

<b>Title:</b>	Welland Canal Lantern Slide Collection, 1914-1931, n.d. (non-inclusive)		
<b>Creator:</b>	St. Catharines, Ont., Dept. of Railways and Canals,		
<b>Dates of Material:</b>	1914-1931, n.d. (non-inclusive)	<b>Record Group Number:</b>	RG 583
<b>Summary of Contents:</b>	<p>72 8x10 cm. lantern slides, one 10x12 cm. sheet negative and two 23 ½ x 18 black and white photos accompanied by negatives:</p> <p>1.1 Operation of Gatun Locks, U.S. Severn leaving upper east chamber in tow of electric locomotives, April 15, 1914</p> <p>1.2 Welland Ship Canal – Building watertight embankment. View from W side prism Sta.255 looking NE, July 8, 1914</p> <p>1.3 Welland Ship Canal – Retaining wall for dam at head of Lock no.6, Nov. 9, 1914</p> <p>1.4 Welland Ship Canal – Port Weller Harbour, 1915 [this is a single piece of glass with exposed emulsion]</p> <p>1.5 Welland Ship Canal – West side Lock I looking N through filling culvert, May 6, 1915 [2 large cracks in one of the glass pieces]</p> <p>1.6 Welland Ship Canal – Channelling machine working on east side, Lock no.5, July 8, 1915</p> <p>1.7 Welland Ship Canal – Building sub-foundation, Lock no.2, Sept. 17, 1915 [1 crack in one of the glass pieces. The corner is also broken]</p> <p>1.8 Welland Ship Canal – South-west wall, Lock no.1 showing reinforcement, Nov. 11, 1915</p> <p>1.9 Welland Ship Canal - Dragline machines working on pit for Lock no.3, Aug. 31, 1916</p> <p>1.10 Welland Ship Canal – Lock no.1, lower end, west wall, Sept. 11, 1916 [Multiple cracks in one of the pieces of glass]</p> <p>1.11 Welland Ship Canal – Standard mooring pot, Lock no.1, Oct. 11, 1916 [1 crack in the corner of one of the glass pieces]</p> <p>1.12 Welland Ship Canal – Cribs at lake end E embankment, Port Weller Harbour, showing end of W embankment, Nov. 10, 1916</p> <p>1.13 Welland Ship Canal – Rock formation underneath NS&amp;T Bridge, Sept. 16, 1919 [2 large cracks in one of the glass pieces]</p>		

1.14 Welland Ship Canal – Crib no. 21 ready for pouring no.5 lift, May 29, 1922

1.15 Welland Ship Canal – Lock no.6 from temporary bridge looking south, June 30, 1922

1.16 Welland Ship Canal – Lock no.6 from upper west entrance wall looking north, July 4, 1922

1.17 Welland Ship Canal – Marion shovel and deep cut looking north from Lock no. 3, Sept. 21, 1922

1.18 Welland Ship Canal – Lock no.6 Blaw-Knox forms near completion, Nov. 7, 1922

1.19 Welland Ship Canal – General view of Plymouth Gasoline Locomotive and Moving Concreting Hopper, Dec. 4, 1922

1.20 Welland Ship Canal – B.C. fir for Lock gates, March 3, 1923 [1 crack in one of the glass pieces]

1.21 Welland Ship Canal – Lock no.3, Sta. D looking south-east showing pit for section of west wall, April 27, 1923

1.22 Welland Ship Canal – Jacking timber unwatering gate over pintle, Lock no. 1, Feb. 29, 1924

1.23 Welland Ship Canal – Pintle and quoin end timber unwatering gate, Lock no. 1, Feb. 29, 1924

1.24 Welland Ship Canal – 35 ton jacks under quoin end for lowering timber unwatering gate on pintle lock, Feb. 29 [1924]

1.25 Welland Ship Canal – Timber unwatering gate, Lock no.1, east leaf partially open position, March 29, 1924

1.26 Welland Ship Canal – Flight lock excavation and concrete looking south from centre pier of G.T.R. Bridge, Aug. 4, 1924 [Both pieces of glass are cracked]

1.27 Welland Ship Canal – Cutting of piles in foundation east piers Bridge no. 14 6A3c, Aug. 21, 1925

1.28-1.29 Welland Ship Canal – Cutting of piles in foundation east piers bridge no.14 6A3c, Aug. 21, 1925 (2 copies)

1.30 Cutting of piles in foundation on East Piers Bridge no.14, Aug. 21, 1925

1.31 Welland Ship Canal – Section no.3 stone crushing plank, Aug.28, 1925  
[1 crack in one of the pieces of glass]

1.32 Welland Ship Canal – Submarine pile cut-off saw rig for bridge pier foundation sec. 1.6A.4, Sept. 1, 1925

1.33 Welland Ship Canal – Anchor frames in W side wall for upper G'd gate twin locks no.6, Sept. 21, 1925

1.34 Department of Railways and Canals – Welland Ship Canal, Bridge no.7 – Peter Street general plan, Nov. 3, 1925

1.35 Welland Ship Canal – Bridge no. 17A swing span afloat on scows between original location and diversion 6A18, Dec. 21, 1925

1.36 Department of Railways and Canals – Welland Ship Canal, Bridge no.17, Wabash Division, Canadian National Railways – General plan and elevation, Aug. 1, 1926

1.37 Welland Ship Canal – Planing timbers for unwatering gates, Aug. 28, 1926

1.38 Welland Ship Canal – Rock cut south end of section no. [1?], Sept 28, 1926 [1 crack in one of the pieces of glass]

1.39 Welland Ship Canal – Bridge no.7, Lock no.7 looking south, May 6, 1927

1.40 Welland Ship Canal – Taintor valves, Jan. 30, 1928

1.41 Welland Ship Canal – Section no.6 dragline excavating E' slope prism to El.563.0 N from sta. 900 to 0.6A95, May 25, 1928

1.42 Welland Ship Canal chart showing items making up the total cost of \$122,000,000. Includes expenses from 1913-1919 and post-war expenses to Mar. 31, 1929 [1 crack in one of the glass pieces]

1.43 Welland Ship Canal – General view syphon culvert looking east, Oct. 27, 1929

1.44 Welland Ship Canal – General view – Lock no.2 with spare gate being floated, Nov. 4, 1929 [1 crack in one of the pieces of glass]

1.45 Welland Ship Canal – Spare 82' gate leaf floating in horizontal position, Lock 2, Nov. 6, 1929

1.46 Welland Ship Canal – Fender machine below lower gates, Lock no.3, Oct. 7, 1930

1.47 Welland Ship Canal – Rotating drum of wire rope gate fender machine west side, Lock no.1 looking N, Oct. 10, 1930

1.48 Welland Ship Canal, Lock no.7 and flightlocks looking north, June 16, 1931

1.49 Welland Ship Canal – Guard gate and safety weir, looking north with bridge no. 9 closing, Aug. 6, 1931

1.50 Welland Ship Canal – Chippawa Creek Crossing – General plan of syphon culvert, n.d.

1.51 Welland Ship Canal – Reinforced concrete caisson for bridge piers, n.d.

1.52 Welland Ship Canal – General plan, Lock no.2, n.d.

1.53 Some data with respect to the Welland Ship Canal including: lengths, heights and weights of metal and steel, n.d.

1.54 General plan for a Scherzer rolling lift bridge, Welland Ship Canal at Queenston Rd., n.d.

1.55 Department of Railways and Canals – Welland Ship Canal, Gate Lifter, general plan and elevation, n.d.

1.56 Perspective view of lower end of Lock no.4 and Power House, n.d. [slight scratch on one side of glass]

1.57 [Untitled] Elevating grader outfit working on embankments of section 2, n.d.

1.58 [Untitled] Boom in raised position, n.d. [crack in the corner of one of the pieces of glass]

1.59 [Untitled] View of ship in the canal, n.d. [1 crack on one piece of glass and multiple cracks in the second piece of glass]

1.60 St. Lawrence Deep Waterway – Lachine section project for navigation and power map, n.d. [2 cracks on one piece of glass]

1.61 Welland Ship Canal – View of crusher plant from southwest showing 350,000 tons of crushed stone, n.d.

1.62 Bridge no.16 substation, n.d. [this is a single sheet of glass with exposed emulsion. One corner is completely chipped off.]

1.63 Rough logs – Douglas Fir for unwatering gate timbers, n.d.

	<p>1.64 [Untitled] Welland beside the canal – looking south from Main Street Bridge area, n.d.</p> <p>1.65 [Untitled] Motor for lock machinery, n.d.</p> <p>1.66 [Untitled – possibly the Agricultural Research Station at Pearson Park, Niagara Street, St. Catharines], n.d.</p> <p>1.67 [Untitled] – Canal, n.d.</p> <p>1.68 [Untitled] – Hand coloured, canal, n.d.</p> <p>1.69 Coloured cartoon slide entitled Life’s Little Worries – depicts the chief A.J. “with apologies” and refers to the traffic bridge in Port Colborne, n.d. [slide is slightly chipped and some of the emulsion has come off the slide – this is a single sheet of glass with exposed emulsion]</p> <p>1.70 10x12 cm. slide of Henry Koski, Operation’s Manager at the St. Lawrence Seaway. He is seated at his desk at the Lock Office at Port Weller.</p> <p>2.1 Two 23 ½ x18 black and white photos – one shows buildings. The tower in the middle belonged to the Lybster cotton mill next to the Riordon Mill. The bell tower is on the Riordon building. The building with the bell tower was built by the Riordon's, and the one it attaches to was partially built by the Riordon's (the lower part). The remaining buildings were built sometime after CIP took over the Riordan mill. The original Riordon buildings are on the left in this photo. The second photo is a group of men standing at the Welland Canal [Lock 1 or 3?]. These photos are accompanied by 2 23 ½ x 18 cm. negatives of the same subjects.</p> <p><b>Panama Canal Slides</b></p> <p>1.71 Bird’s eye view of the City of Panama from Ancon Hill, n.d.</p> <p>1.72 Central Avenue, Panama City, n.d.</p> <p>1.73 Gatun spillway showing 4 sluice gates discharging, Panama Canal, n.d.</p>
<p><b>Physical Description / Condition:</b></p>	<p>72 8x10 cm. black and white (unless otherwise noted) lantern slides. Most of the slides are comprised of 2 pieces of glass held together by tape. In some cases, the tape has been replaced and it is noted that a couple of the slides are only made up of one piece of glass. Some of the slides are damaged – this is noted in the descriptions. There is some speckling which occurs within the pieces of glass.</p> <p>1 10x12 cm. sheet negative which is slightly damaged around the edges and is somewhat discoloured.</p>

<b>Administrative/ Biographical Sketch:</b>	<p>Historical views of the Welland Canal as well as views of construction projects including some plans and statistics.</p> <p>Some views regarding the Panama Canal are included.</p>		
<b>Location:</b>	Brock University Archives		
<b>Source Information:</b>	Donated by an anonymous donor, Jan. 27, 2017		
<b>Described by:</b>	Anne Adams	<b>Date:</b>	Feb. 6, 2017