

# The Trent Valley Canal Opened from Lake Ontario to Lake Simcoe.

The stretch of inland navigation known as the Trent Canal, extending from Lake Ontario at Trenton, to Rice Lake, was opened for navigation June 3. There was no formal ceremony at Trenton, where the Minister of Railways and Canals, accompanied by a party of members of Parliament, officials of the department

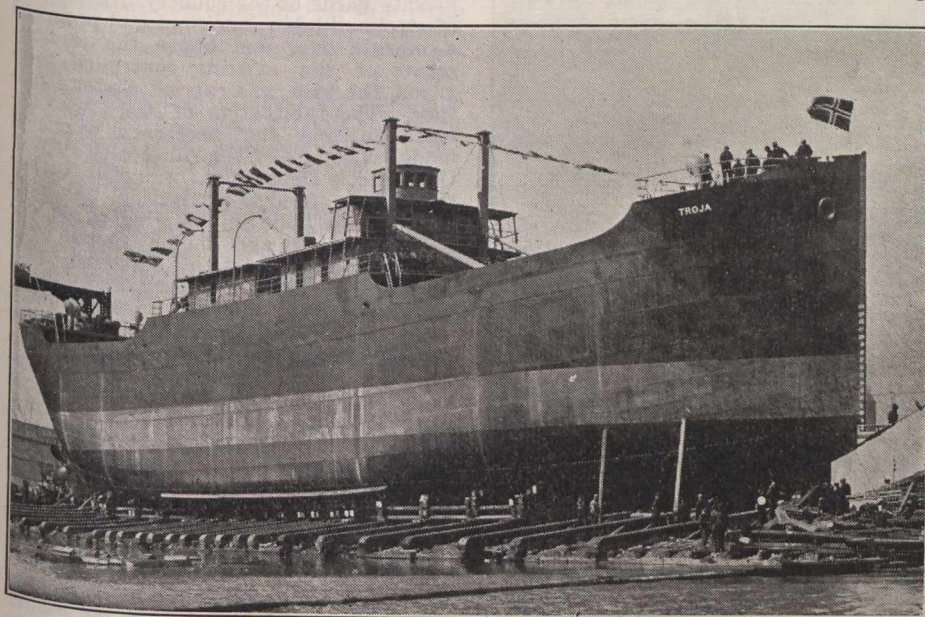
as possible.

The Minister and his party left Peterborough on June 5 and continued the trip through the various stretches of the canal to Lake Simcoe.

The stretch of the Trent Canal opened for navigation on June 3 is the Ontario-Rice Lake division, and is 56½ miles long,

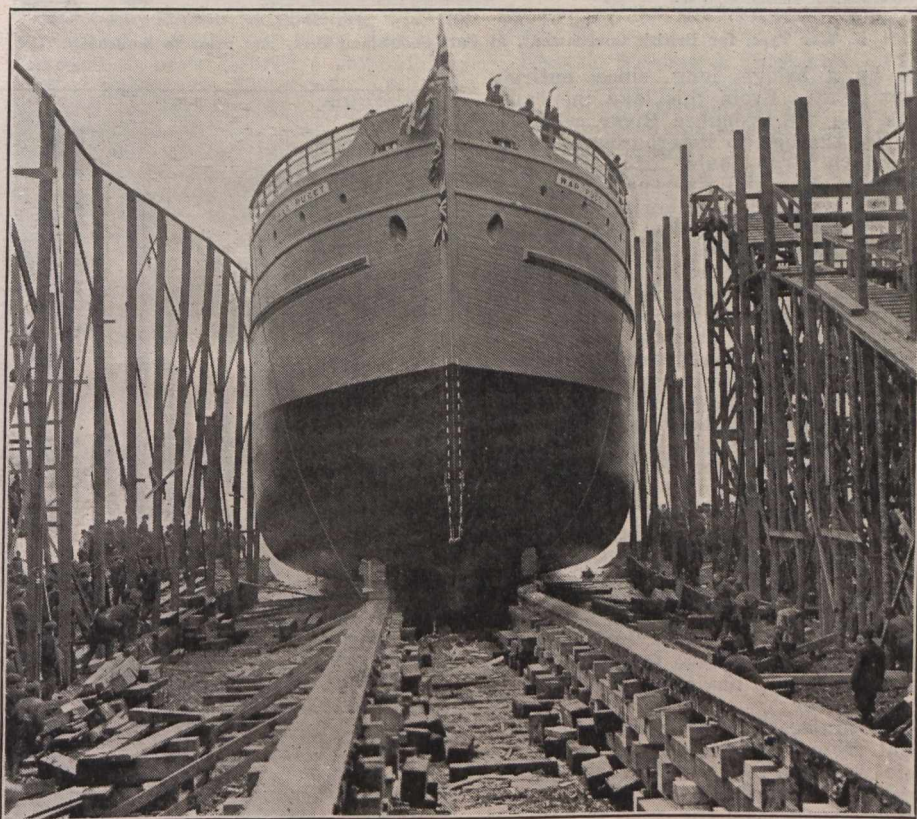
and the normal navigation level at Rice Lake is 369 ft., which is overcome by 18 locks. The river level is controlled by 14 concrete dams and the section of waterway is crossed by 16 bridges, of which 6 carry railway lines. With one exception the bridges are of the swing or bascule type of span. The locks are of concrete, 175 ft. long, 33 ft. wide, and having 8 ft. 4 in. of water on the sills. They are capable of accommodating barges 150 ft. long and 30 ft. wide, drawing 8 ft. of water and having a capacity of 1,000 tons. The work done included the excavation of about 1,500,000 cubic yd. of earth, 1,250,000 cu. yd. of loose and solid rock and the building of about 400,000 cu. yd. of concrete. The estimated cost of the entire work was \$6,750,000. For convenience of construction the work was divided into seven sections, the contracts for which were let as follows:—Sec. 1, Trenton to Glen Millar, 4½ miles, Larkin & Sangster; sec. 2, Glen Millar to Frankfort, 4½ miles, Dennon & Rogers; sec. 3, Frankfort to 3 miles beyond Glen Rose, 7½ miles, Canadian General Development Co.; sec. 4, Adams Landing to Campbellford, 14 miles, Haney, Quinlan & Robertson; sec. 5, Campbellford to Crow Bay, about 3 miles, Brown and Aylmer; sec. 6, Crow Bay to Heely Falls, about 3 miles, Haney, Quinlan & Robertson; sec. 7, Heely Falls to Rice Lake, about 19¾ miles, Randolph Macdonald Co. Sec. 4 was the last to be put under contract in 1916.

The Trent Canal now extends from Lake Ontario at Trenton to Lake Simcoe,



Steel Cargo Steamship Troja, built for Norwegian interests, by Thor Iron Works, Toronto, just prior to launching, May 15, 1918.

and local public men, embarked on a steamer for Peterborough, stopping at a number of points on the route. At Peterborough the party was given a banquet, at which the Minister was the principal speaker. He said the trip from Trenton to Peterborough had convinced him of the Government's wisdom in undertaking the construction of the waterway. The government had nothing to regret, and he trusted that the people would benefit to the full extent of the canal's capacity. For the first time he realized something of the possibilities of the development of the country which would follow the opening of the canal. The mineral deposits which are contiguous to the northern sections of the waterway would find a cheaper outlet than has been possible at present, consequently an extensive development of mining might be expected. It was estimated that along the route of the canal 75,000 h.p. could be developed by using water powers to generate electricity, which could be distributed for manufacturing purposes. The power possibilities of the waterway would be brought to the notice of the Ontario authorities by the department. The total cost of the work to date had been approximately \$16,000,000. The country opened up by the canal is remarkable for its scenery, and offers unequalled advantages for tourist travel. The opening of the new section of the canal will give opportunity for motor and other vessels of considerable size, carrying tourists, to spend a considerable time in the country. The business possibilities of the canal are of considerable importance from all points of view. The final section of the undertaking is intended to give an outlet from Lake Simcoe, via Lake Couchiching and the Severn River, to Georgian Bay. The Minister added that he would do all he possibly could to urge the completion of this section at as early a date



Launching of s.s. War Puget, by William Lyall Shipbuilding Co., at North Vancouver, B.C.

extending from Trenton, on Lake Ontario, to Rice Lake. It follows the Trent River, and comprises 34 miles of deep river, 13 miles of subaqueous channel, and 9½ miles of canal proper. The total rise between low water at Lake Ontario

178.70 miles, with a branch from Sturgeon Lake to Lindsay, and via Lake Scugog to Port Perry, 174 miles from Trenton. The route is via the Trent River to Rice Lake, the two most important places on the route being Campbellford and