

CONSERVATION OF HISTORIC CANALS

Eight canals of historic importance have been transferred to the Conservation Program, which includes the National and Historic Parks Branch, Jean Chrétien, Minister of Indian Affairs and Northern Development, announced recently.

These waterways, which were administered by the Canals Division of the Ministry of Transport, are now used primarily for recreation. Under the Conservation Program, the Canals Branch plans to work closely with the provinces to develop the recreational potential of these waterways and to protect their park, wildlife habitat and historical values.

The transferred canals are: the Rideau, Trent-Severn and Murray in Ontario; the Carillon and Ste. Anne Canals, on the Ottawa River, and the St. Ours and Chambly Canals, on the Richelieu River, all in Quebec, as well as the St. Peters Canal in Nova Scotia.

ONTARIO CANALS

The 123-mile Rideau Canal between Ottawa and Kingston was completed in 1832 by working parties of the Royal Engineers, following the 1819 report on the defence of Canada by the Duke of Wellington, which recommended a series of waterways north of the Great Lakes as a protective measure.

The six-mile Tay branch of the Rideau, from Rideau Lake to Perth, was built between 1831 and 1834.

The 240-mile Trent-Severn Canal, which links Trenton on the Bay of Quinte and Port Severn on Georgian Bay, follows throughout most of its length the historic Iroquois Trail, used by members of the Five Nations in their deadly descents on the Hurons. It was also probably the route followed by Champlain when he discovered Lake Ontario in 1618. The canal, which was begun in 1833, includes the Peterborough lift lock, which is world-famous for its vertical rise of 65 feet.

The 7.53-mile Murray Canal connects Presqu'île Bay on Lake Ontario with the Bay of Quinte. Built between 1882 and 1889, it is the only one of the eight canals that does not contain locks.

QUEBEC CANALS

The Ste. Anne Canal was built from 1840 to 1843 and enlarged to its present nine feet in 1886.

The Royal Staff Corps constructed the first Carillon Canal from 1825 to 1833. In 1660, near the site of the present canal, Dollard Des Ormeaux and his 16 companions perished in their heroic and successful attempt to turn back some 700 Iroquois bent on attacking the young settlement of Montreal. The present Carillon Canal was built in 1963, owing to a power development on the Ottawa River.

The Richelieu River canals follow the war path of early Iroquois and whites. The St. Ours Canal was

constructed between 1844 and 1849 and the Chambly Canal was built between 1831 and 1843. Still standing are the well-preserved walls and some of the buildings of Fort Chambly, built in those early days of warfare.

Between the Chambly Canal and Lake Champlain, stands Fort Lennox, a good example of eighteenth century British military architecture.

NOVA SCOTIA CANAL

The St. Peters Canal, built between 1854 and 1869, connects the Bras d'Or Lakes and the Atlantic Ocean. It is chiefly used by vessels to and from Sydney, Nova Scotia, seeking a more protected passage than is afforded by the open sea. It was built on the site of an Indian portage.

AID TO AFRICAN SCHOLARS

The efforts of African countries to produce more university-trained workers will receive a boost from financial assistance provided by the Canadian International Development Agency.

During the next five years, CIDA will contribute \$1 million to a university scholarship fund administered by the Association of African Universities of Accra, Ghana. CIDA funds will be used initially to finance 40 new scholarships a year for the next three years. They will be divided equally between French-speaking and English-speaking African countries where Canada has a development-assistance program.

Only students who agree to take their university training in an African country other than their own will be eligible for scholarships. Moreover, the scholarships will be restricted to undergraduate students studying subjects important to the economic development of African countries.

Each scholarship, worth an average of \$2,000 annually, will cover tuition costs, provide a living allowance for the student and pay his return travel fare to his home. The student's government is responsible for his transportation to the university.

The \$1-million grant will supplement other CIDA efforts to expand the size of Africa's skilled labour force. For a number of years CIDA has provided scholarships for African students to study at universities and vocational institutes.

African countries eligible to nominate students for Canadian financed scholarships in African universities include (French-speaking): Algeria; Burundi; Cameroun; Chad; Congo (Brazzaville); Dahomey; Gabon; Guinea; Ivory Coast; Madagascar; Mali; Mauritania; Morocco; Niger; Rwanda; Sénégal; Togo; Tunisia; Upper Volta; Zaire (formerly Congo-Kinshasa); and (English-speaking): Botswana; East African Community; Ethiopia; Gambia; Ghana; Kenya; Lesotho; Malawi; Mauritius; Nigeria; Sierra Leone; the Somali Republic; Swaziland; Tanzania; Zambia.