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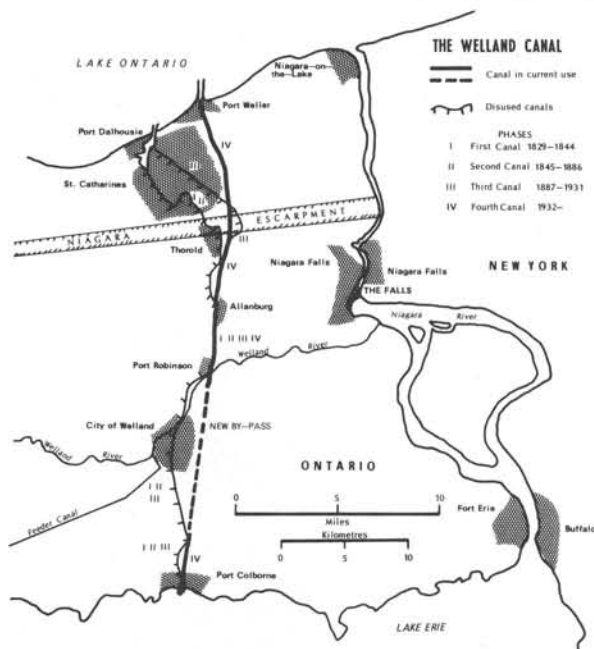
1976 ANNUAL MEETING

Let the rest go to Philadelphia, Washington, Boston, &c: where it's *really* going to happen is the Merrimack Valley, 23-26 April. Lowell, Lawrence, Mass; Manchester, NH; and other fountainheads of the American INDUSTRIAL Revolution. Other organizations please note to avoid conflict.

LAING STORES (POSSIBLE) REBIRTH

When NYC's celebrated cast-iron Laing stores (1849) were disassembled with utmost care four years ago, they were stored under such circumstances that thieves were able to steal about 3/4 of the parts for sale as scrap iron [SIAN 3:4]. Those remaining may enable the famed Bogardus fronts to rise again, this time in the South St Seaport Museum compound. The Friends of Cast Iron Architecture are cooperating with SSSM's efforts to secure the Laing Store components and aid from the various City depts involved, including the Landmarks Preservation Commn, some of whose members have frowned on the proposal.

The plan calls for the remaining parts to be used as patterns to make sand molds from which replacements for the lost parts can be cast. Fortunately, SSSM has been given a vacant corner lot on Fulton St, the dimensions of which nearly match those of the original Laing site. The Seaport trustees have voted to take this step, and soon, in hope that a modern structure with two cast-iron facades can be completed within the Bicentennial Year. They point out that the scale is compatible and the style appropriate to the area, where there was considerable cast-iron construction until wiped out by Urban Renewal about a decade ago. *MG.*



THE WELLAND CANAL

The Canadian Post Office commemorated the turning of the first sod for the Welland Canal linking Lake Ontario and Lake Erie by the issue of a special stamp [SIAN 4:1].

Other recent developments on the canal include the new 8.3 mile section opened to navigation in March 1973. This new alignment, which bypasses the City of Welland, is the first stage of the fifth canal to be built across the Niagara Escarpment since 1829. Construction work on the 350-ft channel bypass took six years and resulted in a major relocation of roads and RRs in an area rich in IA.

The old 192-ft channel had become a serious bottleneck to canal traffic since it not only involved a longer transit (9.1 miles) than the new channel but bisected Welland, disrupting traffic on the numerous bridges. Six bridges have been replaced by two tunnels (one for road traffic, the other combined road and rail). Five were vertical lift bridges built 1930-33 (one Canadian National) and one a swing bridge (Penn-Central; Toronto, Hamilton & Buffalo). Present plans are for replacement of the bridges by causeways. An additional lift bridge - the Port Robinson - was destroyed in August 1974 when an ore carrier crashed into it.

An aqueduct on the feeder canal (map) crossed the Welland River at the point later occupied by the settlement. This feeder, which remained in use from c1831 until 1881, provided additional water supply from the Grand River for the flights of locks down the escarpment. Three successive aqueducts carried the canal across the Welland, part of the second masonry aqueduct of the 1840s remaining as a swimming pool. A siphon to take the river beneath the third canal improvement scheme was built in the late 1920s and is still in use.

Since the closing of the channel through Welland, only one section of the Canal, from Allanburg to Port Robinson, retains

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