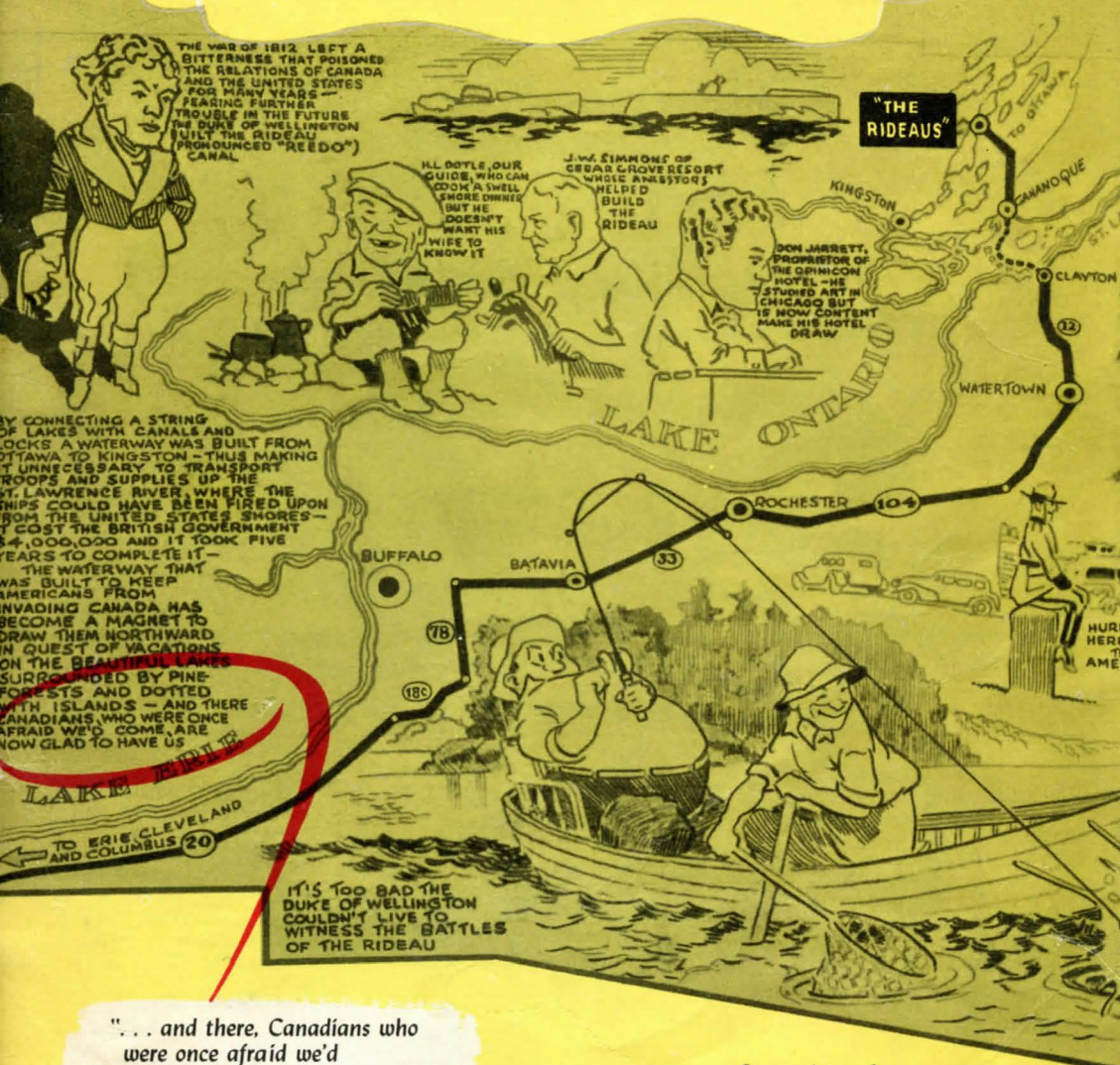


# Waterways to Explore

## The Rideau Lakes



THE WAR OF 1812 LEFT A BITTERNESS THAT POISONED THE RELATIONS OF CANADA AND THE UNITED STATES FOR MANY YEARS — PEARING FURTHER TROUBLE IN THE FUTURE THE DUKE OF WELLINGTON BUILT THE RIDEAU (PRONOUNCED "REEDO") CANAL

H.L. DOYLE, OUR GUIDE, WHO CAN COOK A SWELL SHORE DINNER BUT HE DOESN'T WANT HIS WIFE TO KNOW IT

J.W. SIMMONS OF CEDAR GROVE RESORT WHOSE ANCESTORS WELDED THE RIDEAU

DON JARRETT, PROPRIETOR OF THE SPHINX HOTEL — HE STUDIED ART IN CHICAGO BUT IS NOW CONTENT MAKE HIS HOTEL DEAW

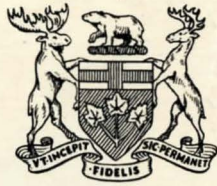
BY CONNECTING A STRING OF LAKES WITH CANALS AND LOCKS A WATERWAY WAS BUILT FROM OTTAWA TO KINGSTON — THUS MAKING IT UNNECESSARY TO TRANSPORT TROOPS AND SUPPLIES UP THE ST. LAWRENCE RIVER, WHERE THE SHIPS COULD HAVE BEEN FIRED UPON FROM THE UNITED STATES SHORES — IT COST THE BRITISH GOVERNMENT \$4,000,000 AND IT TOOK FIVE YEARS TO COMPLETE IT —

THE WATERWAY THAT WAS BUILT TO KEEP AMERICANS FROM INVADING CANADA HAS BECOME A MAGNET TO DRAW THEM NORTHWARD IN QUEST OF VACATIONS ON THE BEAUTIFUL LAKES SURROUNDED BY PINE FORESTS AND DOTTED WITH ISLANDS — AND THERE CANADIANS WHO WERE ONCE AFRAID WE'D COME, ARE NOW GLAD TO HAVE US

IT'S TOO BAD THE DUKE OF WELLINGTON COULDN'T LIVE TO WITNESS THE BATTLES OF THE RIDEAU

"... and there, Canadians who were once afraid we'd come, are now glad to have us."

Cover picture from a cartoon drawn by Harry Keys for the Columbus (Ohio) Sunday Dispatch, 1936.



# *Sunny Inland Waterways*

*of*

# **Ontario**

*Book II - The Rideau Lakes*

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written by Mary Ainslie for the

**ONTARIO DEPARTMENT OF TRAVEL AND PUBLICITY**



# *Acknowledgments*

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**The most obliging lockmen along the Rideau Canal; the  
many residents of the Rideau area; and all others  
who, in providing transportation, supplying pic-  
tures, and offering interesting data about the  
Rideau Lakes, have made their contribution  
to this booklet.**





SEE  
BOAT TOUR  
...  
...  
730-44-730, 9

# The Story of the Rideaus

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ON A WINDY MARCH afternoon in 1946, a group of boys lounged about, watching a steamshovel bite into the ground, shovelling mouthful after mouthful out of the pit where foundations were being prepared for a new housing venture in the busy little town of Smiths Falls, Ontario.

Remnants of ice still clung to the gray old locks, but the air smelled of spring—fresh, clean, and, as it always does along the canal, almost “of the sea.” In Europe a disastrous world war had just ended, and the future of the World was being planned there by statesmen and warriors, but in the tender years of adolescence all boys are sidewalk superintendents and budding engineers—the fascination of the clanking steamshovel far outweighed the problems that were half a world away. Then, in the turn of a second, something happened that took the young spectators back through a whole century to another war!

In the focus of a dozen pairs of watchful eyes, the shovel chunked into the earth again and came up dripping clay and stones. Swinging through the air, its jaws shed the conglomeration of dirt right and left, and suddenly in the midst of a shattered mess of mud, wood and rubble, glinted the unmistakable colour of gold. Just a flash, where the shovel had nipped into an old gold coin—just enough to send twelve boys shouting into the pit, heedless of the swaying shovel above them. Youthful, clawing hands replaced the metal jaws of the steamshovel.

And there in the pit they found gold—not gold to be mined and minted, but gold to be treasured in a museum—a leather case full of coins from the days when British soldiers passed this way. Out of the pit, where the shovel had bared the past, marched the memories of a brave array of men in red and blue and shiny leather . . . Soldiers of the King, whose names are written in the pages of history—who are dead and gone and in many cases forgotten, but whose deeds are eternally commemorated in the historic Rideau Canal.



*An early blockhouse*



#### The Thousand Islands near the entrance to the Rideaus

Probably the briefest complete resumé of the story of the Rideau Canal was written—or rather, sketched—by Harry Keys, a cartoonist who draws “The Passing Show” for the Columbus (Ohio) Sunday Dispatch. After spending his summer vacation at Chaffey’s Locks in 1936, Mr. Keys drew the cartoon from which we have designed our cover. It shows the Duke of Wellington, who was initially responsible for building the canal; depicts a few of the famous “characters” familiar to travellers along the route; extols the wonderful angling which has always attracted fishermen to this district; but above all, in few but very pithy words, tells the story of the Rideaus as follows:

“The War of 1812 left a bitterness that poisoned relations between Canada and the U.S. for many years. Fearing trouble in the future, the Duke of Wellington built the Rideau (pronounced “Reedo”) Canal.

By connecting a string of lakes with canals and locks, a waterway was built from Ottawa to Kingston—thus making it unnecessary to transport troops and supplies up the St. Lawrence River, where ships could be fired upon from the U.S. shores—it cost the British Government 4 million dollars and it took five years to complete it.

The waterway that was built to keep Americans from invading Canada has become a magnet to draw them northward in quest of vacations on

beautiful lakes surrounded by pine forests and dotted with islands—and there, Canadians, who were once afraid we'd come, are now glad to have us."

The Rideau Lakes take their name from the Falls in the present city of Ottawa, and were so named by Champlain when he camped nearby, because the Falls resembled a filmy white curtain. But Champlain's travels took him north and west, and although a canal through the Rideaus was considered as early as 1790, the British Government was at that time too embroiled in a troubled Europe to embark upon the project; and the local colonists could not finance the venture alone. Therefore, the Rideau Lake and River route was comparatively unexplored until after the War of 1812-13-14. Then the residents of Upper Canada became uneasy that military shipments as well as colonization groups were never safe from possible attack along the St. Lawrence. Indicating the lengths to which it was considered necessary to go to avoid exposure to this danger, is the recorded cost of nearly a thousand dollars to transport a single 24-pound cannon from Quebec to Kingston.

Therefore, soon after the war, several surveys were made, and in 1819 the Duke of Wellington appointed a Commissioner to investigate a number of suggested routes and determine which would best serve both military and colonization needs. About this time, John McTaggart, one of the Civil Engineers actively concerned, wrote: "The Rideau Canal, when constructed, will be perfectly different from any other in the known world, since it is not ditched or cut out by the hand of man. Natural rivers and lakes are made use of for this Canal, and all that science or art had to do in the matter, is in the lockage of the rapids or waterfalls, which exist either between the extensive sheets of still river water, or expansive lakes."

The construction of the canal was to be superintended by British soldiers serving under the Royal Engineers, and Lieutenant Colonel John By was put in charge of the project. Colonel By had already built four Martello towers and other fortifications at Quebec; and had then served with the Royal Engineers in Spain and Portugal, where apparently he attracted the attention of the Duke of Wellington; and it was he who recommended that By be sent to Canada.

Colonel By seems to have been a man of excellent judgment and aggressive nature, and it was natural that the little town which grew up around the canal headquarters should become known as Bytown. Bytown it remained until 1854—when it was renamed "Ottawa." Four years later Queen Victoria proclaimed Ottawa capital of Canada. Today, on Major Park Hill, behind the Chateau Laurier, where the Canal passes through the very heart of the city, a stone still marks the site of Colonel By's house.

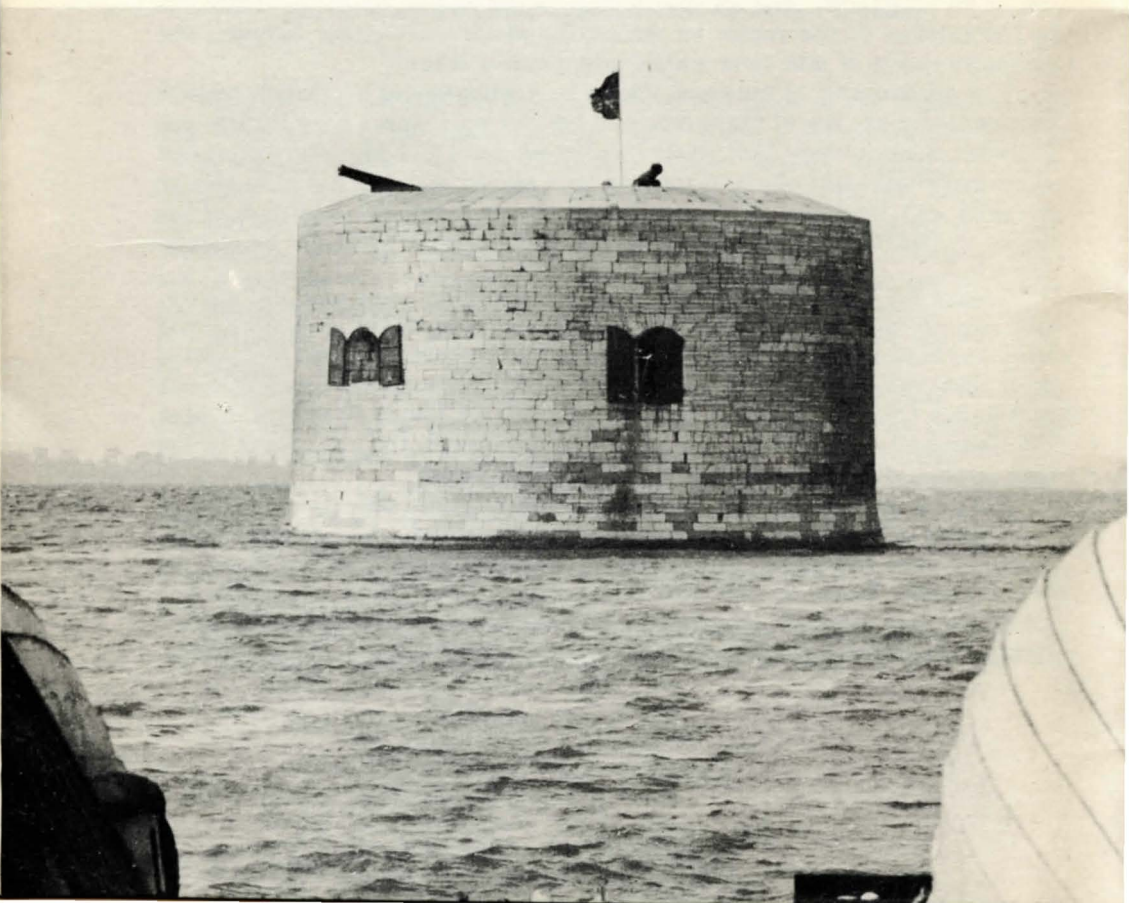
That his good sense was not confined to military matters is shown in the records of the cost of this vast engineering project. The original figure submitted was £169,000. After a year's operation, Colonel By proffered his own estimate, based on cost and experience to date. The new figure was £463,899! As a result of his honesty, the British Government, stunned by the tremendous increase over the original estimate ordered the immediate cessation

of all work until an investigation could be made into the cause of the extraordinary expenditures. Finally, however, the committee report came through, and it completely vindicated Colonel By's estimate. Work was resumed and the canal was finally finished in 1831, at a total cost to that date, of nearly four million dollars.

An interesting story of the times, unauthenticated, but worthy of note, reveals that after his plans for the canal were complete, Colonel By went to Quebec to outline the proposed route to the Governor. In spite of the Colonel's objections the Governor permitted a third man to be present at this meeting, over-riding the suspicious By's objections with the statement that the third party was "an officer and a gentleman." Alas for the Governor's trust, no sooner was the meeting over than the "officer and gentleman" rode off post haste, and purchased large tracts of land through which the canal was supposed to pass, and which he hoped to re-sell to the Government at a profitable figure! However, Colonel By, in great anger, changed the route slightly, and thus frustrated the covetous man. The property supposedly thus acquired, near Ottawa, is still called "Le Breton Flats."

On September 29th, 1826, the Earl of Dalhousie turned the first sod at the lowest lock at the Ottawa end of the Canal. Two more locks followed

**A Martello Tower, part of the defences of Kingston**



in quick succession, the foundation stone of the third being laid by the renowned Arctic explorer, Sir John Franklin.

Though eight locks were completed by 1830, and the event marked by a great jamboree, the work of the Colonial builders was by no means easy. In 1830 there were 1,316 men employed between Kingston Mills and Newboro; and it is also recorded that 500 men died of malaria near Kingston Mills that year in a great epidemic. The life was lonely, fever and ague were rampant, and, lured by the spell of the new world, the workers deserted by the score. Colonel By, however, had soon found a means of curbing desertion amongst the troops by making a grant of 100 acres to every soldier on the job. As a result of this settlement scheme, many old names are retained along the Rideau and up until 1867, when, at the time of Confederation, the Canal was

**At Poonamalie trees are reminiscent of "Tiger Bamboo" in India**



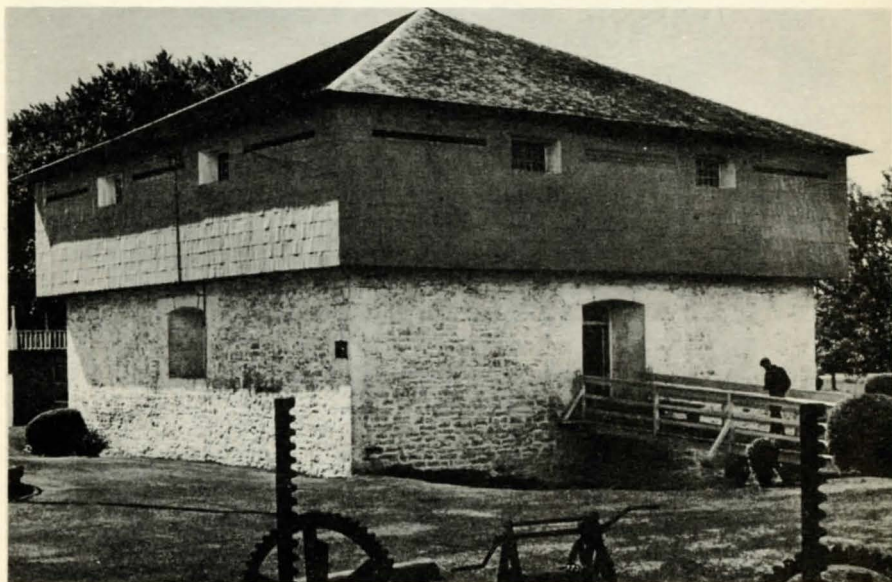
transferred to the Dominion Government, the lockmen were ex-soldiers and wore military uniforms.

In the whole 126-mile trip made navigable by the canal, there are only six miles of artificial construction, and it is now scarcely possible to tell these from the natural surroundings. However, those who wish to explore around the sites of the various locks will soon discover why the Rideau was regarded as such a great engineering feat in its day, and why it took five years to build, and five million dollars from the British purse. Between Kingston and the Ottawa River there are 47 locks and 24 dams. Eight of these locks connect the Ottawa end of the canal to the Ottawa River, thus completing the connections from Kingston to Ottawa to Montreal.

Between Ottawa and the Upper or Little Rideau Lake, which marks the summit, and from which the waters descend in both directions, there are 33 locks covering a lift of 277 feet; and from the summit to Kingston there are 14 locks, dropping 161 feet.

In true British tradition, the Colonial troops built for permanence. The stonework is constructed of 4' x 6' limestone blocks, so finely cut and closely fitted as hardly seems possible by hand. The Cyclopean nature of the work is more clearly apparent when one looks, for instance, at the vast dam at Jones' Falls. Built in horseshoe form, this dam is 400 feet long, 80 feet high and 300 feet thick at the base. Today, the huge limestone blocks, every one

**The large blockhouse and moat at Merrickville**





### Quiet resting place of the pioneers

of them carefully laid by hand, with no other assistance than mules, are in as perfect condition as when the the Canal was built more than a hundred years ago.

The lock gates, too, were planned to stand the ages, and were originally constructed of solid oak. However, they are now built of the finest Douglas fir and this is one of the few places in North America where one can still see expert loggers, especially skilled with the adze, hand-hewing the magnificent logs for gate replacements. Each gate bears the date upon which it was erected, and they are renewed on an average of every ten years.



*Early nineteenth century street costume*

## *The Canal is Completed*

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**B**Y THE SUMMER of 1831 the Rideau Canal was complete and open for traffic. However, at that precise time a certain enterprising man named Merrick decided to repair his mill which took power from the river, and in order the better to do so, he dammed the river and thus cut off the water!. The ensuing legal questions were not settled before winter set in. Meanwhile, the independent Mr. Merrick repaired his mill; and on its site the town of Merrickville still holds its place in the manufacturing world, today boasting the oldest woollen mill in Canada.

The following May 24th, 1832, a side-wheeler, the "Pumper" sailed through from Kingston to Ottawa, the first boat to traverse the entire canal. Its passengers included all the "notables" of local society, not the least of these being Colonel By himself, who at last had the pleasure of seeing his dream fulfilled. In honour of this initial voyage, the Pumper was re-named the "Rideau" and continued to ply the route for many years.

But by this time the original estimate as to cost was a thing of the past. An estimate to the day amounted to £800,000 and in spite of the local success of the Canal, Colonel By was exposed to so much criticism and attack when he returned to England, that he retired from the Army and died a few years later in comparative obscurity.



**Expert workmen are employed to build the great doors of the locks.**

## Navigation Tips

NEW NAVIGATION CHARTS of the Rideau Lake Route, as listed below, are obtainable from the Chief Hydrographer, Canadian Hydrographic Service, Department of Mines and Resources, Ottawa, Canada (Price 25c each).

*Chart No. 1575 Rideau Lakes Route (Kingston to Narrows Lock).*

*Chart No. 1576 Rideau Lakes Route (Narrows Lock to Ottawa).*

These charts designate the channel, aids to navigation and other valuable information for navigation purposes. A profile of the route gives the location and elevation of all locks. The scale of the charts is 3,000 feet to the inch.

The Hydrographic Service also issues the following booklets of navigation routes which are complementary to the Rideau Lakes Route:—

*St. Lawrence Pilot (Montreal to Kingston), 4th. edition including the Ottawa River, St. Lawrence and Rideau Canals (Price 50c).*

*Great Lakes Pilot, Volume I, 1st edition, Kingston to Sarnia; including Lake Ontario, Welland Ship Canal, Niagara River, Lake Erie, Detroit River, Lake St. Clair, St. Clair River, Rideau Canal and Trent Canal. (Price \$1.00)*

*Supplement No. 4 to above (Price 50c).*

The following booklets are obtainable from the Department of Transport or the King's Printer, Ottawa, Ontario, Canada:—

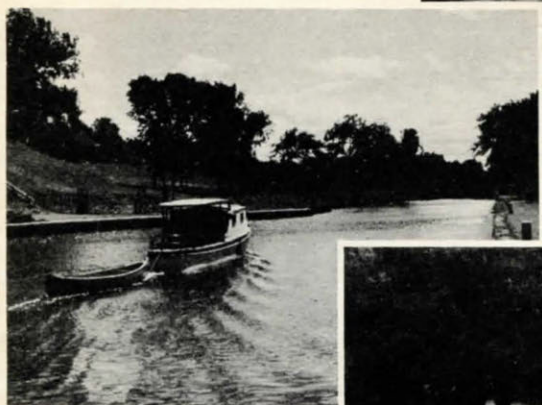
*The Canals of Canada, 1946. (Price 10c)*

*Canal Rules and Regulations, 1947. (Price 10c)*

*List of Lights and Fog Signals on the Inland Waters of the Dominion of Canada. (Price 25c)*

In *Canada* remittance should be made by POSTAL NOTE, MONEY ORDER or ACCEPTED CHEQUE in favour of the Receiver General for Canada. From *United States*, remittance should be made by MONEY ORDER or NEW YORK DRAFT, payable to the Receiver General for Canada.

A quiet anchorage  
along the Rideau

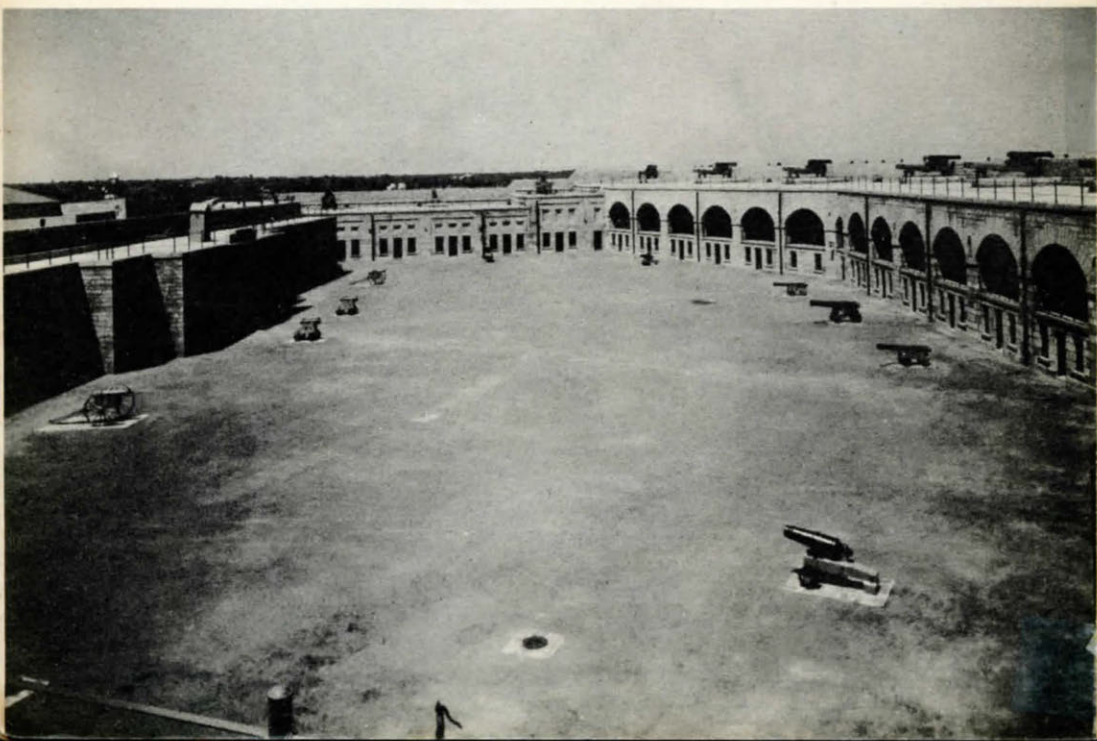


Cruiser approaching  
Nicholson's Locks



Typical Rideau resort  
among the trees

Fort Henry,  
at Kingston,  
has been restored



BUCKET'S BRIDGE



"Locking through"  
is part of the fun

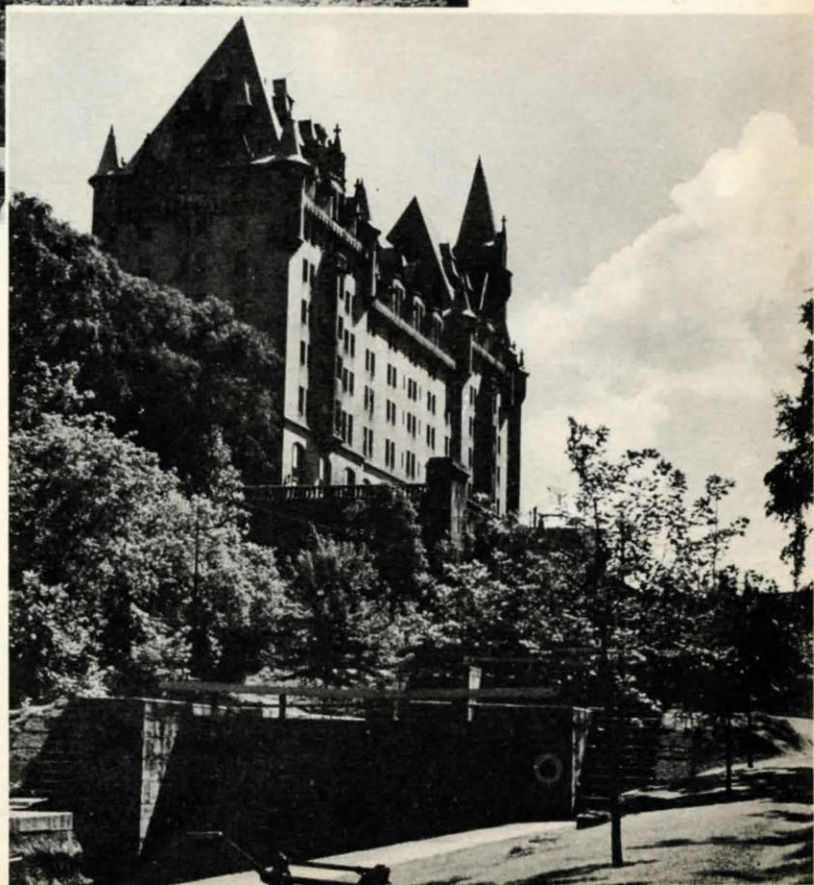


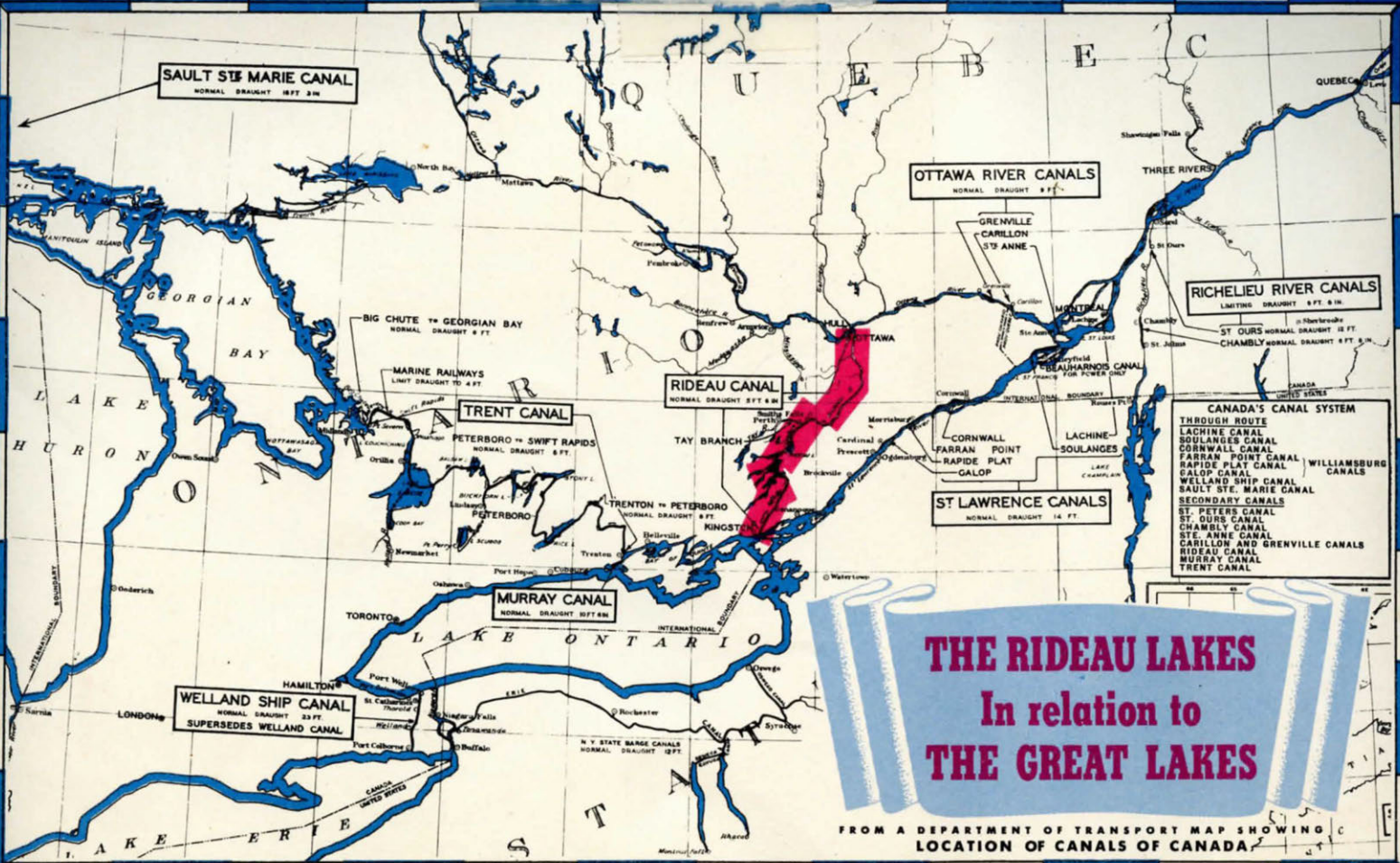
Every lockman  
has a dog



Old stone mills still  
operate

The Ottawa locks,  
in the shadow of  
the city





**THE RIDEAU LAKES**  
In relation to  
**THE GREAT LAKES**

FROM A DEPARTMENT OF TRANSPORT MAP SHOWING LOCATION OF CANALS OF CANADA

**RIDEAU**

**CANAL**

**ROUTE**

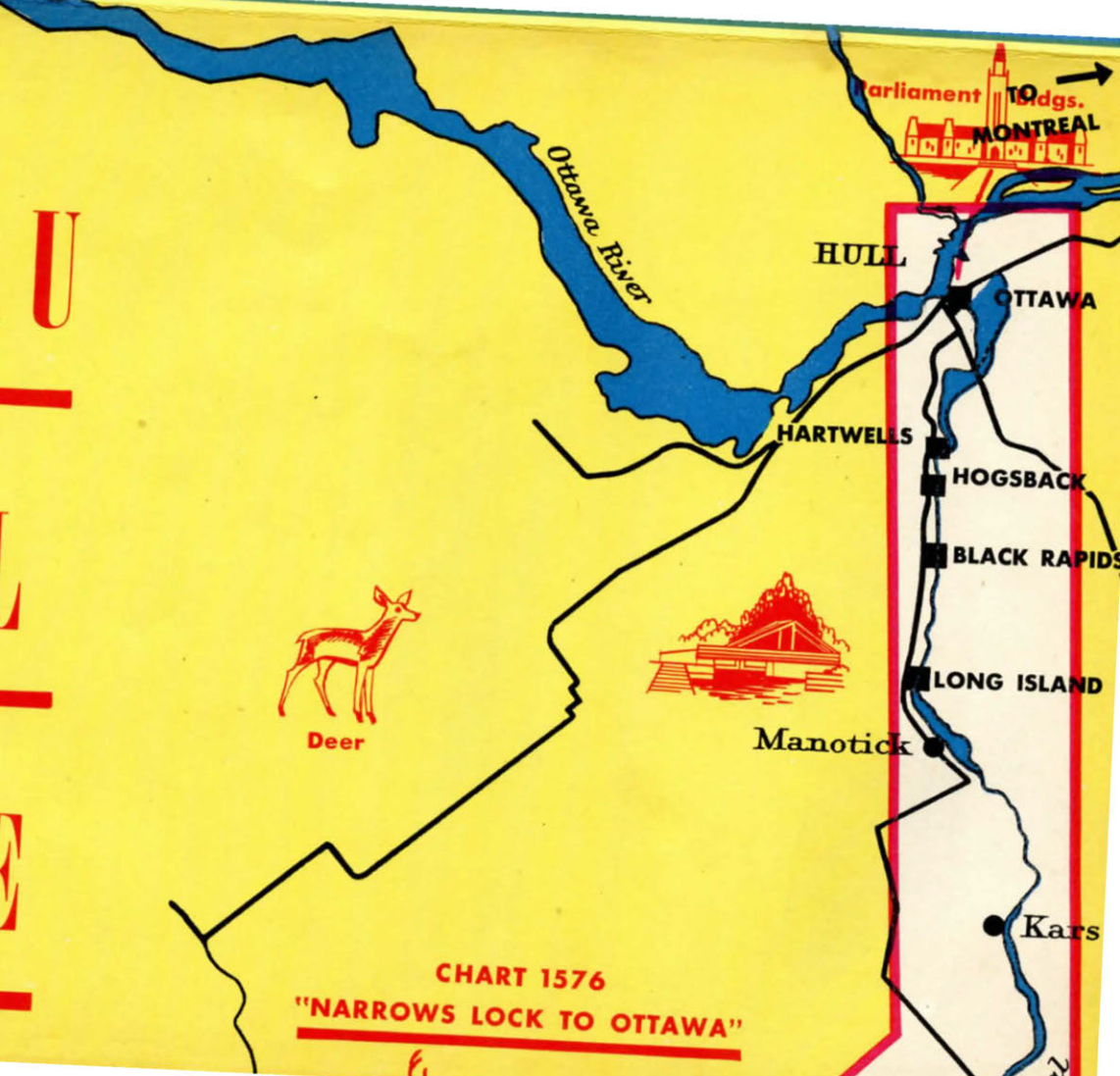


Deer

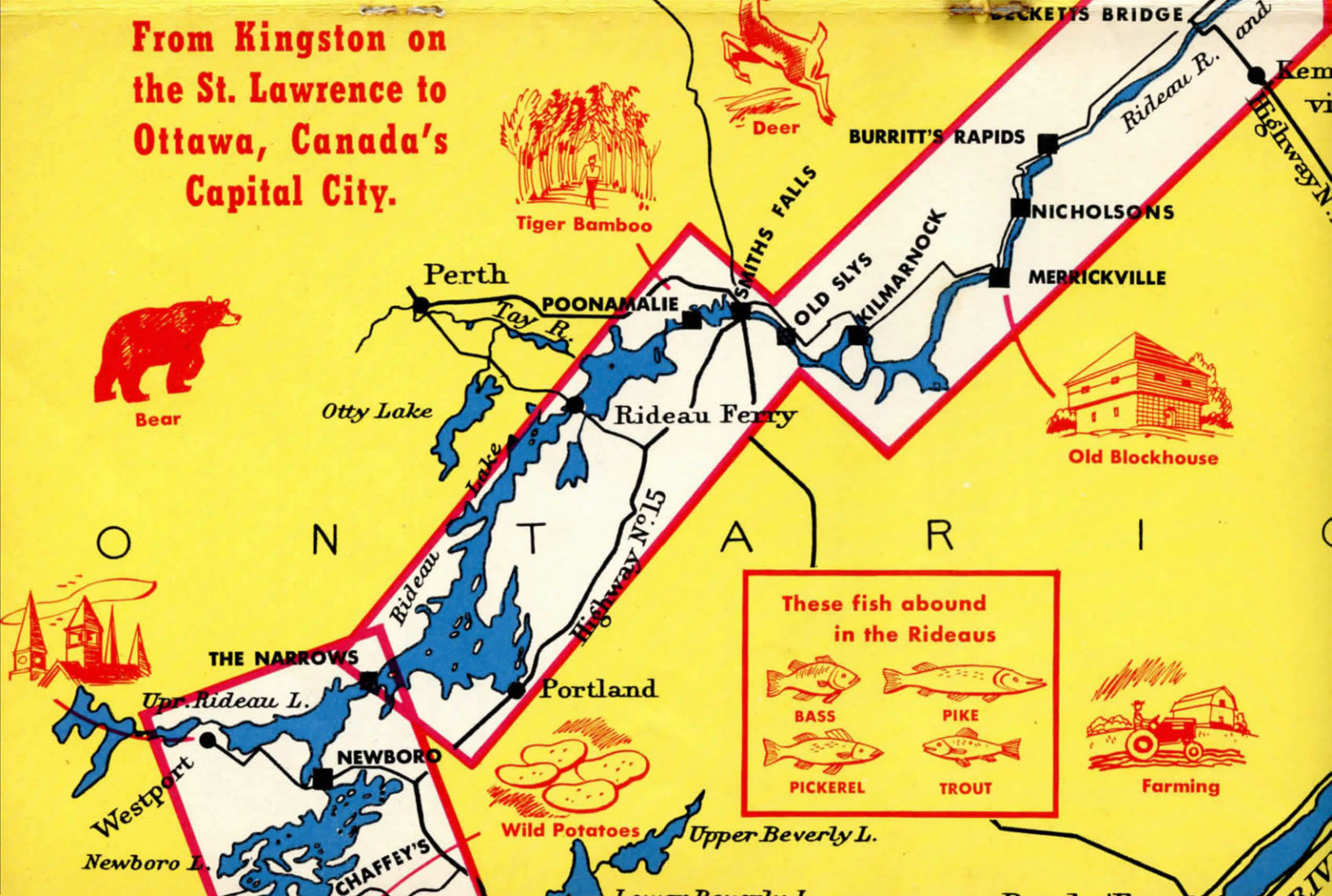


Manotick





CHART 1576  
**"NARROWS LOCK TO OTTAWA"**



# From Kingston on the St. Lawrence to Ottawa, Canada's Capital City.



These fish abound in the Rideau

	
BASS	PIKE
	
PICKEREL	TROUT



Perth  
 Tay R.  
 POONAMALIE  
 SMITHS FALLS  
 RIDEAU FERRY  
 OTTY LAKE  
 RIDEAU LAKE  
 HIGHWAY NO. 15  
 OLD SLYS  
 WILMARNOCK  
 BURRITT'S RAPIDS  
 NICHOLSONS  
 MERRICKVILLE

THE NARROWS  
 UPR. RIDEAU L.  
 PORTLAND  
 NEWBORO  
 WESTPORT  
 NEWBORO L.  
 CHAFFEY'S  
 UPPER BEVERLY L.

BECKETT'S BRIDGE  
 Rideau R.  
 Highway No. 15  
 Kingston

O N T A R I O

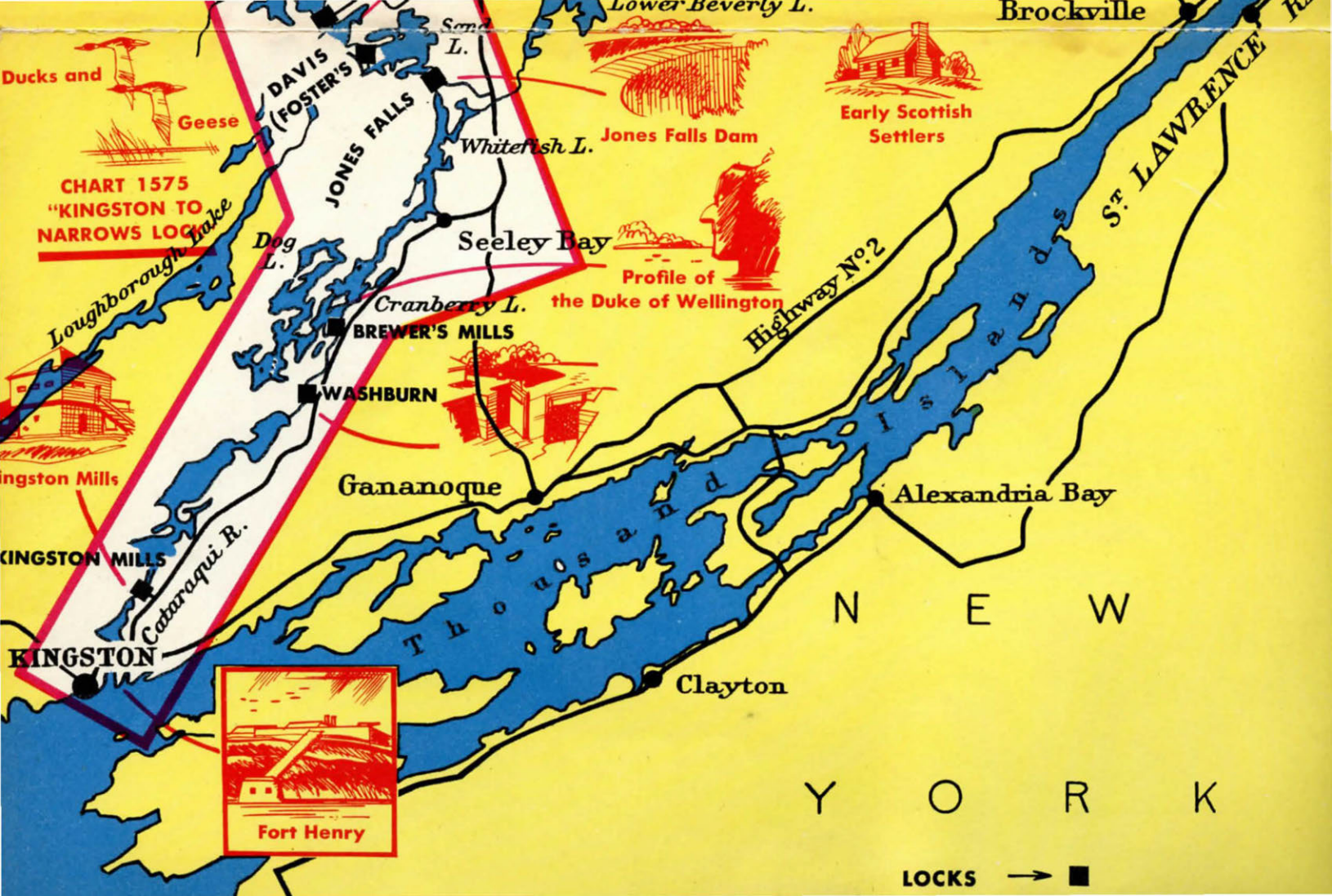
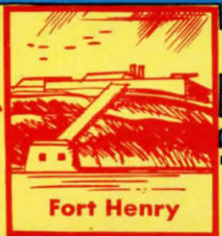


CHART 1575  
"KINGSTON TO  
NARROWS LOCK"



LOCKS → ■

LOCATION OF LOCKS	NUMBER OF LOCKS	LIFT AT LOW WATER in feet
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Kingston Mills . . . . .	4 . . . . .	45
Washburn . . . . .	1 . . . . .	13
Brewer's Mills . . . . .	2 . . . . .	17'6"
Jones' Falls . . . . .	4 . . . . .	60
Foster's (Davis') . . . . .	1 . . . . .	9
Chaffey's . . . . .	1 . . . . .	12
Newboro . . . . .	1 . . . . .	9
Little Rideau Lake—marking height of the rise.		
The Narrows . . . . .	1 . . . . .	4
Poonamalie . . . . .	1 . . . . .	7'9"
Smiths Falls (detached) . . . . .	1 . . . . .	8
Smiths Falls . . . . .	3 . . . . .	33'9"
McCreary's (Old Sly's) . . . . .	2 . . . . .	15'6"
Mills' . . . . .	1 . . . . .	10'10'
Kilmarnock . . . . .	1 . . . . .	4'9"
Merrickville . . . . .	3 . . . . .	25
The Flats, Clowes . . . . .	1 . . . . .	10'6"
The Flats, Nicholson's . . . . .	2 . . . . .	15'2"
Burritt's Rapids . . . . .	1 . . . . .	10'6"
Long Island . . . . .	3 . . . . .	27
Black Rapids . . . . .	1 . . . . .	10
Hogsback . . . . .	2 . . . . .	13'6"
Hartwell's . . . . .	2 . . . . .	22
Ottawa . . . . .	8 . . . . .	82
PERTH BRANCH-Beveridge . . . . .	2 . . . . .	26

## *Cruising the Rideaus*

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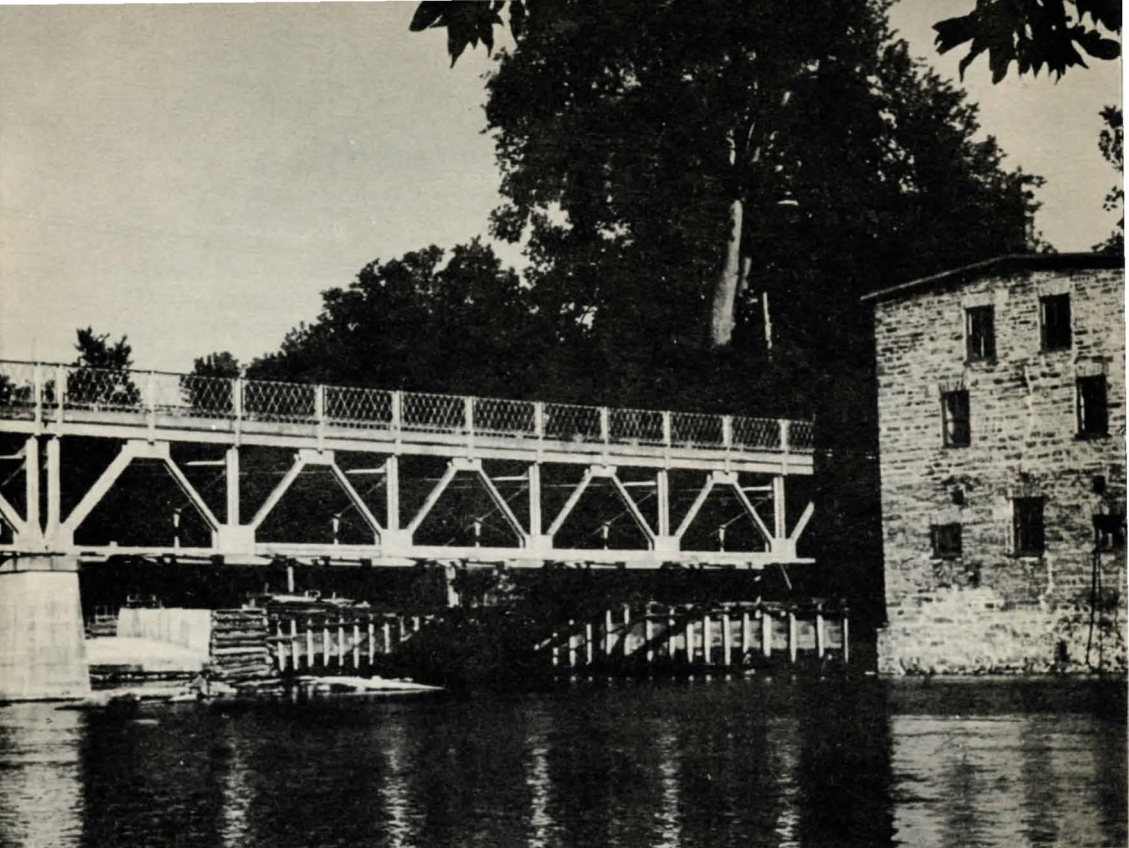
THE CONSTRUCTION of the Rideau Canal as a means of transportation between Montreal and Kingston was certainly a case of "taking the long way home." But today the navigation triangle thus formed provides an ideal vacation route for the modern traveller. Probably the most satisfactory way of making the trip now, however, is in the reverse direction to that followed by early colonists—starting at Kingston, where the waters of Lake Ontario pour into the mighty St. Lawrence River.

Kingston is one of the oldest cities in Canada, having been at one time the capital of Canada; and at all times, one of the main points of defense. Cruising along its water front one is constantly reminded of days past. On the western shore stands a Martello Tower known as the Murney Redoubt, built in 1846 as part of the coastal defenses of Kingston Harbour. This is now a museum under the direction of the Kingston Historical Society. Directly ahead, on a long point of land, is the Royal Military College, dating back to 1876, and comparable with Sandhurst in England, and Westpoint in the United States. Within the College grounds, old Fort Frederick still stands, now housing a fine collection of military weapons.

Another interesting spot to visit is the Tete Du Pont Barracks at the entrance to the Cataragui Bridge, on the site of Fort Frontenac, LaSalle's historic outpost.

Beyond the Royal Military College and Navy Bay stands picturesque Fort Henry, which, like the Rideau Canal, was originally designed to keep Americans off British soil, but is now one of the greatest tourist attractions on the continent. Although no battles have ever raged over its walls, Fort Henry is replete with historic associations. Imperial troops were stationed there from 1813-70 and native Canadian troops more or less regularly from 1870-90. The old walls have witnessed many gay dances in the officers' quarters and the solemn parade grounds have rung with the laughter of handsome young soldiers and colonial maidens. They might tell more gloomy stories, too, of prisoners confined and executed there after the Rebellion of 1837 and of German sympathizers interned there during the first Great War.

As the years went by and the practical value of its defences became less, Fort Henry was gradually allowed to fall into ruin. A few years ago it was no more than a great mass of crumbling limestone, with grass and weeds growing between the hand-cut limestone blocks. Local legend had lent even more colour to it—it was said that the fort was built facing the wrong way, and that the unhappy engineer who made the mistake escaped court martial in England only by committing suicide on the homeward voyage. It was even whispered that the plans used here were really drawn for a fort at Kingston, Jamaica!

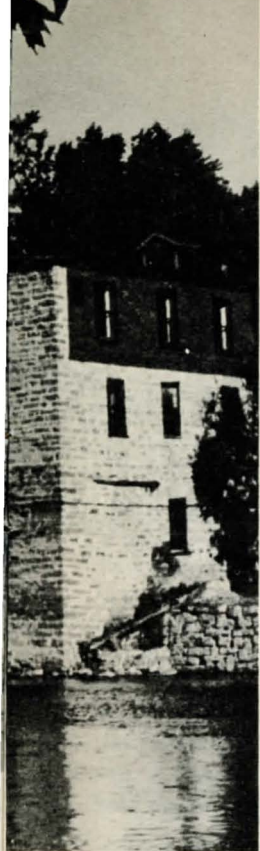


**The old mill at Burritt's Rapids is still in operation**

Whatever the true story, restoration of the Fort was begun in 1936, with the joint support of the Ontario Provincial Government and the Dominion Government. Where necessary, the broken walls were taken down stone by stone, and returned to their original state and position, and in August, 1938, the renovated fort was officially opened by the Prime Minister of Canada. Today its impressive fortresses bristle with cannon, and it is defended as of old, by glacis, ditch, caponniere, reverse fires, flanking towers and all the paraphernalia of 19th century fortifications. Living quarters within the fort tell the story of garrison life, and museums display the weapons, utensils and costumes of another day. So well was the restoration done, that in World War II, German Officers were housed here in complete comfort and safety under the international regulations governing prisoners of war!

While the Rideau Canal was never actually used for war purposes, there is no doubt that the very fact of its existence must have had some salutary effect on possible enemies. Military men were in charge of the locks, and along the entire route was a string of blockhouses with guards always on duty.

In spite of the lack of military traffic, however, from 1832 on there was considerable navigation of a commercial nature, and pleasure cruises became



increasingly popular. Older residents still recall such famous boats as the sidewheeler "Gypsy," captained by William Fleming, whose son, also a river captain, still resides at Newboro. They remember with pride and affection the "Ida" of Ottawa; the "James Swift"; the "Kathleen" which made a round trip weekly from Kingston to Montreal, up the Ottawa River to Ottawa, and back down through the Rideaus to Kingston; and the "Rideau Queen," which old-timers aver was the finest boat ever to ply these waters, filling the largest lock to capacity as she went through. In spite of this fairly heavy traffic, there has never been a major shipping disaster on the Rideaus. The quiet waters of these lovely inland lakes charm whoever comes this way.

From Kingston, the Rideau route enters the Cataraqui River. Here, any navigator who tarries long enough to observe a few weather changes, will discover a phenomenon which earned considerable comment from early visitors—namely, the existence of a tide of ten inches or more in Cataraqui Bay where the waters of the canal join Lake Ontario. According to the Canadian Record of Science, October, 1893, this is "caused evidently by the frequent westerly winds on Lake Ontario forcing the water to a higher level in the gradually contracting area around the bay. Captain Fleming, of the steamer James Swift, informs me that it comes and goes, and is so well known that when his boat happens to hit ground, through missing the channel, he simply waits

for the 'tide' to again float it. During a continuous calm of two or more days the rise and fall ceases."

The first locks are located at Kingston Mills, six miles above Kingston proper. The scenery here is beautiful, and the view obtained from the heights on either side is well worth the climb. Here one also sees the first of the quaint old blockhouses.

Above Kingston Mills the channel runs through an expanse of "Drowned Land," covered by river waters as the result of dams, and on through Washburn Lock to Brewers' Mills Lock. Just past Brewers' is one of the most intriguing spectacles of the trip—a profile of the Duke of Wellington, original instigator of the canal, apparently chiselled by nature from the solid rock. While this is properly part of Cranberry Lake, the surrounding waters, because of their



*British Sergeant,  
1812*

charm and beauty, are popularly known as "The Court of the Duke."

While the main path of the Rideau continues straight ahead to Brass Point, an interesting diversion for either cruiser or canoe is offered as one passes the "Round Tail," a point at the entrance to Cranberry Lake. Here the traveller may, if he wishes, follow a course along a channel and through the "Fiddler's Elbow" into Dog Lake and eventually to Dog Lake Landing. From this landing, canoes may be portaged across into Loughborough Lake at Battersea, one of the Rideau's most attractive summer colonies.

From Brass Point the main channel continues via Seeley's Bay, a good supply centre, to Whitefish Lake, where once more, the canoeist may wish to make a diversion down through long, narrow Morton Bay to Morton Creek. Here the magnificent scenery rivals Capes Trinity and Eternity on the Saguenay River. This is part of one of the most pleasant canoe trips in southern Ontario, extending over a distance of about 90 miles from Kingston to Morton, along the Lyndhurst River into Red Horse Lake, and then down the Gananoque River to the town of Gananoque, which, incidentally, is a main outfitting and supply point for the Thousand Islands, and a spot of exceptional beauty.

Those who do not choose to follow this diversion will continue on to Jones' Falls, which Princess Louise called "the most beautiful place in Canada." While this may seem rather expansive praise, the fact remains that this particular spot has delighted thousands of people, and there are so many points of interest that the variety of things to see and do is never-ending. Jones' Falls is the site of the great dam described earlier in this booklet, and every visitor will want to climb the hill overlooking the locks, to see this wonderful spectacle.

On a slight promontory, just above the falls, is a clearing known as "The Quarters," where officers of the Royal Engineers are reputed to have been stationed. Here a "wheelbarrow full" of silver coins is reported to be buried, and nocturnal travellers claim to have seen the ghosts of long-dead soldiers digging for the lost treasure.

If one can believe local legend, there is another keg of coins buried near Foster's or Davis' Lock, at the entrance to Lake Opinicon, hidden by a dishonest paymaster who died before he could retrieve his ill-gotten wealth.

Lake Opinicon itself, also has its share of spooky stories. The most persistent one is the tale of a boat which without oars, paddles, or other apparent means of locomotion and filled with still and silent passengers, surges across the lake at night, bearing down on more human travellers. Then, suddenly, at a cry or a move from the awed spectators, it disappears into thin air. How much or how little truth there is in these stories, it is easy, on a dusky summer evening, to people the quiet shores of the lake with ghosts.

More real than these supernatural visitors, however, are the students from Queen's University at Kingston, who annually trek to the Queen's Biological Station on Lake Opinicon and spend the summer there doing research work under ideal conditions both from the experimental and the vacation point of view. The Biological Station is well worth a visit, and the view from the hill over the lake is exceptionally beautiful.



The tug "Loretta," of the Department of Transport, Ottawa

## *Fishing in the Rideaus*

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SINCE COLONIAL times, the Rideaus have been renowned among anglers. Early writers liked to eulogize their favourite spots, and one of these scribes said of Jones' Falls: "Black bass were caught weighing five and a half pounds, and pickerel seven pounds, while Oswego or yellow bass, tipped the scales at eight and a half, and pike at eighteen pounds." The same writer claims a 25-pound salmon trout for Lake Opinicon, but goes on to state that "the Marquis of Lorne, who is an experienced naturalist, carefully examined the fish, and pronounced it not a salmon, but a mammoth river trout."

The Rideaus have continued to hold their place in the hearts of fishermen, and numerous resorts in quiet coves from Kingston to the outskirts of Ottawa, cater to the Isaac Waltons who come this way. "Just anywhere" is good advice as to where to drop a line, and a brief resumé of the species to be found includes salmon trout, black bass, large mouth bass, pike, pickerel (wall-eye), maskinonge, and whitefish. Particularly in the shallow extensions of the canal are quantities of panfish, which, fished on light tackle, provide plenty of sport, and make excellent eating. Those who like to add a few days of really intensive fishing to their cruise log should tie up at one of the numerous resorts, where they will find guides ready to take them back into more secluded lakes, off the main route.

Every sportsman has his own favourite foe in the fish family. And due to the naturally large fish population, plus a consistent re-stocking program carried out through the lakes, he is almost sure to be able to meet up with his favourite enemy somewhere through the Rideaus.

# The Illustrious Chaffey Family

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AT THE FAR END of Lake Opinicon is Chaffey's Locks, one of the best known fishing and resort centres along the whole route. While there is no longer a blockhouse there, Chaffey's marks the scene of one of the few occasions when these menacing-looking forts were ever needed. An old document discovered in 1931 lists the names of "loyal men who turned out to defend the lock and other works" when menaced by sympathizers with the Rebels of Upper Canada, in July, 1838. Included are several names still familiar to the area; and many others which will now be found only in the old cemetery beyond the locks.

In this cemetery, a stone worth noting is that raised in memory of "Mary Ann Scott and her first husband Samuel Chaffey." The Chaffeys were a pioneer Ontario family of Somerset English stock. One member of the clan, Benjamin, had already earned renown by his invention of the Chaffey Traveling Crane and Derrick; and his nephew George whose family settled at Brockville inherited similar genius. At 17 he was already sailing the Great Lakes to study navigation. He perfected a propeller which increased speed without increasing cost; and designed the swiftest light draught ship of its time, the "Geneva." During his travels to California, in 1880, he saw an irrigation project at Riverside, and so enthralled with the idea was he, that he formed a partnership with his brother who was an expert on horticulture and land selection, and out of their real estate venture came Ontario, California, for many years the model irrigation colony of California.

In 1886, at about the same time that canal authorities purchased the mill rights at Chaffey's, and installed the lock which bears that name, the two brothers (grand nephews of Samuel) were on their way to Australia. There, their inventive minds were put to good use—they canalized the great Murray



*Side-wheeler of the early nineteenth century*



**Lake Opinicon on a quiet summer evening**

Valley whence come "the golden sultanas, the wrinkled brown Lexias and the purple currants." Their work left the Murray Valley "one long garden and a procession of prosperous towns, all girdled with vines and fruit trees."

From Chaffey's, the Rideau route proceeds through Clear Lake and Newboro Lake to the village of Newboro, another good supply centre. This little community is situated on the divide or watershed which marks the point from which the waters flow south through the area we have just covered, to Lake Ontario; or northward to the Ottawa River.

Upper, or little Rideau Lake is the highest water in the Rideau chain, about 161 feet above the St. Lawrence river level and 277 feet above the Ottawa River level at Ottawa.

At the western end of Little Rideau Lake is the village of Westport, where again, supplies and accommodation are available.

The main channel continues out the eastern end of the lake at "The Narrows," into Lower or Big Rideau Lake. Here there are numerous routes which can be followed, the one along the northern shore of the lake being the most direct; or those who have time to explore may run down to the village of Portland, where there are a number of resorts.

# Down to Ottawa

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**B**IG RIDEAU LAKE is 21 miles long, and is dotted with some 300 islands, many of which have provided ideal spots for summer cottages. The water of this lake is renowned for its purity and its clear, sparkling appearance. Its several "expansions" are divided by narrows, the second of which is known as Rideau Ferry, and is the site of the popular Rideau Ferry Regatta. Just beyond this point in the Lower Expansion of Lower Rideau Lake, is Beveridge Lock, which allows passage into the Tay River and up to the town of Perth. Perth is one of the oldest communities in the area, and was originally a military settlement.

The main route continues on to Poonamalie, where the lock and dam not only overcome a shallow section of the Rideau River and a chain of rapids, but have also raised the level of the water at the mouth of the Tay River, thus making possible the subsidiary canal to Perth.

The name "Poonamalie" is sure to awaken the curiosity of the traveller. This beautiful spot was so-named by an officer of British troops stationed there while working on canal construction. He had recently seen service in India, and today's camera will readily record the picture which reminded him so poignantly of India—the shadow-stripes cast across forest trails, so similar to those thrown by "tiger bamboo" in India, in which natural camouflage the tiger could skulk unsuspected, to pounce upon the unwary traveller.

At Poonamalie Lock, one enters the Rideau River, proper, and approaches the town of Smiths Falls, marking the half-way point between Kingston and Ottawa. Smiths Falls is the largest town on the Rideaus, a railway junction and a manufacturing centre, as well as one of the most important tourist outfitting points. Here there is a series of four locks running through the heart of the town, and providing a pleasant place to anchor and "go shopping" practically within hailing distance of the boat. The surroundings are particularly well-landscaped with cool green lawns, brilliant flower gardens and well-kept lock houses. In fact the whole appearance of the town suggests a progressive, happy community, in which every individual takes a personal pride.

For the navigator, the run from Smiths Falls to Mills' Locks is probably the busiest part of the whole trip. It winds through channels and around headlands, providing ever-changing scenery and constant opportunities for the camera artist.

The next settlement is Merrickville, site of the largest and best preserved blockhouse. It will readily be recognized as one passes through the upper lock—a gigantic square structure of grey masonry, with overhanging upper story, and long menacing slits for the defenders' guns. Its overall measurements are 50' x 50', and the walls are 31" (nearly three feet!) thick. It takes very little imagination, as one stands in its interior, dwarfed by the echoing heights, in fancy to see the pegs on the walls hung with the accoutrements



Summer scene on any of the sunny Rideau Lakes—

of the Royal Engineers—to step out onto the sunny sward and picture the moat once more filled with water, and a brave blue guardsman on duty.

No less interesting from the story point of view, is the little town of Burritt's Rapids, founded by Colonel Stephen Burritt, first white settler north of Rideau Lake. Colonel Burritt, who served seven years with the famous Rogers' Rangers, was a cousin of Elihu Burritt, the "learned blacksmith" of Longfellow's poem. That the Canadian member of the family had the same breadth of personality as his illustrious reformer, linguist and pacifist cousin, is revealed by the following story, taken from a "History of Leeds and Grenville Counties:

"Shortly after Colonel Burritt settled at Burritt's Rapids, he and his wife were attacked with fever and ague. For three days and three nights they were without fire and food, and fully made up their minds that they must die. At this critical juncture, a band of Indians arrived at the Rapids, entered the log cabin and at once comprehended the situation. The Squaws prepared some medicine and food, carefully nursing their white brother and sister until they recovered, the braves meantime gathering and storing a small field of corn for the sick man. From that day the Colonel threw open his house to

the dusky sons of the forest, and ever after it was no uncommon thing to awake in the morning, and discover a score of savages reclining in the hall and in other parts of the house. When proceeding up the river in the Spring, they frequently left many articles with the Colonel for safe keeping, not forgetting, on their return in the fall, to present him with a rich present of furs."

Another story reports that among those who received grants of land in this area—after the Revolutionary War, however, and before the days of the Canal—was "Benedict Arnold, the traitor, who drew 18,000 acres, besides having given him as a reward for his treachery, \$50,000." However, I have been unable to confirm this story; and it is recorded elsewhere that in 1796 Governor Simcoe refused General Arnold a grant of land.

Below "Burritts' there is a 26-mile run without a single locking, and this care-free stretch is quaintly known as the "Long Reach." However, the cruising party need have no fear of finding the passage dull, as on all sides the scenery is beautiful, and throughout the reach fishing is excellent. Just below the High Level Bridge off King's Highway Number 16, a water passage leads to the village of Kemptville. The passage allows 6' draught.

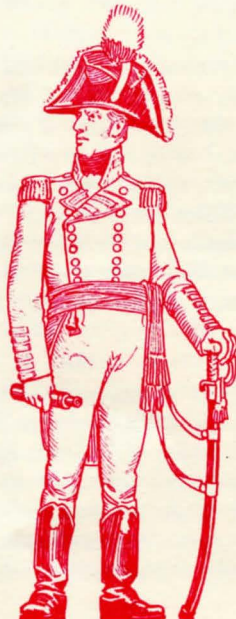
From here on, past Kars, Manotick and Black Rapids, the route follows the Rideau River to Hogsback Lock. This unromantic name seems to have come from the shape of large boulders in the stream. The formation is interesting geologically, and this is also a very popular spot with bathers.

And now one's boat enters the cut leading to the heart of Ottawa.

Few cities have the opportunity for artistic landscaping offered by the many canals and river branches flowing around and through the city of



*Private*



*General*



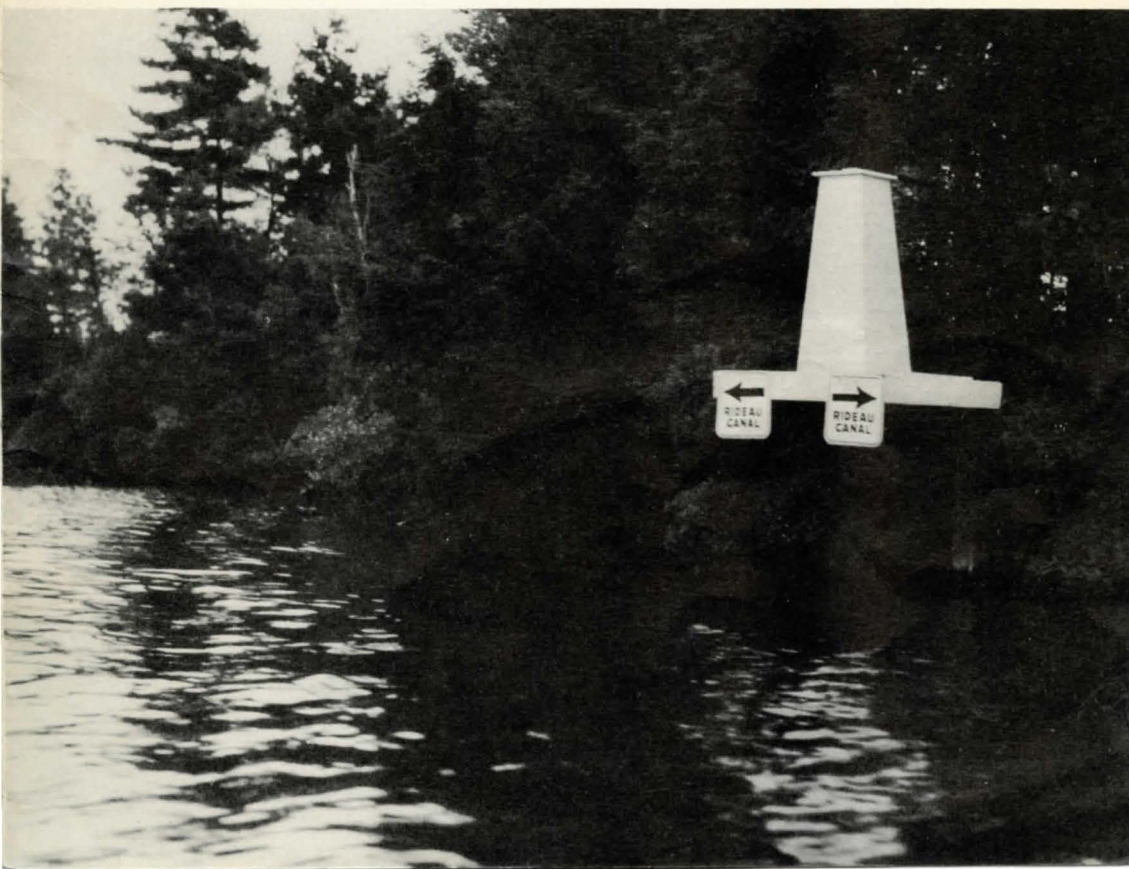
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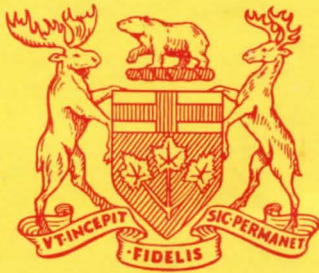
Ottawa. Full advantage has been taken of these possibilities, and those who enter the city by boat will see Canada's capital at its best. So close to the heart of the city does the water route pass, that one may step off the cruiser, or out of a canoe at the Bank Street Bridge, and take a street car to any downtown spot in a matter of minutes. Hotels, station, restaurants, Post Office—all are as close as the nearest dock, as one runs through the tree-lined banks past delightful lawns and gardens. Crowning the whole is Parliament Hill, capped with the Parliament Buildings, and many-towered Chateau Laurier, against whose very walls the cruiser will pass.

On every side are remembrances of early days, combined with the pulse of modern life in a nation's capital. Here the many quaint buildings; the more modern houses of Government; the Art galleries and national shrines; the fine shopping centre of the city—these are all a step away from the dock where your cruiser anchors or the bank where you pull up your canoe.



**"Sea-going" highway markers indicate the route**





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