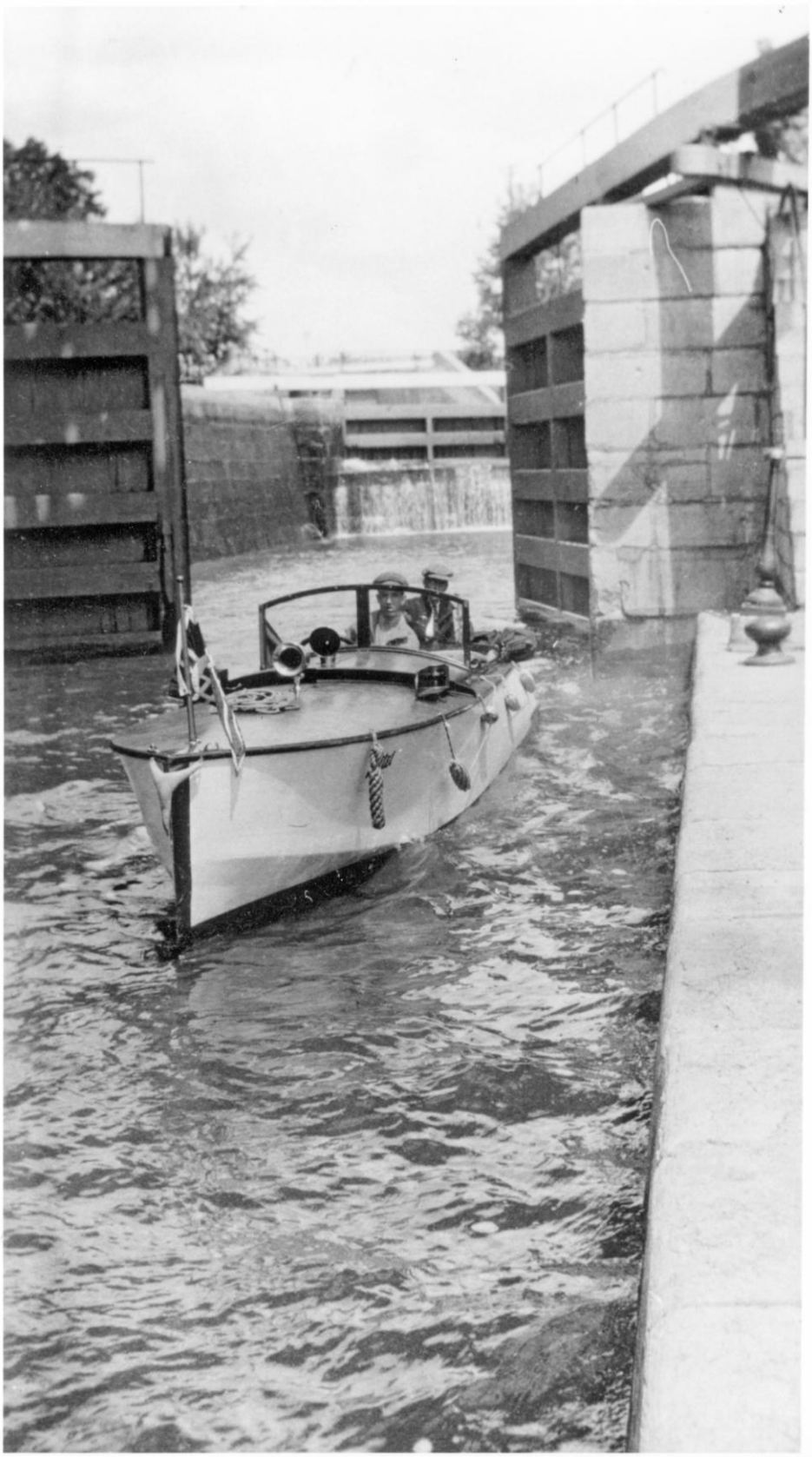


Illustration 47. PAC PA-143622 Russell K. 0'Dell, The boat *Mitzi* in Kingston Mills Lock, 1914.

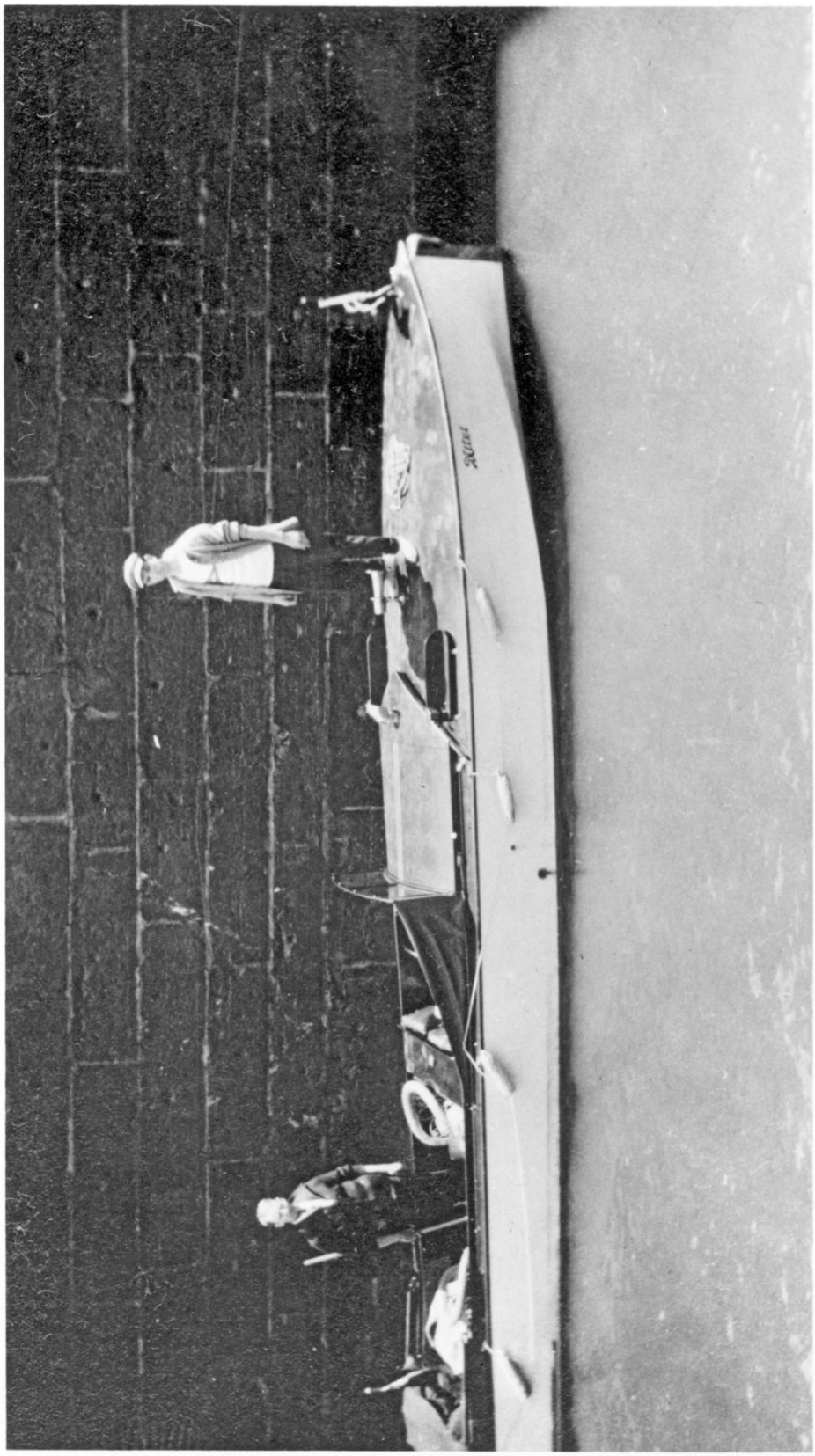


Illustration 48. PAC PA-143623 Russell K. 0'Dell, The boat *Mitzi* in Kingston Mills Lock, 1914. Note narrow 'toothpick' hull.

Illustration 49. PAC PA-43486 View of Rideau Canal above Bank Street, Ottawa.

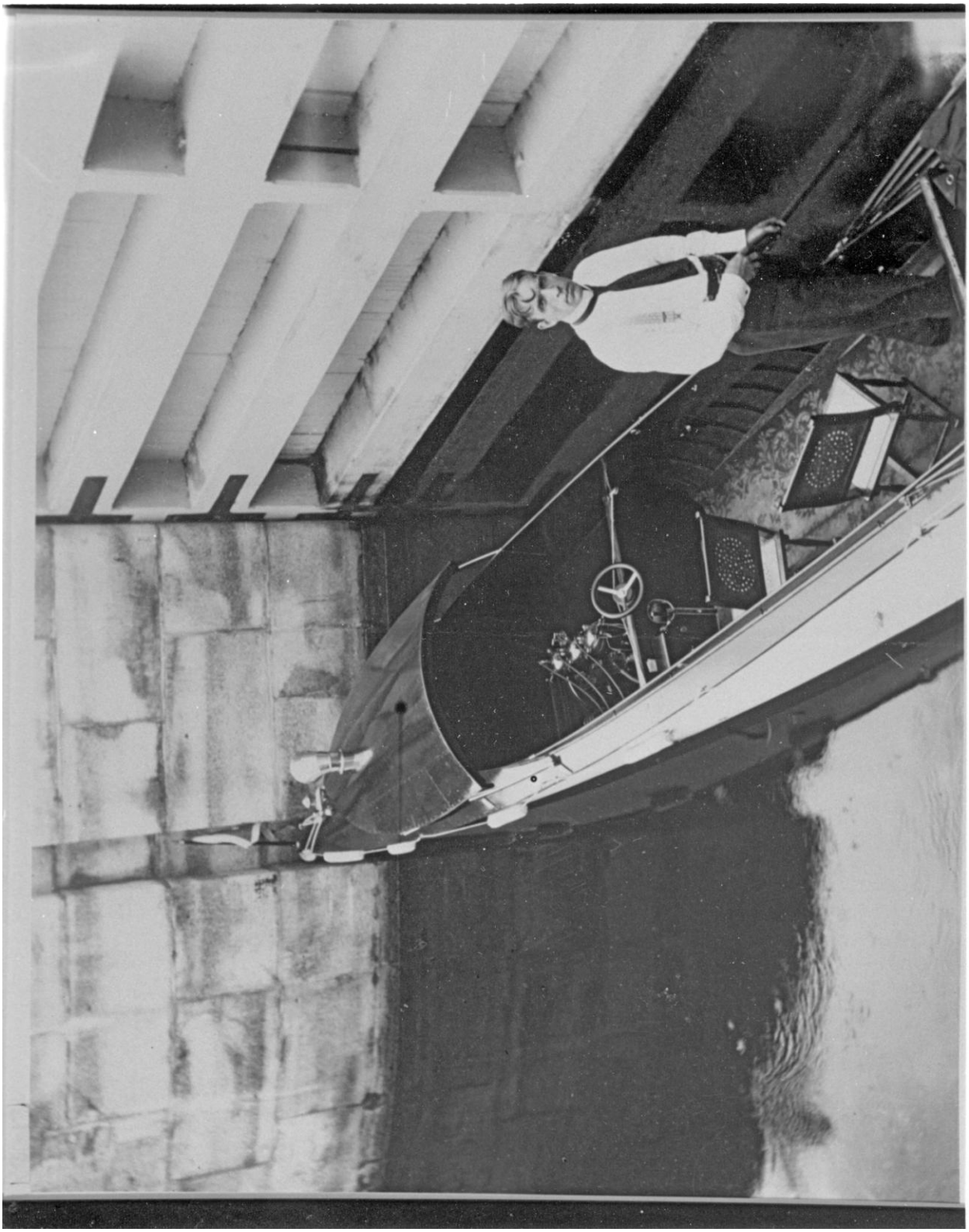


Illustration 50. Parks Canada, Rideau Canal Collection, K3-39, Jack Nichols, Smiths Falls, in Rideau lock.

Illustration 51. Allen E. James Collection, Perth. Tay Basin c.1900-1910. Probably Tom Thompson operating engine, second from left. Thompson was chief foreman at James and Reid Machine Shop.

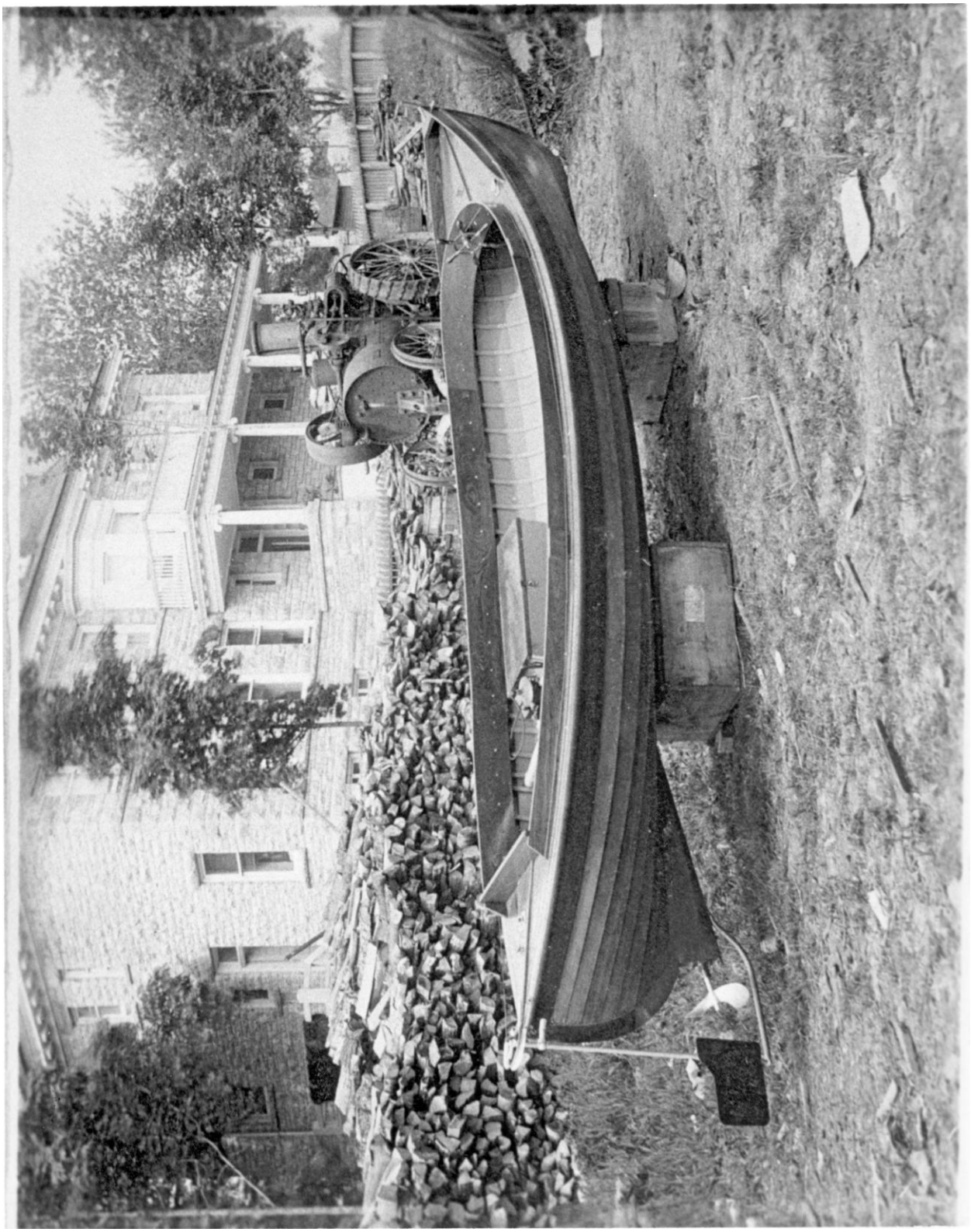


Illustration 52. Allen E. James Collection, Perth. 'Skiff-putt' motor boat behind Code's house, Tay River, Perth.

Illustration 53. Author's photograph, *Lida Rose*, 22 foot motorized skiff built by Davy Nichol, Smiths Falls, 1918, owned by Sue Halpenny, Ottawa.

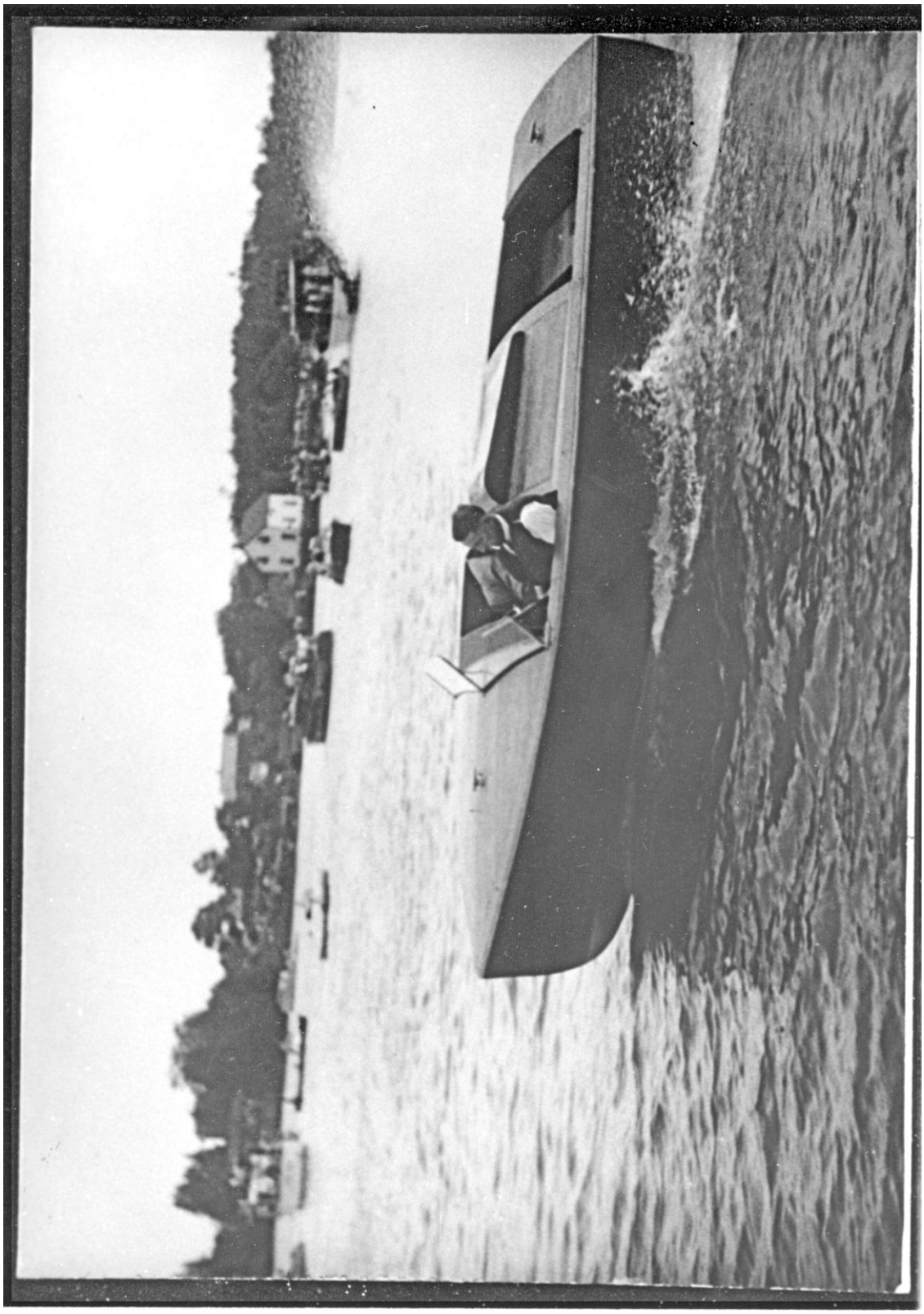


Illustration 54. Allen E. James Collection. Rideau Ferry regatta, c.1930. Note the shorter, open-decked planing hull of the runabout as opposed to earlier round-bottomed displacement hulls or narrow 'toothpick' designs.

Illustration 55. Upper: James Knapp boatbuilding advertisement, Kingston Directory, 1881, courtesy R.C. Cardwell.

Illustration 56. Middle: Jas. Knapp & Sons advertisement in *Rod and Gun in Canada*, June 1910, p. 57.

Illustration 57. Lower: Commercial stamp, J. Sharman, Boatbuilder, courtesy, H.C. Sharman, Kingston.

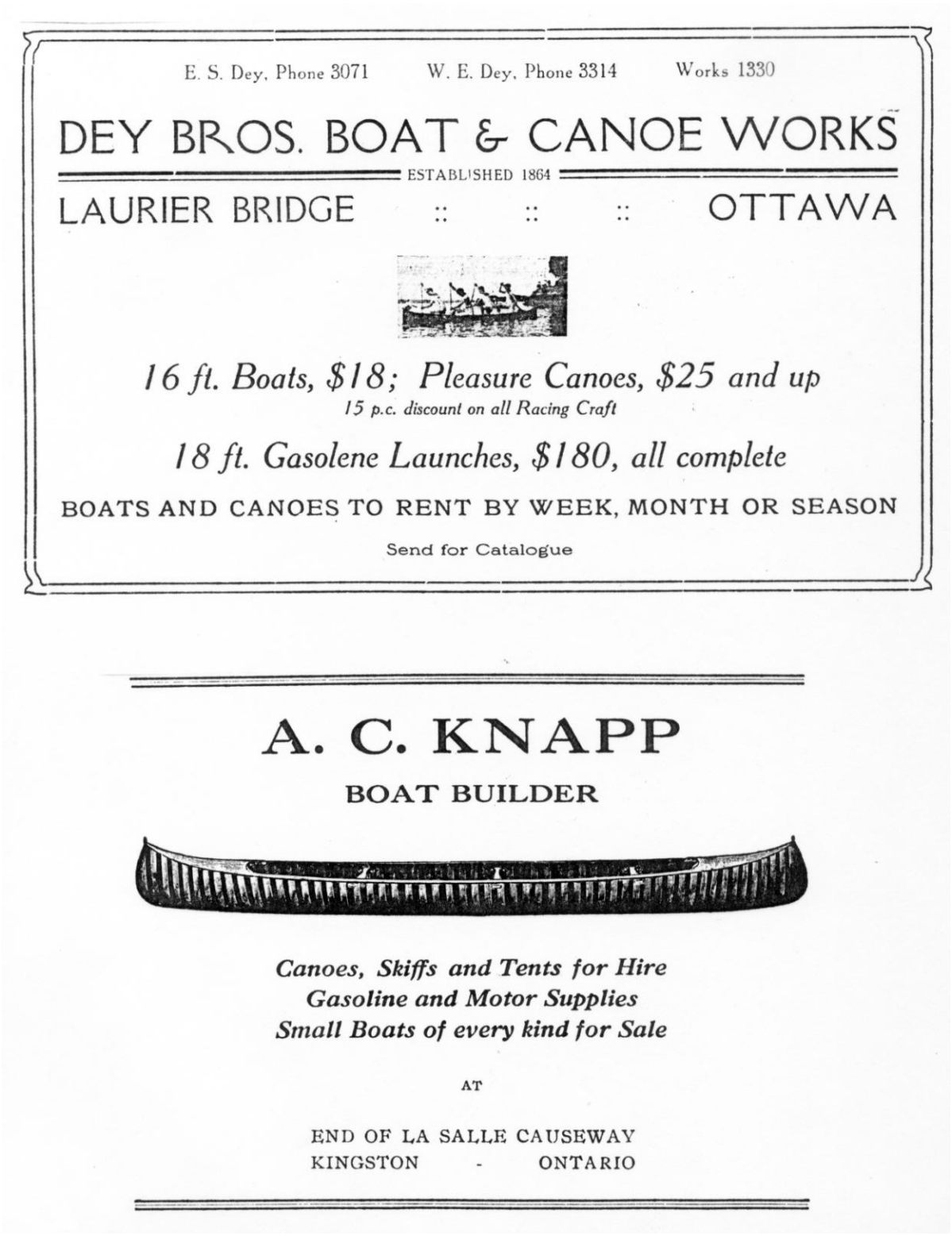


Illustration 58. Upper: Dey Bros. Boat & Canoe Works, advertisement, 1908.

Illustration 59. Lower: A.C. Knapp boatbuilder advertisement, E. Lake, *Dr. Lake's Chart of the Rideau Lakes Route*, 1920, p. 63

Illustration 60. Upper: The Capital Boat and Canoe Works advertisement, Souvenir of the Rideau Canoe Club, 1905.

Illustration 61. Middle: The Capital Boat and Canoe Works advertisement, Souvenir Program Canadian Canoe Association, 1908.

Illustration 62. Lower: *Rod and Gun in Canada*, June 1910, p. 53.

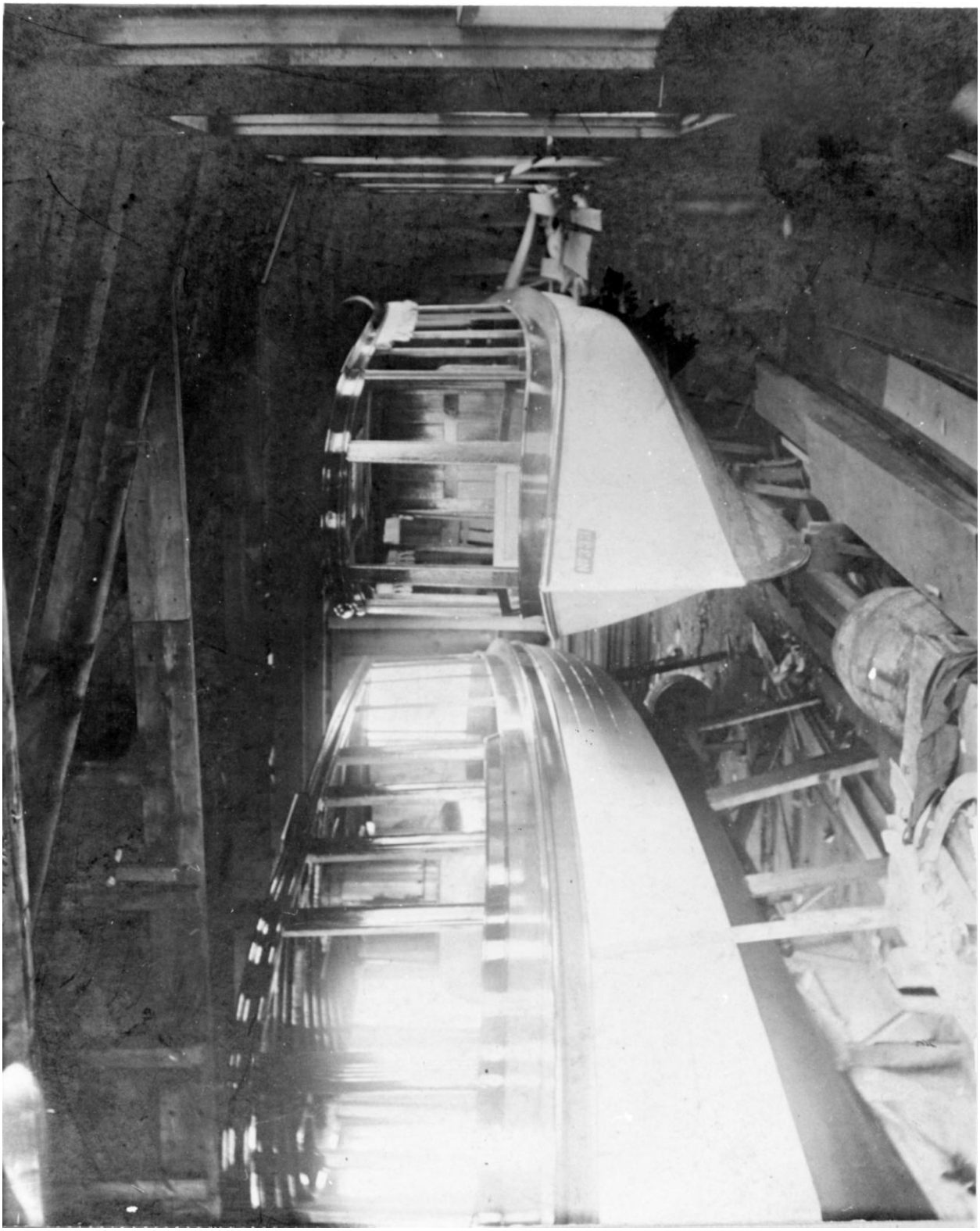


Illustration 63. Marine Museum of the Great Lakes at Kingston, #982.146.9, Davis Dry Dock, Kingston - steam yachts under construction.

Illustration 64. Marine Museum of the Great Lakes at Kingston, Norris Collection, #982.27.31. Bowman Bros. Boatbuilding establishment, Barriefield

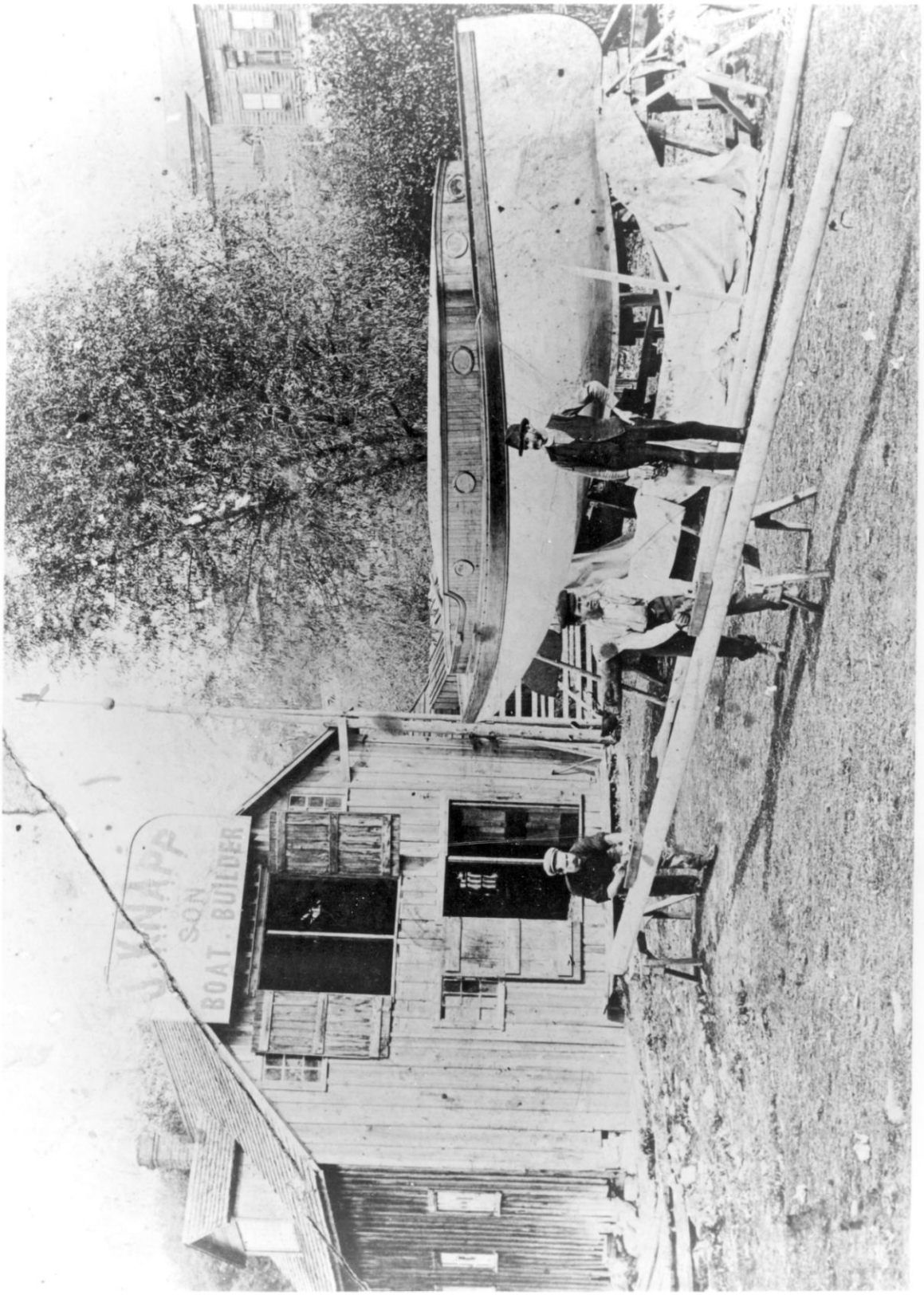


Illustration 65. Pittsburgh Township Historical Society, Knapp Collection, Courtesy R.C. Cardwell, Knapp boatbuilding shop on Green Bay, Barriefield, c.1907.

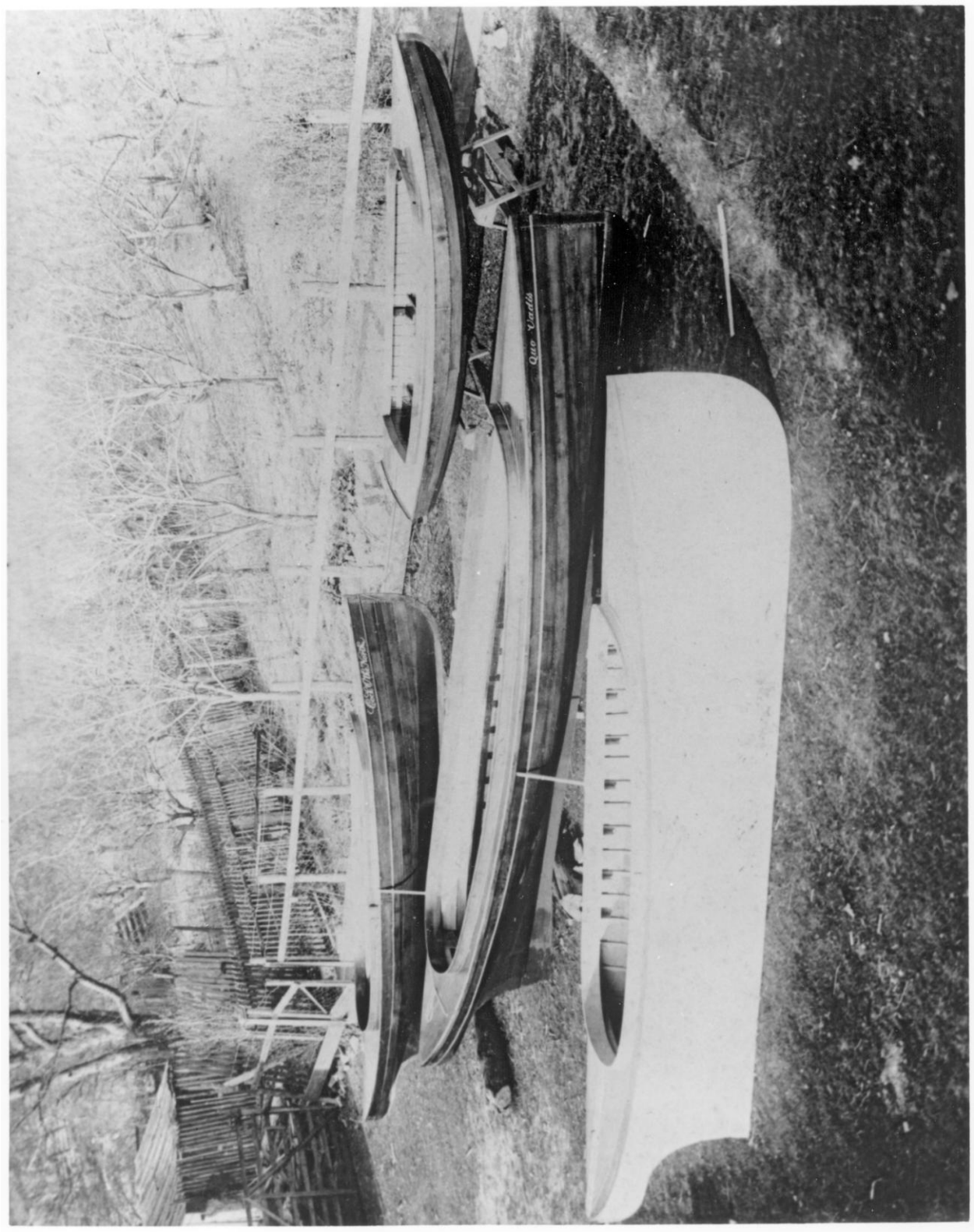


Illustration 66. Pittsburgh Township Historical Society, Clarke Collection, Courtesy R.C. Cardwell, New boats from the Knapp shops, Barriefield, c.1907.

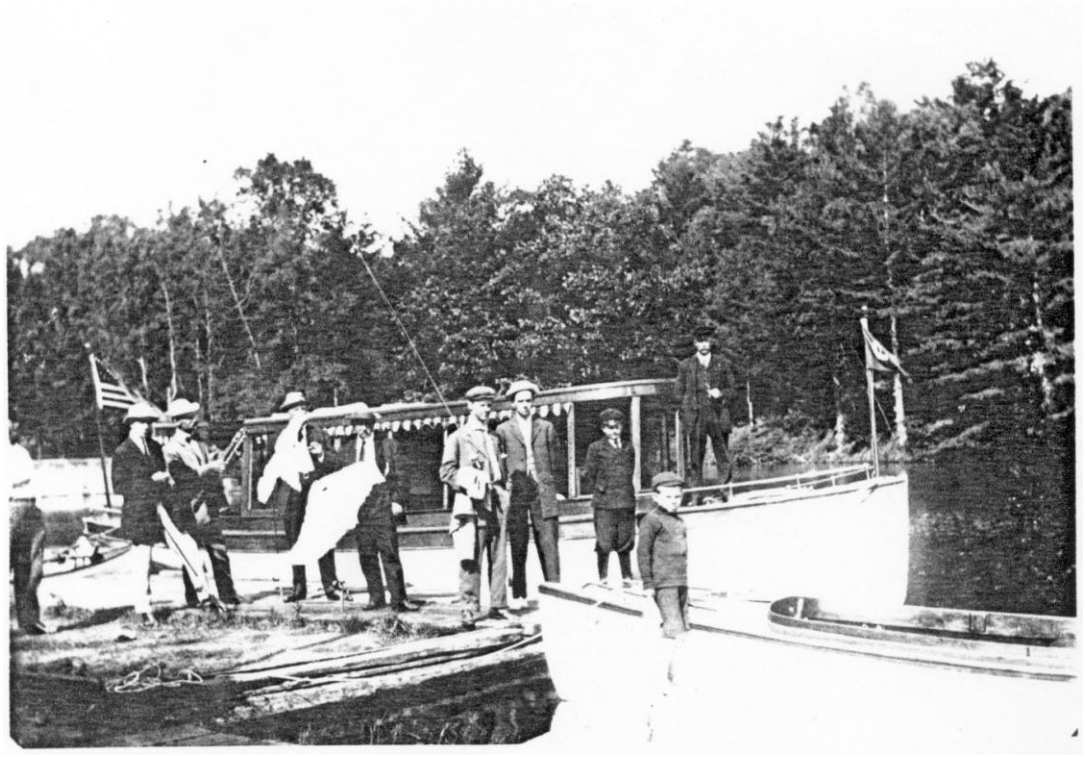


Illustration 67. Upper: Parks Canada, Rideau Canal Collection, W1-84, Neil Patterson Collection, tourists arriving at Chaffey's Lock, 1908

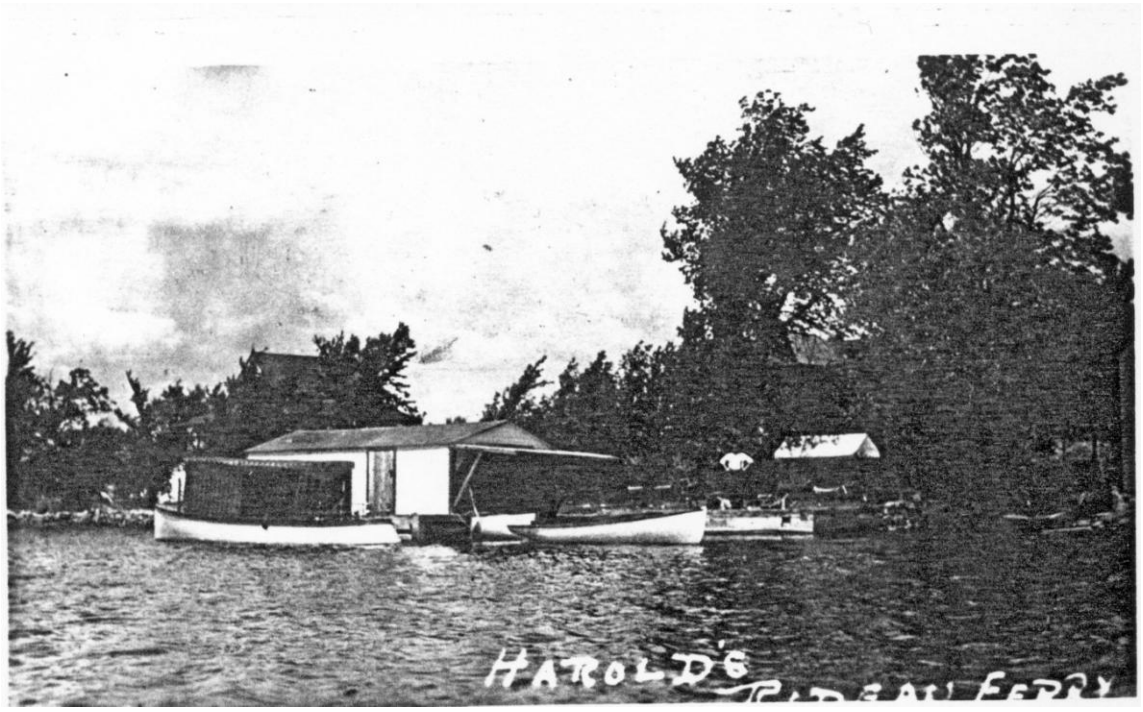


Illustration 68. Lower: Parks Canada, Rideau Canal Collection, B1-50, N.B. Ballantyne Collection, Hugh Harold's place, Rideau Ferry.

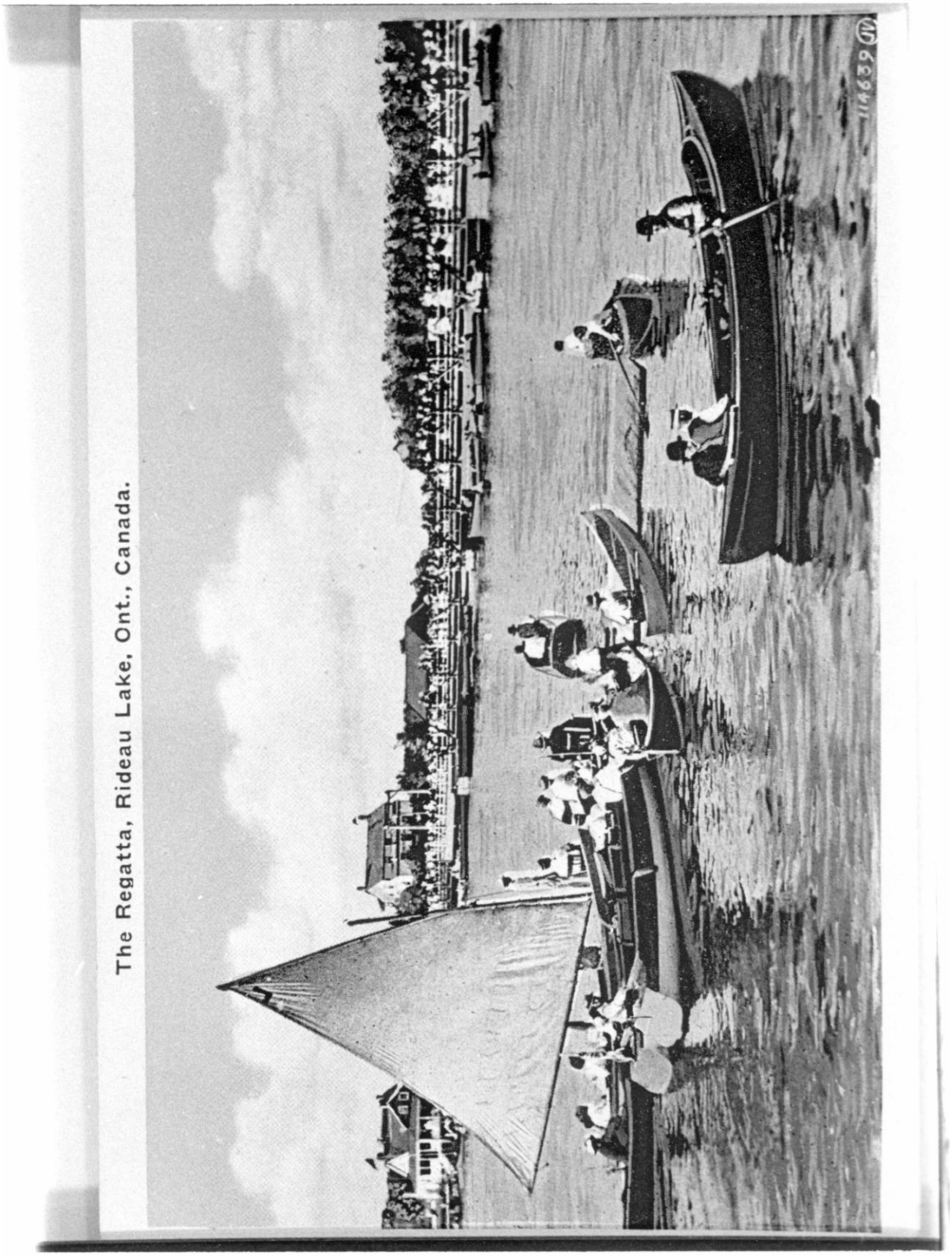


Illustration 69. Postcard,c.1909-1922, author's collection, Rideau Ferry regatta.

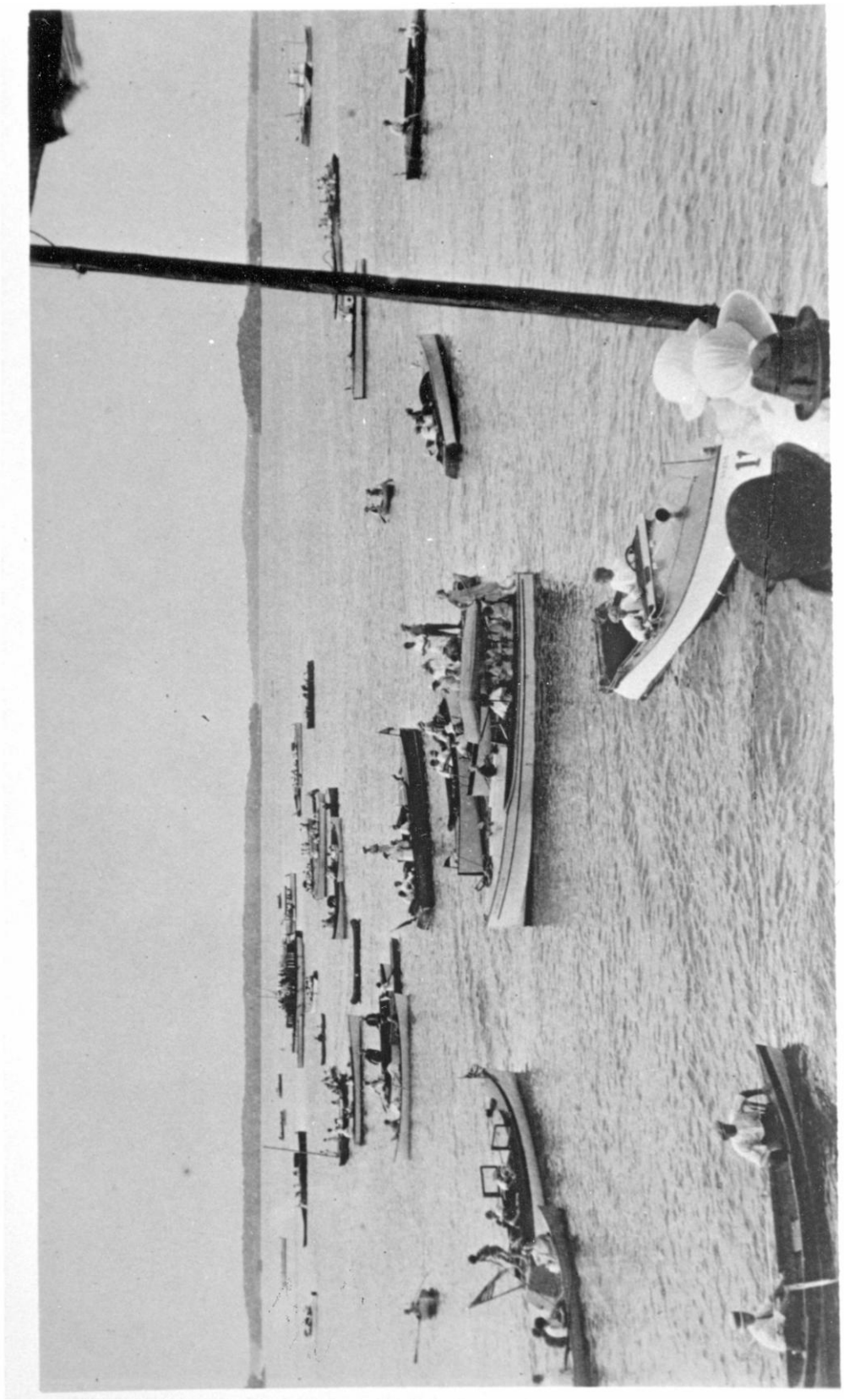


Illustration 70. Parks Canada, Rideau Canal Collection, W2-77, G.R. Davis Collection, Big Rideau Lake Protective and Aquatic Association regatta at Portland in early 1920s.

Illustration 71. Allen E. James Collection, Alfie Phillips diving at Rideau Ferry regatta, 1930.

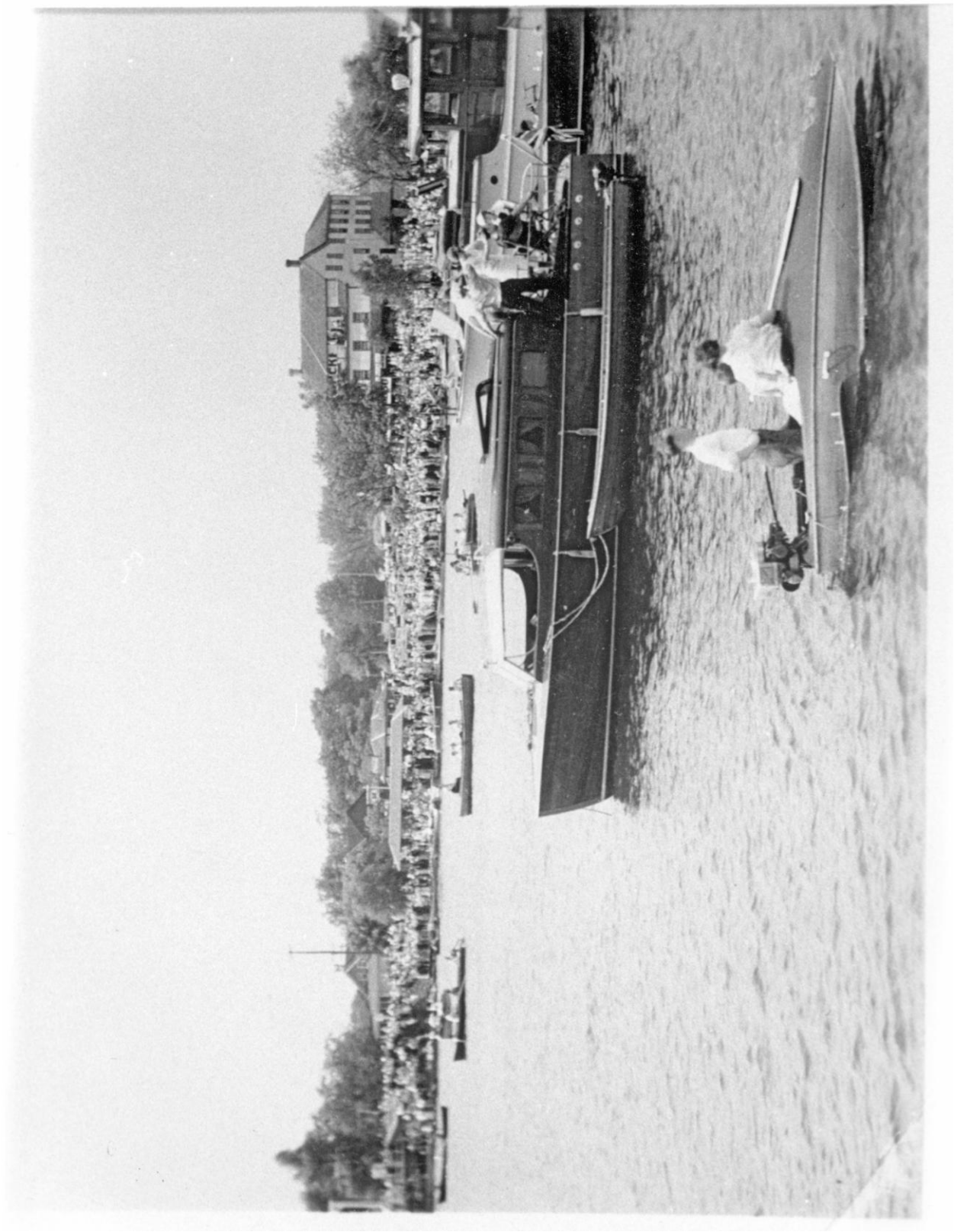


Illustration 72. Allen E. James Collection, Perth, Rideau Ferry regatta, c.1930. Note the changing pattern of motor boating with sea flea, outboard motor boat and cabin cruiser in foreground.

Illustration 73. Upper: Author's Collection, postcard, Rideau Lake cottage, c.1900-1910.

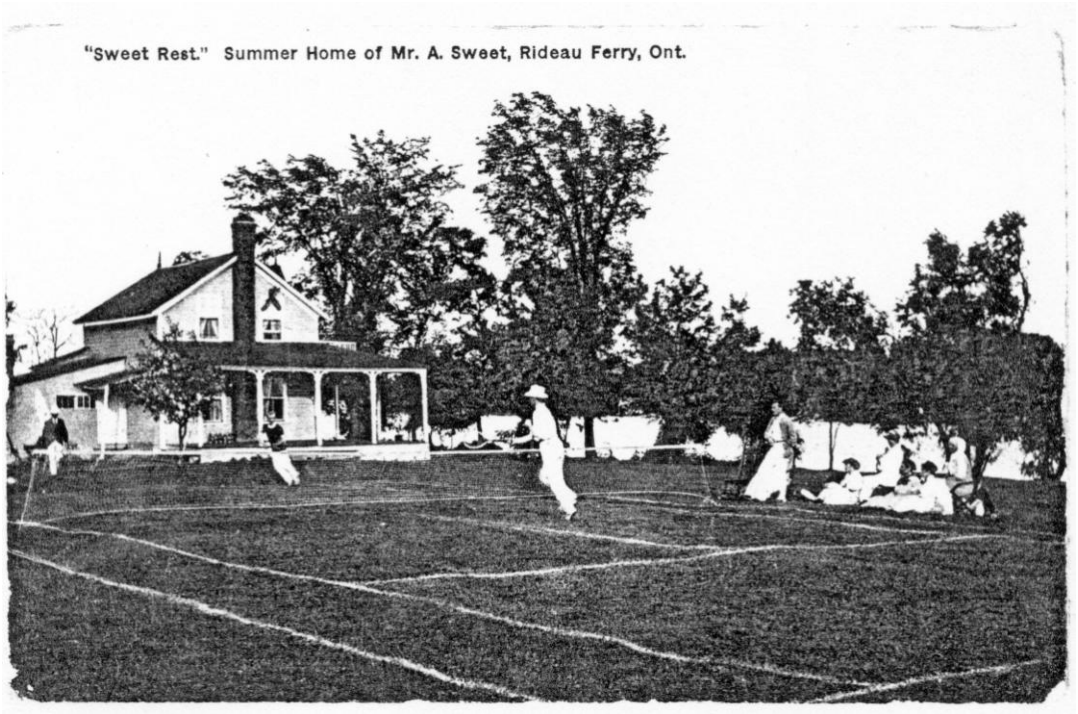


Illustration 74. Lower: Author's Collection, postcard, "Sweet Rest" summer home of Mr. A. Sweet, Rideau Ferry, c.1900-1910.

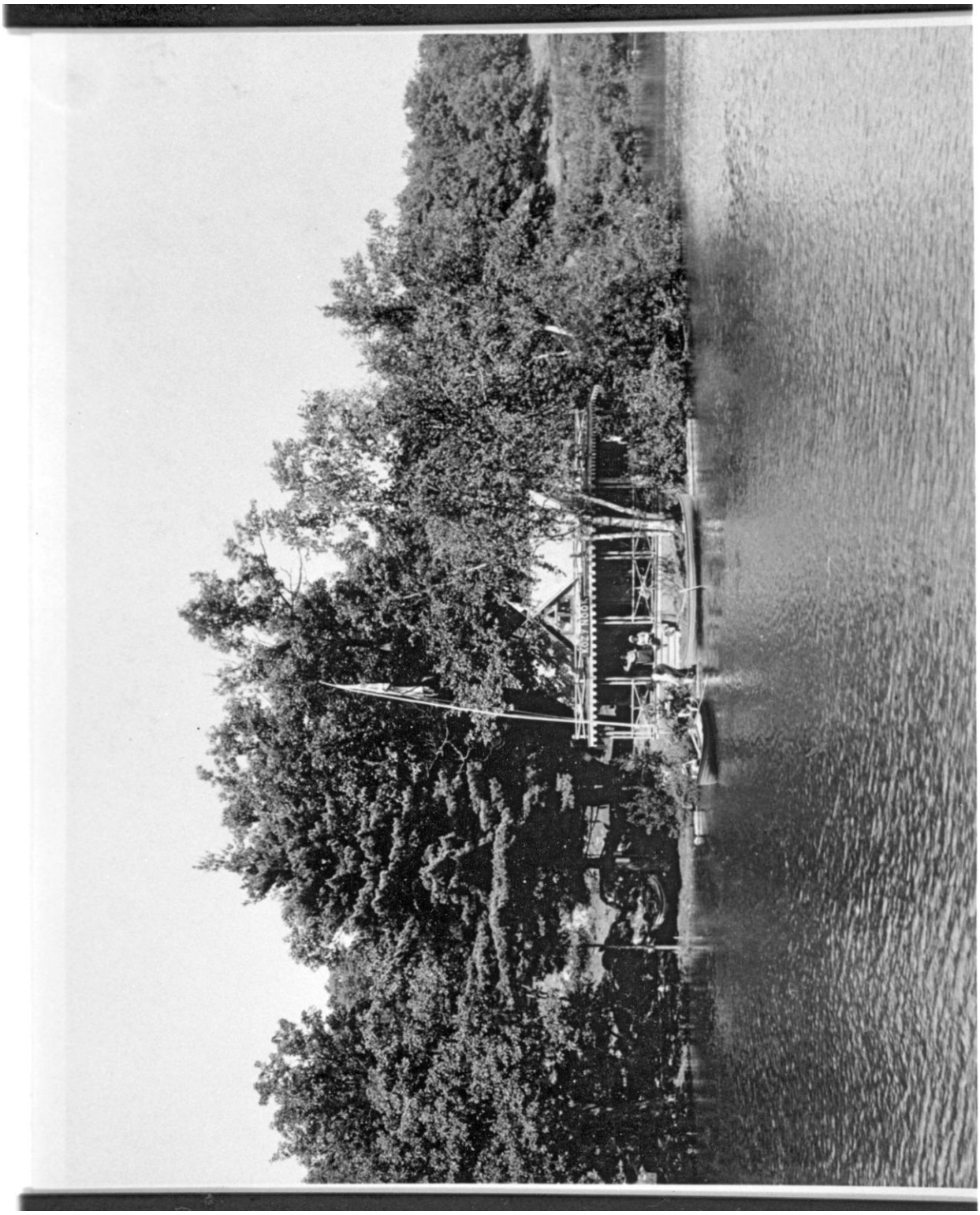


Illustration 75. Parks Canada, Rideau Canal Collection, "Kozynook" cottage, Rideau Lake. Note skiff by wharf.

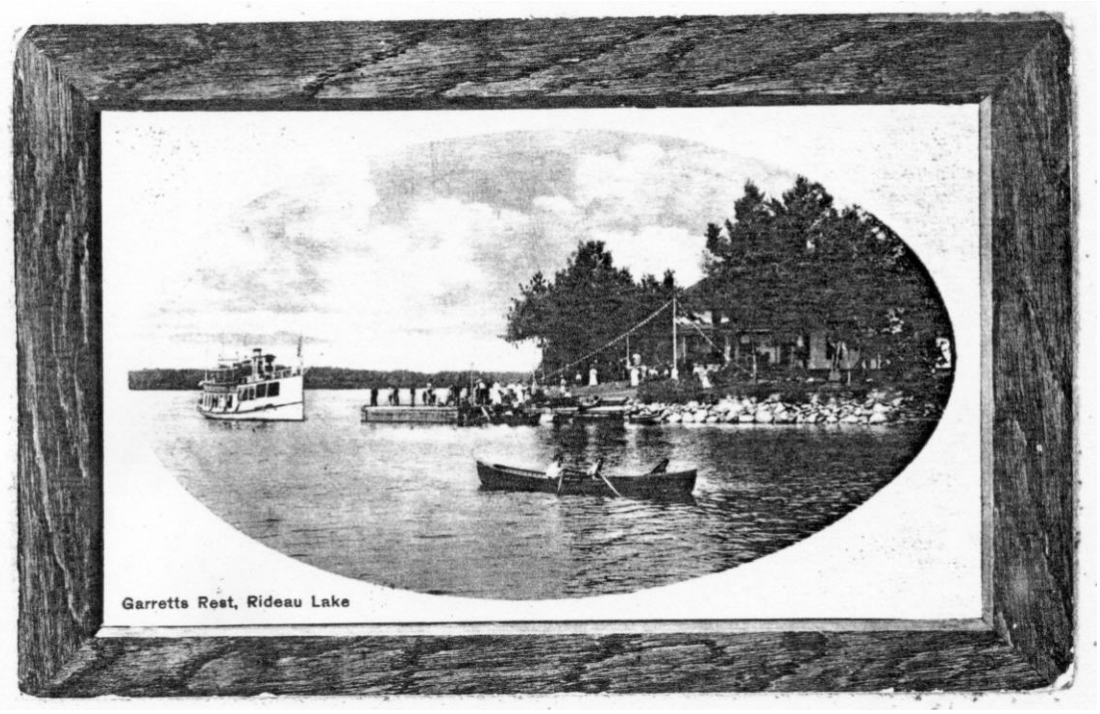


Illustration 76. Upper: Author's Collection, postcard, Garretts Rest, c.1900-1910. small dual-purpose steamer *Antelope* arriving at dock.

Illustration 77. Lower: Author's Collection, postcard, Garretts Rest, c.19C0-1910.

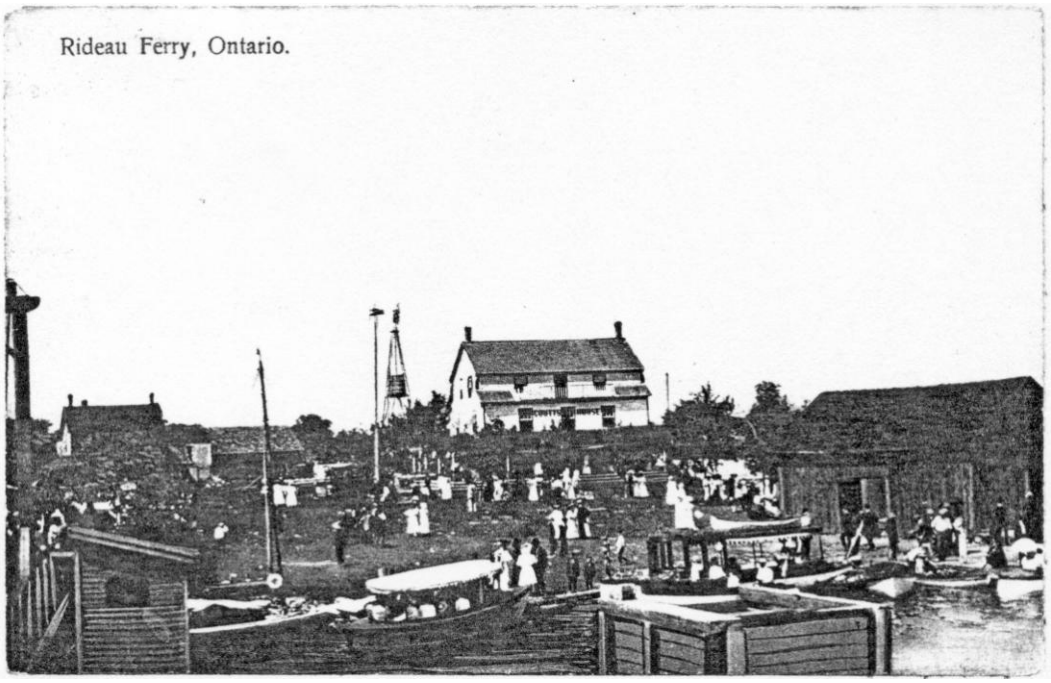


Illustration 78. Upper: Author's Collection, postcard, Coutt's House, Rideau Ferry, c.1900.

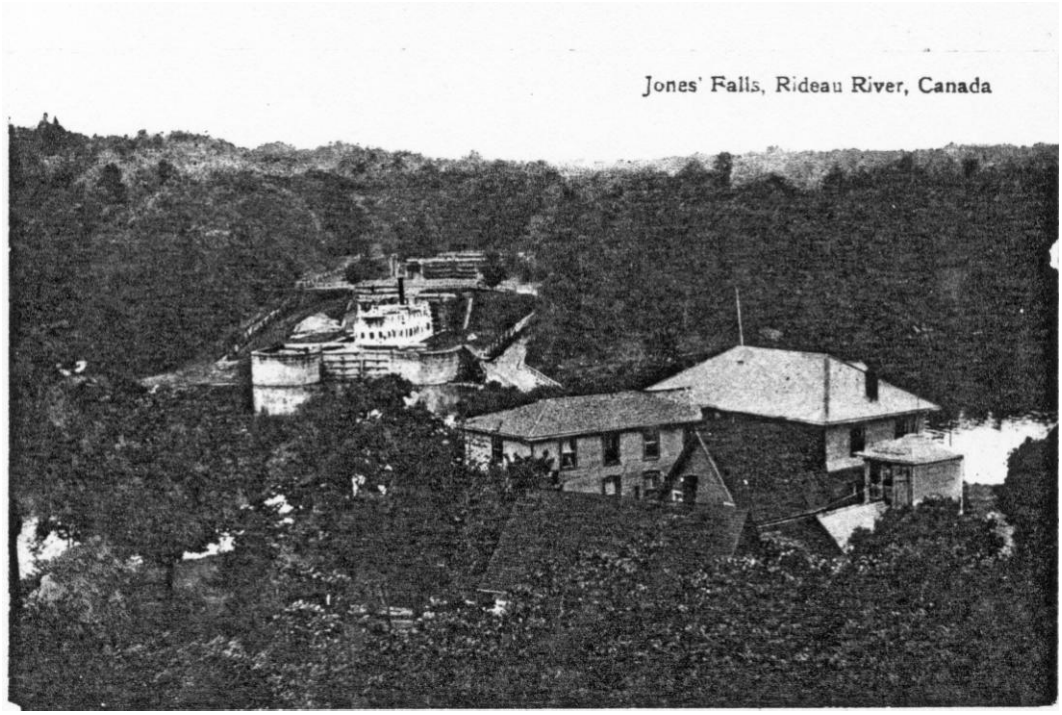


Illustration 79. Lower: Author's Collection, postcard, Jones Falls, Kenney Hotel in foreground.

Illustration 80. Upper: Author's Collection, postcard, Scene at Chaffey's Locks, Rideau Lakes, C.N.R., c.1920s.

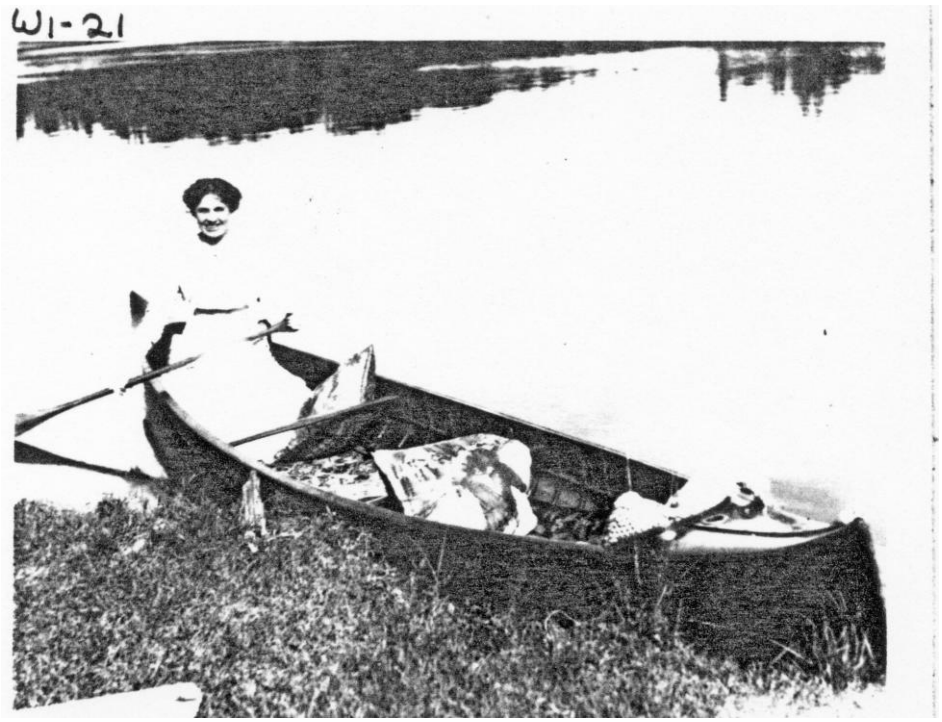


Illustration 81. Lower: Parks Canada, Rideau Canal Collection. W1-21. Woman in Canoe.

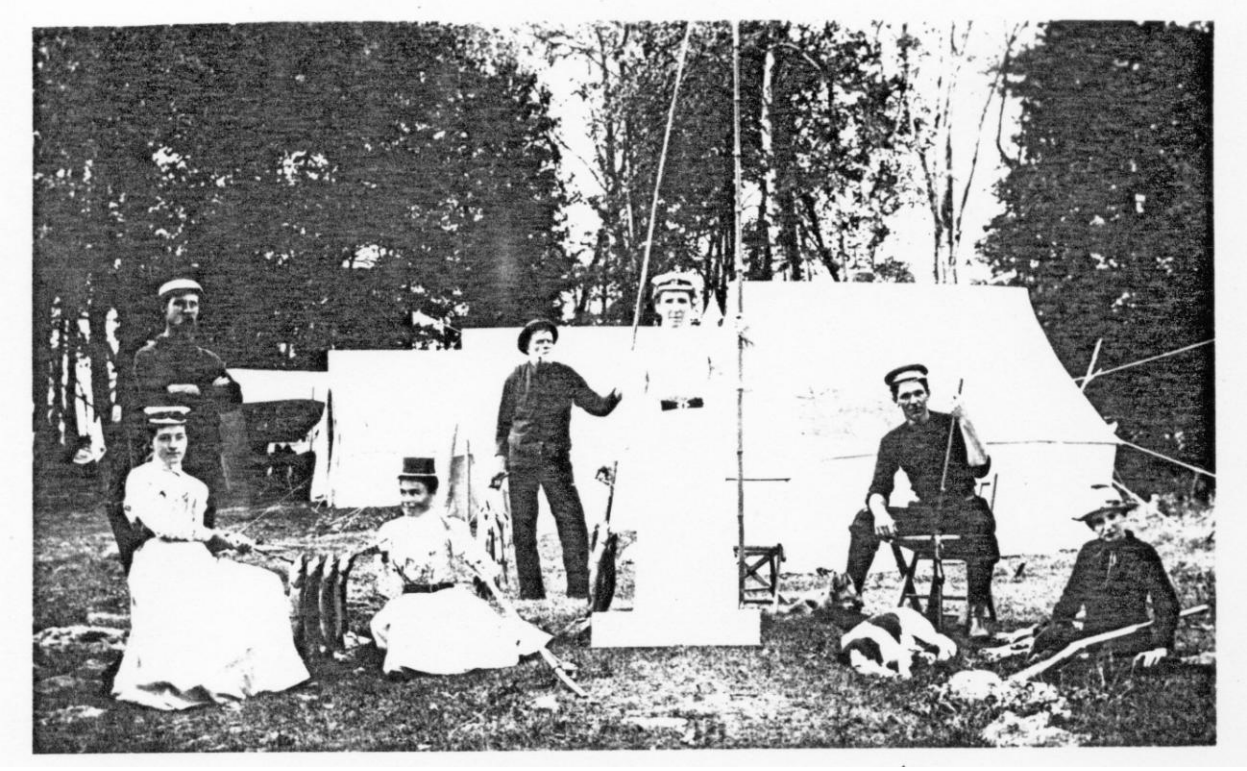


Illustration 82. Lower: Parks Canada, Rideau Canal Collection, W1-35, Camping scene.

Illustration 83. Upper: Parks Canada, Rideau Canal Collection, W1-78, E. McEwen Collection, Merrywood Camp property, c.1885.

Illustration 84. Hicks Collection, Pethern Point Cottage, *Bessie*, first gasoline launch on Rideau Lakes.William Henry Hicks in bow with hunting party.

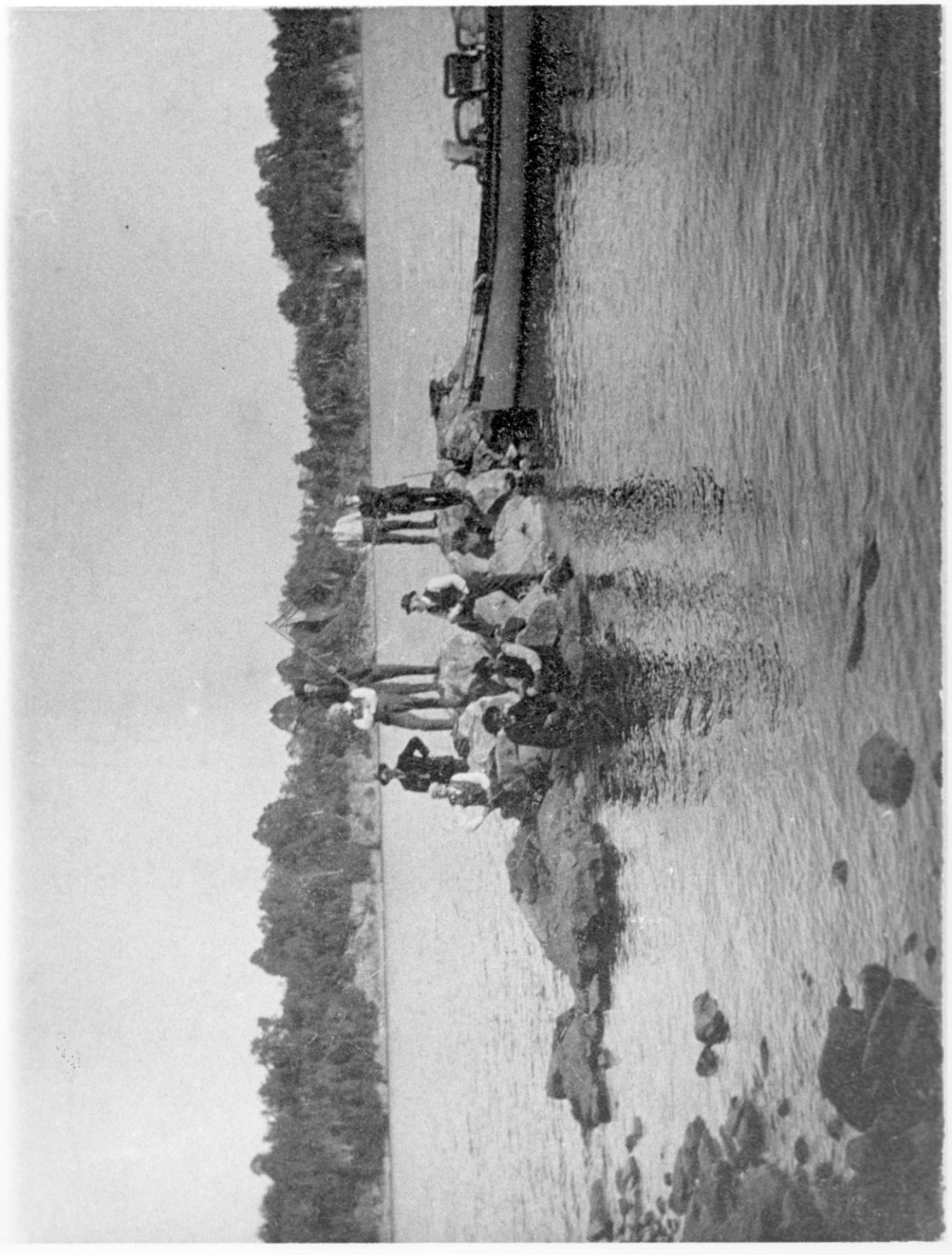


Illustration 85. Allen E. James Collection, Perth, 'At the Narrows' - Rideau Lake, c.1920 - boat built by Tom Thompson, foreman, James Brothers Machine Works.

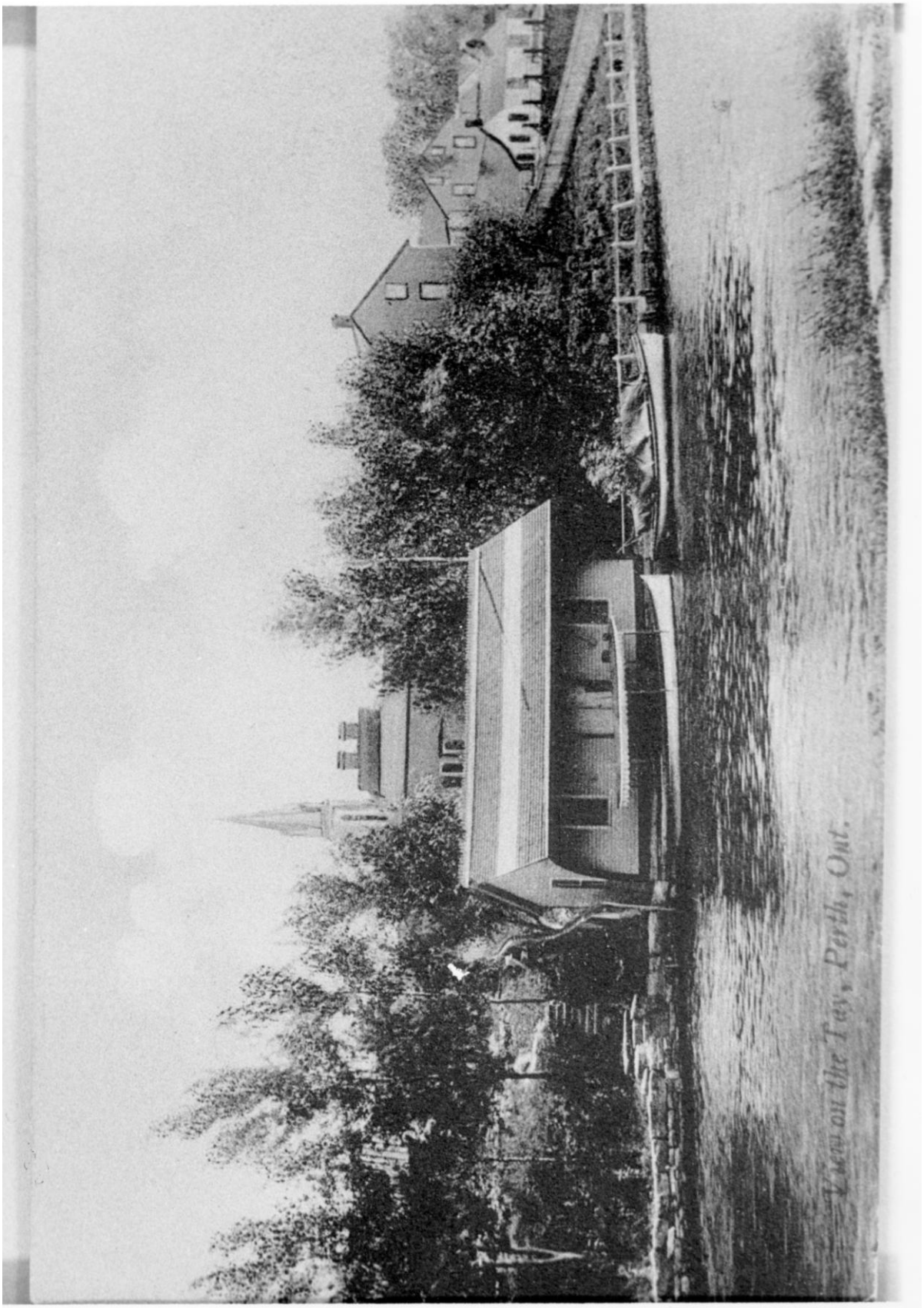


Illustration 86. Author's Collection, postcard, c.1900-1910. The Hicks family boathouse on the Tay Canal, Perth.

Illustration 87. Author's photograph, 10th Annual Ottawa, International Classic Boat Show, Manotick Classic Boat Club, Rideau Ferry, 10 August 1985.