PRELIMINARY STUDY
THE JONES FALLS SITE & LOCK STATION

NO. 0
Illustration of a cup similar to one presented by Colonel By to John Redpath, the Contractor for the works at Jones Falls.
This study is a reprint of the original report done in 1973. The text has not been altered in any way although the original 8½" x 14" format has been reduced to 8½"x11" so that it will fit with the Rideau Canal Site Studies.
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RIDEAU CANAL

JONES FALLS: A PRELIMINARY STUDY.

PREFACE:

TO: THE DIRECTOR, NATIONAL HISTORIC PARKS AND SITES BRANCH;

PARKS CANADA, T.A.N.D.

I have pleasure in submitting to you a Preliminary Study of the Jones Falls Site and Lock-Station, prepared by the Project Team set up to work on the Rideau Canal.

Since the Team began its work, a new situation with regard to studies of the Canal has arisen, with the establishment of the Steering Committee, Chambly and Rideau Canals, and the Technical Committee for the Rideau Canal.

Perhaps you may find this study apposite to the work of those Committees; in any event, the Project Team now awaits your instructions as to its further proceedings.

R.R. Dixon,
Coordinator,
Rideau Canal Project Team,
RIDEAU CANAL.

JONES FALLS: A PRELIMINARY STUDY.

THE PROJECT TEAM:

Function:

HISTORICAL RESEARCH

ARCHAEOLOGY

PROGRAMME COORD. (Capital Budgets)

CURATORIAL

REGIONAL REPRESENTATIVE

PARKS PLANNING (By-ways and Special Places)

CANALS DIVISION

RIDEAU CANALS OFFICE

CONTEMPORARY ARCHITECTURE

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INTRODUCTION: SCOPE AND FORM OF THE STUDY:

In preparing this preliminary study on the Jones Falls site and lock-station, the Project Team had the following aims in mind:

1. To prepare a pilot study of one station on the canal, which might also have wider relevance to the canal as a whole.
2. To define the operational, planning, and historical factors which might affect the chosen station.
3. To suggest guidelines, in accordance with which a development plan for the station could be prepared, and which might also have general application to the Rideau Canal as a whole.
4. To identify existing policies affecting the station or the canal which might require review.
5. To suggest areas in which further detailed studies might be fruitful.

The Team did not intend to produce a development plan for the station at this stage. There seem to be several points of policy on which direction is required, before such a plan can be prepared. The Team seeks instruction as to whether they should now engage in consideration of such a plan, or whether further general studies should be made.

To assist its discussions, the Team prepared four "Statements of Position", dealing with the points of view of the Rideau Canal Office, of the Historical Research Section, of Parks Planning Division (By-ways and Special Places), and of the Restoration Services Division. Having
considered these, together with a summary of previous reports, and with verbal contributions from other sections of the Department, the Team agreed on three general recommendations:

1. Six areas of current policy should be recommended for review.

2. A series of guidelines, arranged under three "operational" heads, should be recommended as appropriate to the Rideau Canal as a whole.

3. A series of guidelines, arranged under the same three "operational" heads, should be recommended as appropriate to the development of the Jones Falls Station.

These three general recommendations are set out in the part of this study entitled: "Recommendations".

The four "Positions", and the summary of previous reports, have also been included in the present text, and are set out in order following the section on "Recommendations".
JONES FALLS: A PRELIMINARY STUDY.

RECOMMENDATIONS:

I General Note:

In making its recommendations, the Team does not find itself in disagreement with the conclusions of the three previous reports which it has been able to consider. Any differences would appear to lie in the more detailed nature of the Team's recommendations, and in the grouping of these recommendations in accordance with the various activities of our Department. The Team is therefore encouraged to hope that its recommendations could be considered a development upon a position, which has already received a substantial measure of agreement, since it was first broadly outlined in the C.O.R.T.S. study in 1971.

For a comparison of the various conclusions, the reader is referred to the section of this report entitled: "Previous Studies".

II Policies Recommended For Review:

In the section of this report entitled: "Parks Planning Position", VI, Planning Bodies and Policies, it is pointed out that, Canals Division being still in a transitional status between the Department of Transport and its final position in the reorganisation of the Department of Indian Affairs and Northern Development, certain policies are still in force with respect to the Rideau Canal which should be reviewed in the context of the Conservation Programme.

These policies are discussed in more detail on page 61, and can be
summarised here as six points:-

1. Policies applied to the bridging of the Canal.

The policy that leads the Department to subsidise the construction of new high level bridges, on condition that existing swing bridges are to be removed, threatens the existence of a series of wooden bridges which are of historic importance.

The policy that new bridges should be high level, and of 22'0 clearance, may be restrictive in relation to the expansion of the use of sail-boats on the lakes. It might also be considered, that in the case of some swing bridges, their being raised to a clearance of 13'0 would pass most boats using the canal. In such a case, it might be a more economic solution to the generally unhindered passage of road traffic than provision of a new and higher bridge, while remaining a solution more compatible with the historic appearance of the Rideau Waterway.

2. Policies concerning the clearance and marking of waterways.

It might be considered whether the present high standards of marking and clearance at present applied to the main navigational route, should also be applied to the by-ways of the system, where it is to be expected that recreational boating will increase.

3. Policies concerning visitors to canal-stations.

Present policies are intended to provide accommodation for lock-staff, and basic facilities for the boating public. It is suggested that there should be a more positive programme aimed at providing an appropriate range of facilities for all types of
visitors to be expected at the various stations.

   It is suggested that there could be a greater emphasis on the
   use of existing buildings, while criteria for declaring a
   building surplus should be revised to take into account its
   interest for its site as a whole. In this connection, the con-
   tinuing elimination of living accommodation for staff at the
   stations might be re-examined.

5. Policies on the maintenance and improvement of canal fabric.
   These are already the subject of discussion between officers
   of the Rideau Canal Office and of Restoration Services. Such
   discussions are at the moment limited to the "cosmetic" effects
   of current maintenance programmes; policies need to be laid
   down concerning the wider aspects of suggested improvements to
   the system as a whole. The present works at Smiths Falls are
   cited as an unhappy precedent.

6. Policies concerning the organisation and accommodation of staff.
   It is suggested that the new context of the canal as a historic
   site, and, in effect, a historic park, will require new organis-
   ation and new functions for staff of the Department employed on
   the Waterway. In turn, these will require new types and func-
   tions for the buildings of the canal.

The following "General Guidelines" do deal with various aspects of the
above policies. It has, however, seemed to the Team that it was worth
indicating some of the general areas of immediate operational concern,
before setting out guidelines which may be of more long-term effect.
III General Guidelines:

The following general guidelines are thought by the Project Team to be applicable to the Rideau Canal as a whole. They are divided into three groups or "operations". The Team has used this term "operations", rather than speak of the work of specific organisations within the Department, since it is recognised that although certain Sections or Divisions might normally be thought of in connection with particular operations of the Department, in fact the successful completion of such operations usually requires the cooperation of more than one such group.

A. Canal Operations:

1. The function of Canal Operations within the Rideau Waterway is to operate and maintain a historic canalised navigation, which is the chief element in a (potential) historic park consisting of a waterway, a linked series of rivers and lakes, and of the riparian settlements and areas of historic or natural interest.

2. The aim of Canal Operations is to operate the canal in such a way as to:
   a) keep the canal as a fully functional link in the general network of waterways in which it is included;
   b) control water levels in the Rideau and Cataraqui systems;
   c) preserve the historic character of the canal, and its related buildings and structures;
   d) open the canal and its facilities to all canal users, so far as may be consistent with their safety and the security of canal fabric.
3. "Canal users" include users of the navigation facilities, users of the water recreation opportunities in the lakes and rivers of the waterway, users of the land recreation opportunities on the banks of the waterway, and visitors to the historic sites associated with the canal—particularly to the various lockstations or other engineering and architectural aspects of the canalization.

4. In order to illustrate the history of the canal, Canal Operations should maintain canal fabric in an appearance, and canal mechanisms and methods of working in a mode, which will be that either of the period of original construction, or of such later period as the Department may consider suitable to particular situations.

5. Operational proposals aimed at the comfort and convenience of canal users or canal staff, as opposed to the requirements of their safety, should be subject in their application to the overriding interests of the preceding four guidelines.

6. For the purposes of the management of canal fabric and ancillary items, it should be assumed that all structures belonging to or associated with the canal on the date of the Minister's designation of the canal as a National Historic Site, are to be counted as historic structures. Consequently, they should not be altered or demolished or replaced without prior consultation with other divisions of the Department who work within, or are consultants to, the Department's Conservation Programme.
B. **Planning Operations:**

1. The function of Planning Operations is to evolve an overall "historic park" concept for the Rideau Waterway, within the wider context of the Rideau Corridor as defined by the C.O.R.T.S. study, and to guide and monitor the application of this concept, at individual locations or over the whole canal. In this application, particular emphasis should be laid on the optimum use of federal lands.

2. The aim of Planning Operations is to coordinate, by concept implementation, the proceedings of all operational groups and planning bodies - both public and private - who may be concerned with the various aspects of the Rideau Waterway. In pursuit of this aim, Planning Operations should prepare studies and guidelines for specific locations or general problems, and should also carry out a general liaison and information-diffusion role.

3. The intent of the "historic park" concept is to identify the historic and natural resources of the Waterway, and to make these accessible for the information and recreation of the public, to the maximum extent compatible with the conservation of those resources. Particular emphasis should be laid on the maintenance of high water quality, and on the conservation of biotic and physiographic features of the Waterway.

4. In order to assist in the resolution of immediate problems of operation and conservation within the Waterway, Planning Operations should identify the policies and procedures of all operational
groups and planning bodies concerned with the various aspects of
the Waterway. They should note where such policies and proced-
ures appear to run counter to the intent of the Minister's des-
ignation of the historic site, or with the general aims of the
Department's Conservation Programme. They should then recommend
the changes required to bring those policies and procedures into
the desired context.

5. In order to assist in problems of longer-term planning for the
Waterway, Planning Operations should study the present situat-
ion with regard to recommendations 15, 16, and 17 of the C.O.R.T.S.
study, dealing with the establishment of Historic Zones, the mak-
ing of façade by-laws within those Zones, and assistance to pri-
vate owners of historic buildings. Particular emphasis should
be laid on the possibilities for better inter-Departmental liaison
on federally owned buildings within the Rideau Corridor.

C. Historic Site Operations:

This third set of guidelines is intended to cover the whole field of
historic research, interpretative concepts, physical and functional
planning, and technical skills. While they are divided among various
sections of the Department, the final on-site result of these various
efforts is always intended to be one unified operation.

1. The function of Historic Site Operations is to define and to
illustrate the history of the Rideau Waterway, through the pres-
ervation, restoration, and interpretation, of the structures and
landscape settings significant of that history.
2. The aim of Historic Site Operations is threefold:
   a) to identify existing structures or settings of interest, and to evolve proposals for their preservation, interpretation, and function, in their modern context;
   b) to restore such structures or settings as may be required to make the history of the Waterway comprehensible;
   c) to suggest ways of incorporating new functions and structures so as not to confuse the presentation of the Waterway's history.

3. On any particular site, the initial presumption should be for the preservation and continuing use of the existing structures, unless and until studies show a structure to be incapable of preservation, or valueless in the interpretation of the site.

4. On any particular site, the initial presumption should be against the introduction of new structures, unless and until studies show existing structures to be incapable of housing or serving the required function.

5. The studies referred to above, should normally be initiated as part of Canal Operations or Planning Operations, but should include contributions from those groups within the Department normally associated with the various aspects of Historic Site Operations.

6. In order to assist in the resolution of immediate problems of operation and conservation within the Waterway, Historic Site Operations should act in concert with Canal Operations and Plan-
ning Operations, to conduct an initial series of studies of the historic sites of the Waterway, in order to identify areas of restoration and interpretation concern, and to establish preliminary guidelines for the treatment of those sites.

7. Historic Site Operations should make a study of available materials and skilled labour appropriate to the canal restoration, and should assess whether any action should be taken to secure supplies, or to set up a permanent skilled work-force.

IV Guidelines for the treatment of the Jones Falls Site:

The following guidelines are grouped under three heads, similar in effect to the heads under which the preceding General Guidelines have been set out. It will be found that in some cases, a particular aspect of the site is dealt with under more than one head; despite the risk of redundancy this process carries with it, the Team has thought it worthwhile to retain a distinction between the several approaches possible to some items, in order to emphasise their general importance within the site.

It will be seen that the guidelines here recommended, are based on the assumption that, in principle, there is to be no alteration to the configuration of the canal as it is now existing. However, it has been strongly urged by Team members from Canals Division, that the door should be left open to the possibility of change and improvement of the system, in order to handle the expected increase in recreational traffic along the canal. The Team as a whole felt that here was a matter of policy upon which it was not competent to judge, and which
should be referred to the Steering Committee, Chambly and Rideau Canals.

Station Operation:

1. The system of locks should be worked as at present, without further modernisation of lay-out.

2. The mechanisms for the operation of locks and sluices should remain in accordance with their existing design, being neither restored to their original pattern where they have been changed from it, nor altered to some more modern pattern. Such modern devices as may become necessary in the future, for the sake of safety or efficiency of operation, should be hidden.

3. The wooden swing bridge should be retained in operational condition.

4. Improved facilities for the lock-staff should be housed within the existing watch-house;

5. Improved facilities for the public should be provided in the context of an overall development plan for the site.

6. "Parking" or prolonged-stay wharves and tie-up points should be provided in the Jones Falls area, in addition to "locking" wharves, and a clear distinction should be maintained between the two types.

7. Maintenance procedures at the station should be orientated to preserving or reinstating the appearance of the various structures now existing, as at the time of their original construction.
Site and Area Planning:

8. The Jones Falls area should be taken to include the Waterway from the north of Sand Lake to the south of Whitefish Lake, together with the historic sites of Officer's Quarters and the Whitefish (Morton) Dam.

9. The core site of this area should be treated as a twin-site, comprising the lock-station with its associated structures, and the hotel complex opposite.

10. Within the Jones Falls area, planning should aim at the development of appropriate and compatible public and commercial recreational facilities, in selected locations. These facilities should be related especially to the development and interpretation of the three historic sites: the lock-station; the Officer's Quarters; and the Whitefish Dam.

11. Within the Jones Falls area, the lock-station itself should function as a centre for a unified "canal/park/historic site" operation.

12. It is to be recognised that the development of the station in its new context will produce requirements of organisation, accommodation, and building programme, which will be unlike the present requirements at this or other stations on the canal. With this in mind, a development plan should be prepared for the station, within which a coordinated programme of accommodation for staff and public can be established. Any new buildings found to be necessary should be compatible in siting and appearance with the
present character of the site.

13. The wooden swing bridge should be retained. It contributes to the character of the site by its historic and aesthetic interest, and it has an important place in the internal circulation patterns of the station, and in various routes related to the Rideau Corridor.

14. It has been noted that the existing policies concerning the retirement of swing bridges, and the construction of new high level bridges, are potentially damaging to the "historic park" concept at Jones Falls. They would therefore appear likely to be equally damaging elsewhere. It is urged that these policies be re-studied, at Jones Falls and elsewhere on the canal.

Historic Site Development:

15. Interpretation of the site in accordance with the recommendations of the Task Force (Strategy for Evolution), seems perfectly feasible. The scope of interpretation should be extended to include Officer's Quarters and the Whitefish Dam.

16. The process of the development of the site and its structures, particularly of the development of the lock-gate mechanisms, is recommended for interpretation via graphic or model display, rather than through site-restoration. Existing structures should all, (or nearly all), be retained and restored to their appearance when constructed, so demonstrating the sequence of building at the site, rather than interpreting the site to an early period, and demolishing existing structures to do so.
17. Restoration of the Blacksmith's Shop and the Lock-master's House to their original appearance seems feasible. The furnishing of these buildings to that period also seems feasible.

18. Reconstruction of at least the external appearance of the guard-houses at Jones Falls and Whitefish Dam seems feasible, should this be required in the interpretation programme.

19. Provision of designs for reconstruction models of early stages in the development on individual structures or of the site itself seems feasible.

20. Restoration engineers should contribute on a continuing basis to the preparation and monitoring of future maintenance programmes for the engineering structures of the station.

21. Historical studies should be made of buildings of interest which are part of the Jones Falls area, though not in Crown ownership. Their owners should be invited to avail themselves of the Department's advice in any works planned to these buildings.
PREVIOUS STUDIES:

The Project Team has noted three studies relating to the development and conservation of the Rideau Canal, which are relevant to the Team's area of concern, and to Jones Falls in particular.

These studies are:

1. The CORTS Committee study of May 1971;
2. The Task Force (Strategy for Evolution) Statement of May 1972;

The main conclusions of these studies are set out below; the Statement of the Task Force (Strategy for Evolution) is taken first, since it represents a direct statement of concept for the Rideau Canal, which is a development of the more general positions put forward in the CORTS study. The "objectives" for the historic canals listed in the report of the Task Force on the Future of Canada's Historic Canals, are set out last. This is a report which the Team has not been able to study, only to note its conclusions.

I. Task Force (Strategy for Evolution):

In summary, the Task Force makes the following points:

1. The essential operational aims of the Canal should no longer be efficiency only - with efficiency measured by speed of transit through the Canal. Education and recreation should also be emphasised.
2. Such aims might, on the one hand, require the retention of historic devices and modes of operation, while on the other hand requiring the opening of as much as possible of the Waterway to visitors, whether those visitors should come by land or water.

3. In general, the configuration of the Canal should remain as it was when the Task Force came to consider it.

4. Existing buildings should be retained, and new ones erected only if absolutely necessary. The new buildings should obtrude on the scene as little as possible, and the appearance of the site should have priority over maximum efficiency when considering the design and placing of such buildings.

5. Major interpretive efforts should be confined to:
   - Kingston Mills - "Strategic Defence"
   - Jones Falls - "Engineering"
   - Newboro - "The Vessels of the Waterway"
   - The Narrows - "Tactical Defence"
   - Merrickville - "The Socio-Economic Story"
   - Ottawa - "The Canal in general; Colonel By"

On Jones Falls itself, the Statement says:

"Because this site contains one of Canada's major engineering developments in the dam, we intend to interpret the engineering there here. We will construct a Visitor Reception Centre containing 3,600 square feet of interpretative space. In addition, there remains an original forge building which will be completely restored and interpreted to the period. Finally, there is a defensible canal-man's house, which was originally the lockmaster's house, and this also will be completely restored and interpreted to the period."
11. The CORTS Study:

The main points of the CORTS study which are relevant to this present study, are very similar in effect to those set down in the Task Force Statement. Three other recommendations are made for the Rideau Corridor, however, which should be noted:

1. (Recommendation 15) The establishment of Historic Zones.
   These are intended to be of two classes, and are indicated in Map 8 of the study. Jones Falls is included as a zone of high priority. The study comments:
   "The historic zones should be protected by all governments and public agencies."

2. (Recommendation 16) Building Façade By-Laws.
   "Provincial legislation should be passed to enable municipalities to adopt building façade by-laws" in high priority historic zones.

   "Measures should be taken to assist owners of significant historic buildings to maintain and to restore such structures."

These three points from the CORTS study raise questions of Federal/Provincial/Municipal cooperation. Their potential importance to effective planning along the Rideau Corridor is obvious, and it would be interesting to know what progress is being made to these ends.

It might be that a significant Federal contribution to the protection called for in the first recommendation, would be the preparation of an inventory of Federally owned buildings within the Corridor, and establishment of an inter-Departmental procedure for consultation, when contemplating alteration, demolition, or sale of such buildings.
Perhaps such an inventory and consultation procedure could be extended to include all publicly owned buildings.

III The Task Force on the Future of Canada's Historic Canals:

In its report, the Task Force has listed five objectives to be aimed at by a policy for the historic canals. These are intended to be more general in their application than those the Team has recommended for the Rideau, since they are to be objectives for the Trent system as well, where the historic interest is not so consistent as it is on the Rideau. The objectives are:

1. To preserve the canals as central links in the water transportation system.

2. To control water levels.

3. To interpret the history of the Canal Corridors, and to preserve and restore historic buildings and structures along the systems.

4. To preserve and interpret the natural environmental resources of the Corridors. Water quality and the biotic and physiographic features are of prime importance.

5. To encourage the optimum use of federal lands in keeping with their historical and environmental themes, through the development of appropriate facilities to enhance public outdoor recreational enjoyment.
Figure 2: Lock 39, from North East
Figure 3: Lock 39 and intermediate basin, from South East.

Figure 4: Lock 40, from North.
Figure 5: Lock 39, operating paddles of lower gate.

Figure 6: Wooden swing-bridge across lock 41, from East.
Figure 7: Lock 42 and ascending flight, from East.

Figure 8: Lock 42, from West.
Figure 9: Waste Weir channel, from East.

Figure 10: Temporary public toilets, near store, from South East.
RIDEAU CANAL

JONES FALLS: A PRELIMINARY STUDY

CANALS' POSITION:

Canals Division has only recently been transferred from the Department of Transport to the Department of Indian Affairs and Northern Development. It is an organisation set up to ensure the maximum efficiency in the day-to-day operation of the canals in its charge, to maintain them, and to improve them when necessary.

The following text is based on the minutes of a meeting held on June 6, 1973, at which the Rideau Canal Office discussed aspects of the present operation of the Rideau Canal, so far as these seemed relevant for the purposes of this study.

At this meeting, the discussion centered on matters of operation, of staffing, of standing policies, and of maintenance.

I. Operations:

The system of locks at Jones Falls already operates at the maximum efficiency the basic design will allow. Each lock takes about 10 minutes to fill, and to do this any faster would endanger the boats in the lock. A further 10 minutes is necessary to get boats in and out of the lock, particularly if the station is at all busy. The four locks together therefore impose an irreducible minimum total "lockage" time of an hour, or an hour and a half.
It would not seem that any engineering improvement to the system in its present form could materially improve the lockage time. Although the intermediate basin is not always a sufficient reservoir for filling the lower flight of three locks, it can be quickly topped-up with water from the upper lock. Since it is only occasionally that the two parts of the system are passing boats in opposite directions - a process requiring the intermediate basin to be used as a pass and holding basin, which is not safe if any number of boats is to be accommodated - water can be speedily released from the upper lock when required.

Such measures as the provision of a by-pass conduit from the upper lake to the intermediate basin would therefore be of no great advantage, while the present single passage rule applies. For double passage, the basin would have to be increased in size, which the site itself would make impracticable.

Similarly, any mechanisation of the working of the locks would not speed up the passage of boats, since they are already worked as fast as safety permits. On the other hand, Canals consider the present mode of working, with simple hand operated winches, endless chains, and rack and pinion gears, to be unduly demanding of physical effort when the station is busy.

Canals would wish to facilitate, rather than to accelerate, the lock working. Consideration will be given to the use of auxiliary motors,
or other hidden devices, to enable the existing machinery to be operated with less effort.

It is admitted that, if speed of transit through the system were the sole criterion, then construction of a single lift-lock on the site of the present waste weir serving the arch dam would probably be the answer. However, such a solution is unlikely to find a place in a conservation programme for an Historic Canal, and failing such drastic measures, the time required to complete a lockage cannot be shortened to any great degree. When the station is at its busiest, the normal number of lockages is twelve a day; six one way and six the other, turn and turn about.

Since it is inevitable that canal users are to have lengthy delays at Jones Falls, when the boating and holiday season is at its height, discussion turned to ways of making the wait less tedious.

First, the possibility of issuing queue tickets was considered. The idea would be to give a boat a ticket, entitling it to a place in a specific lockage, so that it need not wait at the wharf until its turn came round. This was rejected on two grounds:

a. that it was not possible to say exactly when a lockage would take place;
b. that the lockmaster needed to have under his eye the 
boats desiring to make a lockage, so that he can select 
boats for the most efficient filling of the lock.
For this latter purpose, he sometimes takes boats out 
of sequence of arrival, depending on their size.

Second, the idea of using students to take boats through the locks 
while their passengers visited the surrounding area was put forward.
This was also rejected, on the grounds:

a. that few boat-owners would wish to deliver their craft into the 
   hands of a stranger;
b. that the liability of the Department in the case of accident 
   to boat or student would be too great.

It seemed, as a general conclusion to this stage of the meeting, 
that once a boat had come to the wharfs at the top and bottom of 
the locks, intending to make its passage, then it must remain under 
the eye and direction of the lock-master until its passage was 
completed. While supernumary passengers could then visit the site, 
and meet the boat again as it emerged from its last lock, a respon-
sible member of the group must remain with the boat from the time 
it tied up at the wharf.

This being so, then the "locking" wharfs could not be used for 
docking boats whose passengers wished to visit the site or its 
vicinity, without committing themselves to passage through the 
locks. Since it is the general intention to attract visitors
to the points of historic or scenic interest that are centered on Jones Falls, it was suggested that a system of "parking" wharfs should be developed, in order to serve the various sites, including the lock site itself.

II Staffing:

The normal staff for the Jones Falls station is five men, with two students as help at the height of the season. The staff are full-time employees, but in fact put in most of their hours at work during the summer, when a lot of overtime is worked. For the accommodation of this staff, modern standards require a reasonably spacious structure, equipped with W.C., a kitchenette, and storage space for their day-to-day equipment. The arrangement of the locks at Jones Falls makes necessary a second, smaller building, to act as a Watch House for the lockmen on duty at the upper lock, as the main Watch House is beside the lower flight.

The present Watch House, a one-and-half storey frame structure lacks the required amenities. To make the necessary provision, Canals have decided to erect a new building near the present site.

The new Watch House is planned with W.C.s. for the use of the boating public, as well as with facilities for the staff. The design is similar to the new office at Black Rapids, which itself is based on designs which were approved by the N.C.C. for new Watch Houses at locks within the capital area.
It was agreed that Canals would furnish the team with plans to show the proposed site of the new building; meanwhile, Canals and Restoration Services would review the proposed design together.

If, as would seem to be the case, the Rideau Canal will assume under the Conservation Programme something of the aspect of a Historic Park, then Jones Falls station will find itself at the centre of an area in which historic and scenic interest will be strongly emphasised, and Park facilities developed. The station could become in effect a local centre for park supervision as well as for canal operation. Since it is also likely to be one of the major points of concentration for curatorial and interpretive effort for the historic canal itself, it is to be expected that three different staff functions will be located at the station, where at the moment there is only the one i.e., canal operation.

Canals are accordingly interested that a staffing and supervision policy should be worked out that will take account of the new circumstances. Clearly the number of staff at the station will increase; equally clearly, their diverse responsibilities might lead to difficulties of supervision, especially if the three sets of personnel should find themselves reporting to three different Divisions of the Department, without coordination at a local level.
Canals Division currently operates under the established Departmental policy, that the Department will contribute to the cost of new bridges across the canal, provided that with the completion of the new bridge, Canals can and will remove an existing swing bridge.

This policy has immediate importance for the future of the Jones Falls station. At present, a wooden swing bridge carries a county road across the lower flight of locks. The Department is now committed, in accordance with the above policy, to support the construction of a pair of new bridges to the north of the station, crossing the canal at Officers’ Quarters and continuing across the entrance to Smith Bay. On completion of the new bridges, Departmental policy will require the removal of the swing bridge.

The meeting recognised that three points of view existed concerning this swing bridge:-

a. The historical point that the bridge is representative of the design of the original bridges to cross the canal, and is one of only five remaining of its kind.

b. The Canals' point that the bridge complicates the operation of the lock-system.

c. The park-planning point that the route across the Canal should be preserved, to link the two halves of the landscape area centered on the lock station, and that the bridge is a
decorative and appropriate way of providing that link.

It was agreed that, if the Project Team should wish to see the bridge retained, then representation would have to be made to the Director-General concerning the effects of this particular Departmental policy.

It was agreed that report and drawings for the new bridges could be made available for the team's perusal, if desired.

A query was raised as to the 22'0" clearance which is to be provided under the new bridges, in accordance with Canals policy for such bridges. Was it likely that this clearance was too restrictive, in view of the desire to open the lakes to sailing craft?

The Rideau Office commented that 22'0" had been retained in the face of suggestions that it should be reduced to 17'0". It should also be remembered that entrance to the canal at both Kingston and Ottawa was restricted by bridges with 22'0" clearance.

Discussion turned to the provision of facilities for visitors to the station. Canals maintain a general policy of constructing W.C.s. - or temporary alternatives - at lock stations, which are intended for the boating public only. This is partly to relieve the strain on the lock-staff, since the maintenance of wash-rooms in unrestricted public use can be a considerable chore.

The new Watch House has been designed in accordance with this policy. However, it is clear that the volume of over-load visitors to the site is to increase. It was agreed that the
team should try to make some assessment of the amenity needs
for these visitors, particularly of the requirement for wash-
rooms, and to consider whether a single central wash-room facility
should be recommended, or else the establishment of separate facility
lties to deal with the various users to be expected at the site.
For instance, boaters might be provided for at the Watch House,
visitors to the Interpretation Centre at the Centre itself, and
general visitors at some other location.

Whatever may be decided, will have some effect on the staffing
needs at the station.

With respect to the buildings already on the site, it is the
general policy intention to provide elsewhere away from the station,
accommodation for the area maintenance crew and its equipment, which is at
present provided in the frame storehouse near the lower locks. Once
this takes place, this building or its site will become available
for alternative use.

IV Maintenance:
It was suggested that, from the point of view of the Conservation
Programme, maintenance at the lock-stations could be divided into
"structurally necessary" and "cosmetic".

So far as structurally necessary work is concerned, the situation
at Jones Falls presents few problems for the moment. A programme
of grouting the walls of the locks was completed last year, and
while there is some deterioration of material present in parts of the
locks, such as the concrete-block 'monoliths', this has not yet advanced to a point of urgency. An inspection of the stone arch-dam is in progress, to probe the cause of certain cavities revealing themselves in the earth fill, but the stone arch itself seems in sound condition. Minor leaks have been observed at its base for some years, which do not appear to be increasing, and may well be beneficial in relieving water pressure on the upper parts of the arch.

Three main areas where "cosmetic" maintenance would be required were identified: The monoliths, (structures terminating the lock-walls between the locks of the lower flight); areas of exposed grout-pointing; and areas of concrete patchwork. The problems were essentially ones of colour, and of texture of material. It was agreed that there should be cooperation between Canals and Restoration Services to find solutions for these problems. The possibilities of using stone veneers, and of 'plastic repairs' with artificial stone, were both mentioned as reasonable approaches which could be explored further.

It was also agreed that Canals would pass on to Restoration Services the results of the inspection of the dam, for their information.
Figure 11: Sketch by Burrows, late 1830's, of station from the South.
Figure 12: Sketch by Burrows, of intermediate basin nearly completed, from South East.
Figure 13: Sketch by Burrows, of Whitefish Dam and blockhouse, from East.
(a) Photograph, ca. 1880, Lock 39 from North East.
Section on EF

Elevation

Figure 13a: Photograph of Jones Falls guardhouse.
Figure 14: Photograph, ca. 1880, Lock 39 from North East.
Figure 15: Dam to intermediate basin, from East.
Figure 16: Sluice control wheel, dam to intermediate basin.

Figure 16a: Bridge on the Kennet and Avon Canal, England.
RIDEAU CANAL

JONES FALLS SITE STUDY: A PRELIMINARY TEXT.

HISTORICAL RESEARCH POSITION:

Introductory Note:

With reference to the Rideau Waterway in general, it must be remembered that the Canal is a unique survival, the only operational relic in North America of the "Canal Age" of the 19th century. As such, it is more than a means of transportation, it is a trust.

Accordingly, any proposals for restoration, reconstruction, or necessary new works, should be approached with especial care. The keynote to any work on the structures of the waterway should be simplicity - the use of plain, unelaborate buildings which could be erected by day-labour, with readily available local materials.

The following text is intended only as a summary of the known history of the Jones Falls site. Archival research has not yet been assisted by archaeological work, and one of the purposes of this section of the study is to suggest areas where such work might be most fruitful. It may well be that the industrial archaeologist would also be able to round out any further research programme.

The design and construction of the station as a whole is considered first, then the main engineering structures, then the site
buildings. Associated sites are mentioned, and the present state of research summarised. Finally, comment is made on the historical significance of the wooden swing-bridge which crosses lock no. 41.

I. Design and construction of the lock-station:

The canal works at Jones Falls were designed to overcome a series of rapids in the Cataraqui River at this point in its course. The rapids were approximately one mile in length, with a fall of sixty feet.

Six locks of ten foot lift were originally proposed for the station. However, when it was decided to construct all locks on the new canal of a sufficient size to accommodate steamboats, it was found that the site was not spacious enough to permit the construction of so many lock-chambers. So, four locks, each with a lift of fifteen feet, were constructed - descending from a single lock at the Sand Lake end of the station, via a small intermediate basin, and so to a flight of three locks combined. The level of Sand Lake was to be raised by a masonry dam thrown across the Cataraqua little above the entrance to the first lock.

Work on the site began during the summer of 1827 and, although interrupted by severe attacks of the so-called "swamp fever", was completed by early 1832. The principle contractors were Messrs. Thomas McKay and John Redpath, and the stone for the masonry structures came from a quarry near the present day village of Elgin.
Throughout its history, the lock-station has remained comparatively unchanged in appearance. This it owes partly to its isolation, and to the related point that the potential water-power generated by the damming of the river, was not utilized during the 19th century as it was at many other Rideau stations. In the latter decades of that century, the development of tourism brought increasing numbers of visitors to the site, a tendency which has continued right up to our own day; these visitors had little effect on the lock-station itself, but combined with canal-users to support the establishment and growth of the inn or hotel on the east bank of the river. In the 1940's, the construction of the Gananoque Light and Power Company station, with its penstocks leading down from the great dam, brought the first industrial development to the site, and the first major alteration to the appearance of the site for nearly one hundred years. Unlike the water-powered mills of the earlier period, however, this development brought with it no increase of settlement, since it offered no increase in employment. The slowly continuing taming and grooming of the general neighbourhood of the station, is the result of its remaining and growing in favour as a holiday resort and cottage area.

11 Engineering structures:
The main engineering structures at Jones Falls - locks, retaining dam, waste weir - exist substantially unchanged. During the 19th
century, various sections of the masonry of the locks and weir were rebuilt, as the stone deteriorated from the effects of age and weather. The replacement blocks were also taken from the Elgin quarry, from which the original material came. In the 20th century, it has become the practice to make replacement with concrete, in a variety of techniques. Pre-cast blocks, for example, were used in imitation of stone when it became necessary to renew the "monoliths" of the three-lock flight.

The only major change, in the period 1832-1914, to the group of structures that the first builders set up, came in 1905-06. Then, the clay and gravel dam in the intermediate basin was rebuilt in masonry, using stone taken from the sills of the combined locks, reconstructed two years previously. An iron gate of the wheel and thread design was installed in the sluice to enable the basin to be drained.

The mode of operation of the locks themselves is still substantially as Colonel By envisaged in his first designs, but the detail of gate construction and working has been revised two or three times since 1832, at Jones Falls as at the other stations of the canal. The chief changes are the abandonment of the down-curving balance beam, and of the chain and pulley system which ran along the floor of the lock to the bottom of the gate as a means of opening it. Now-a-days, the gates move on the urging of a "draw bar", or ram, itself operated by a winch.
and chain. Beside most of the gates, a semi-circle of concrete marks the position of another chain and pulley system, this time mounted at ground-level and connected to the projecting end of the balance beam, which was thus swung to the open or shut position by turning the winch at the end of the chain. This latter device would seem to have been the successor to the earlier mechanism attached to the bottom of the gate, and the predecessor of the draw-bar system. This triple sequence of hand-winch operated arrangements for moving the lock-gates seems to have been common to most of the stations of the canal. The earliest of the three has disappeared from all locks, though leaving behind some vestigial remains in one or two cases; the second is still to be found, though in numbers its examples are outweighed by those of the third or "ram" method. Hydraulically operated and electrically controlled rams, to be seen on some locks which have recently been modernised, represent a fourth phase in gate-operation, but have not yet come to Jones Falls.

The stone arch-dam deserves separate mention, in even such a brief resume as this. It was constructed in 1829-30, and was then the third highest arched dam known to have been built in the history of the Western World, and was certainly one of the first of its type in North America. It is over sixty feet high, and three hundred and fifty feet long. Since its builders left it, it has been altered only by the drilling for the water.
supply to the power-house, and by the very recent chain-link fence set up along its top edge.

III. Buildings:

Of the four major buildings at the lock-station - lock-master's house, forge, office or "watch house", and store - the first two are of stone and survive from the earlier periods in the station's history. The second two are frame and weather-board structures, dating probably from the last decades of the 19th century.

The lock-master's house, one-storied and originally "tinned and loopholed", is perched on a hill overlooking the detached upper lock, and aptly illustrates the defensive nature of these lock houses, as they were originally designed. It was built in 1838, and was used as a residence for the lock-master until well into the 20th century. No major repairs were recorded to the building before 1914, aside from the installation of a galvanised iron roof. A wing and porches were added to the house in the course of various modernisations, but these were recently stripped off.

The blacksmith's shop is a smaller building on the other, (western), bank of the upper lock. This was constructed in 1843, and seems to have changed little. The forge, though not the bellows and its frame, still stands inside, and the roof is covered in tin, as described in an 1852 report. Aside from its general interest as a building surviving from the early times of the station, the shop is a witness to the original isolation and engineering achievement of the Jones Falls locks. The reasons given for its erection
emphasise that "a forge appears to be absolutely requisite, there being four Gates at this Station, with a lift of 15 feet, being the highest on the Rideau, and the place being an isolated one and difficult to reach by land, great inconvenience and loss might be occasioned, if they have not means on the spot of taking timely measures to prevent injury to the Gates, or immediately to execute any repairs that may be required".

In the most general manner of speaking, it might be said that Jones Falls, like the rest of the canal, has had four periods in its history. The first, until the imperial government transferred it with other ordnance canals to the province of Canada in the mid-1850's, was its "military" period. The second, until say the Great War, and the improvement of highway transportation in the Rideau area, was its "commercial" period; and the third, until the recent transfer to this department, might be called its "recreational transport" period. The fourth, just now begun, is perhaps its "historic park" period.

There was another building of the "military" period which has not survived. A wooden guardhouse, (incorrectly referred to as a blockhouse), was built late in the 1830's or early in the 1840's as protection against a feared attack during the turbulent years following the 1837 rebellions. This structure of squared logs was situated on the flat top of a knoll east of the top lock of the flight
of three, and served as additional accommodation for the
lock-labourers. It was a one storey building, just over 20'0
square, with pyramidal roof and a projecting porch; rather like
a wooden version of the lock-master's house.

The guardhouse was restored at least once, in the mid 1930's, and was
finally demolished at the beginning of the Second World War. Plans
and elevations drawn in 1852 survive.

The two frame buildings date from the late "commercial" period of
the canal; the watch-house, or a very similar building on the
same site, appears in photographs ascribed to 1880. They are
entirely representative of a second period of architecture on
the canal, after the stone and log structures suitable to
military needs ceased to be built, and responsive to the day-
to-day requirements of operating a commercial toll canal. In
its possession of buildings from both of these architectural and
historical periods, Jones Falls well illustrates some of the
essential features of the 19th century story of the canal as a
whole.

IV  Associated sites:

Upstream of the station, the promontory known as the "Officers'
Quarters" was the site occupied by officers of the Royal Engineers,
among them Lt. Col. Boetler and Lt. Briscoe, while supervising
construction of the works. The location provided an excellent
view of the station, and a better circulation of air than would
have been obtained at a lower elevation beside the works. Aside
from the increased comfort in the humid days of summer, moving air was thought a protection against the ever present fevers, which "stagnant" air would encourage. In order to provide such a protection for the men working in the Cranberry Lake area, (then a pestilential marsh), just to the south of Jones Falls, Colonel By made himself unpopular with local landowners by ordering the felling of a great swath of trees in the direction of a less noisome vicinity, so as to induce an air current towards the marsh.

Down stream of the locks, a dam or spillway had been constructed where an arm of Whitefish Lake flowed out into the little stream now called Morton-Creek; from here, the surplus waters ran down to the Gananoque River. This Whitefish, or Morton, Dam maintained and controlled water levels from the foot of the Jones Falls locks to the Roundtail Dam above Brewer's Upper Mills. It still performs that function, though it is no longer the wooden structure of the first days of the canal. Since damage here could disrupt navigation between Jones Falls and Kingston, a wooden guardhouse was built on the hill to the north-west of the dam. This went up at the same time as the one constructed at Jones Falls, and was of the same design. It is now demolished. However, it was the subject of a series of 19th century sketches, which indicate its appearance and position, while plans and elevations prepared in 1852 survive.
It is possible that archaeological investigations could reveal further information on these sites, as interesting scenically as they are historically. Nor should it be forgotten that the group of sketches we possess of the station itself during and after construction, show various dwellings and work-places in the vicinity, in addition to the buildings we mentioned in the preceding section. It may be that their location and excavation would also be fruitful.

V Present state of research:

The Historical Research Section has in preparation, for Jones Falls and other stations, an intensive study of the construction of the original works, (in the typing stage), and a review of the structural changes to locks, dams and weirs from 1832 to 1914.

A preliminary survey of the buildings of the canal in general is contained in the Historic Sites Service pamphlet, Historical Assets of the Rideau Waterway, (1967), but more detailed study may prove useful. Occasional Publication Number One, The Rideau Waterway, (Society for Industrial Archaeology, 1973), was prepared by Mr. Naftel of the Research Section, and summarises the procedures and methods for the construction of the canal. In The Jones Falls Dam on the Rideau Canal, Ontario, Canada (reprinted from Transactions of the Newcomen Society, Vol. XXXI, and distributed by the National Research Council, Division of
Building Research), Dr. R.F. Legget describes in more detail the building of the stone arched dam.

A series of sketches and photographs made during the 19th and 20th centuries has already been collected, and the plans and elevations of the guardhouses at Jones Falls and Whitefish Dam are being copied for us at the Public Archives of Canada. While the records at the Archives have been at least preliminarily examined, for the later story on the canal it is hoped to have recourse to the records still held in Canals Division, where will be the information on changes and developments since 1914.

VI Wooden swing-bridges on the Rideau Canal

Previous sections have dealt with the structures and buildings surviving from the early days of the canal. One of the most interesting engineering devices at Jones Falls is the wooden swing-bridge, carrying the county highroad over the center lock of the group of three. The historic interest of this structure is not that it is itself the original bridge on the site, but that it is a replica in lineal descent from that original.

Since it is little more than a year since the canals came to be the concern of this department, there has not been the time or manpower available to make a detailed study of the canal bridges. However, it is possible to say that the Jones Falls
bridge, and four others like it remaining at other stations, is of a type contemporary with the construction of the canal itself, ca. 1830-40, and would appear to be unique to the Rideau Waterway, so far as Canada is concerned. Until the steel truss bridge became common in the late 19th century, this type of wooden design was almost universal along the waterway, even for heavy rail-traffic.

A quick survey would suggest that the design of the bridges came over from England with the Royal Engineers. It is perhaps relevant to note that more or less contemporary bridges on the Erie Canal were fixed, and their low clearance was a notorious hazard to packet-boat passengers. On the Kennet and Avon in England, on the other hand, opened in 1810 - seven years before construction of the Erie - are to be found bridges similar in design to those of the Rideau, though of smaller span.

The five bridges of the Jones Falls type which have survived, have done so because they are on little travelled side roads. The volume of traffic they carry is still small, and there would appear to be no urgent need to replace them. The Research Section would recommend that they be maintained in situ, since they are part of the original milieu of the canal. At least, there should be no attempt to remove them until the Historic Sites Service is in a position to do proper background studies on such ancillary structures associated with the Waterway.
Designs for typical high level bridges at the time of the construction of the canal are known. It might be worthwhile to consider whether some adaptation of these designs would enable the provision of new high level bridges where necessary, which would be congruous with the canal they are to cross.
Figure 17: Map of Jones Falls area and station.
Figure 17a: Map of the Rideau Waterway, at Jones Falls.
Figure 18: Entrance to narrows by Officers' Quarters, from West.

Figure 19: East bank, at Officers' Quarters, Site for new bridge.
Figure 20: Entrance to Smith Bay, from East. Site for new bridge.

Figure 21: North-east along Morton Bay, looking towards Whitefish, (now Morton), Dan.
Figure 22: Morton Dam, from West.

Figure 23: Approach to Jones Falls site, from South.
Figure 24: Lock-station, bridge, and hotel, from West.

Figure 25: Approach to swing-bridge, from North West.
Figure 26: Bridge and hotel, from North West.
RIDEAU CANAL

JONES FALLS: A PRELIMINARY STUDY.

PARKS PLANNING POSITION:

Parks planning must deal with the significance of the situation of the Jones Falls station, in relation to an area of land and water chiefly devoted to recreational use. The importance of present landing holding and usage is discussed, together with further potentials for recreational use. The role of the consolidation and rationalisation of present Crown land ownership in the area is considered, from the point of view of Departmental involvement in the development of recreational facilities. Finally, the effect and influence of the various planning policies and bodies, whose scope of action may include Jones Falls, are outlined and commented upon.

I. Location and significance of Jones Falls station:

(a) Location:-

The Jones Falls station includes locks 39, 40, 41, and 42, counting out from the first lock at Ottawa. It is part of the canalization of the Cataraqui River, and so lies within that part of the Rideau Waterway which flows south down to Kingston, from the watershed of Upper Rideau Lake.

The Waterway itself divides into two distinctly different halves, according to the different aspects of the country through which it flows. From Poonamalie station north, the route is a broad channel following the Rideau River across the plain to Ottawa.
From Poonamalie south, the Waterway is traced through a chain of lakes in hilly, rocky, countryside, right down to Kingston Mills, and the rapid drop to Kingston itself.

This area of lakes and hills is already a major recreational resort, and, as can be seen from Map 6 of the CORTS study, has been identified as possessing the greatest concentration of recreation capability in the whole Rideau Canal system.

The Jones Falls station lies at the heart of the chain of lakes, which spreads itself to north, south, and to the west of the station. The site therefore derives significance from its strategic location, within an area of major recreational importance.

(b) Strategic importance of location:-

The aspect of the recreational capability of this resort area is its land use. Its scenic qualities have attracted cottagers and campers alike. For our present purposes, however, even more emphasis should be laid on water use, and in particular, on the rapid development of all kinds of boating and sailing on the lakes.

As can be seen again from the CORTS map 6, Jones Falls is at once, central to the general lake system, and also a gateway to the system from the south. Any craft wishing to reach the larger lakes of the chain, which are the best adapted to general boating requirements, and are also well suited at their margins for cottage or camp
use, will have to pass through Jones Falls.
The CORTS map places the great majority of recreation capa-
bility around these larger lakes.

The station has, then a strategic position within the southern
half of the Rideau Corridor, as defined in the CORTS study,
by reason of its general relationship to a recreational area.
It derives a further and perhaps more immediately significant
importance from its relationship to various recreational routes.

First and foremost of these routes is of course the canal itself.
No longer of military or commercial interest, the canal has become a
recreational highway, to be enjoyed for itself, and for the interest
of the landscape and towns through which it passes.

From this point of view, Jones Falls is, first, a station on the
way; second, an objective in itself, (especially when parties
are making their way up from Kingston for the day); and third, a
notable example of the canal operation and engineering which gives
to the waterway as a whole a special attraction.

A second group of water routes converge on Jones Falls, in the
form of the canoe routes proposed or opened in the southern half
of the Rideau Corridor. Map 12 of the CORTS study shows these
routes; for them, as for the canal itself, Jones Falls is at
once a way-station, an objective, and a point of interest.
By virtue of the wooden bridges at the station, which at present carry the county highway, Jones Falls is also a focus for various land routes. While the highway itself could be thought of as a "utility" route, its location and picturesque qualities, and its traversing of the historic lock-station, lend it also very positive recreational values.

The new highway planned for the county, bridging the canal north of Jones Falls, may substitute for the "utility" aspects of the present road. However, the recreational aspects of the route through Jones Falls will remain undiminished, and will possibly even be enhanced, since traffic which otherwise might reasonably chafe at the delays occasioned by the swing bridge, will in future use the new bridge, and leave the pleasure-seekers to linger at their leisure.

The attraction of the road passing through Jones Falls was not lost on the CORTS team, and Map 11 of their Study shows the proposed Cataraqui Scenic Route as incorporating the station as the pivot of its southern loop.

The land routes which converge on Jones Falls are not restricted to motor roads, however; a series of walking trails were proposed by the CORTS, and outlined on their Map 13. The "Rideau Trail" is in operation, and includes Jones Falls as an important point on its itinerary.
To sum up then, in terms of the southern half of the "Rideau Corridor" defined by the CORTS study, the Jones Falls station is strategically placed in relation both to the recreation areas and to the recreation routes of the Corridor.

The essential factors in this strategic significance of the station are first, its location within the chain of lakes; second, its having become a bridging-point for the canal and the Cataraqui River; and third, its engineering and historic interest as a major lock and dam complex within the Rideau Waterway.

(c) Problems arising from the location:-

The essential problem facing Parks Planning is that of emphasising and developing these three aspects of the character of the Jones Falls station.

Even at this initial stage of analysis certain points now reveal themselves as of crucial importance:-

One: While the historic function of the canal as a water route from Kingston to Ottawa should properly be emphasised at the station, due importance must also be accorded to the recreational possibilities of the lakes which are linked by the station. While a canal is essentially a route to pass along, the lakes have become areas in which to linger - whether in boats, or in cottages and camps on shore, or as the temporary objectives of the traveller on foot or by car.
When thinking of the station as a link between the upper and lower lakes of this part of the Rideau Corridor, it becomes necessary to raise the question of the type of boats which might be expected to concentrate on lake water rather than canal water. If, as is to be expected, there will be a large percentage of sailing craft, then such matters as the best height for the new highway bridge north of Jones Falls become relevant to this study.

It is noted that existing policies dictate a height of 22'0" clearance for such new bridges across the canal. Parks Planning would suggest that this policy be re-examined in the context of boat use of the lakes as well as of boat use of the through canal-route.

Two: Preserving the character of Jones Falls as a bridging-point.

Without commenting on the issue of the provision of a new highway bridge, it would still appear to Parks Planning that the bridge facilities at the lock station should be maintained. As previously described, Jones Falls is a focus for various types of recreational routes, for which the Jones Falls bridges are obviously important. This remains true, whether one thinks of these routes in the general context of the development of the Rideau Corridor, or in the particular context of circulation within the immediate neighbourhood of the locks themselves.
The ease and safety which the swing-bridge affords pedestrians crossing over the locks, especially when old or very young are concerned, are not the least of its attractions to the planner.

It is realised that the retention of the complete bridge system at the station will require the review of existing policies concerning the provision of bridges across the canal, and concerning the retirement of the wooden swing-bridges. However, Parks Planning would urge that this system is an important element in the development of a planning concept for the Jones Falls area.

Three: Developing the attraction of Jones Falls as a centre of historic interest. While there is obviously a concentration of this interest at the station itself, there are localities such as the Officers' Quarters and the Whitefish Dam area, which are themselves of considerable interest, but are, as it were, satellites of the lock-station. In order to plan for the fullest exploitation of the historic interest of the whole area, within the context of an overall park-planning concept, it will be necessary to consider the coordination of the station with these outlying but related areas.

Four: Jones Falls is the centre of an area of considerable natural interest. Any planning concept concerned with this aspect of its locality must consider the possibilities of treating the station as a focal point, from which attention can be directed to the
places of interest, and from which normal park operations for the
area can be controlled.

**Five:** Jones Falls, as the nucleus of an area of diverse interest and
recreational uses, consists not merely of the lock-system, and the
related dam-structure, but also of the Kenny hotel complex at the
east end of the highway bridge. Any successful park-planning concept must
take into account this duality of historic site and hotel development,
and not seek to emphasise the one at the expense of the other. His-
torically, these two aspects of the site are related; today, their
relationship is one of the special elements in the character of the site,
and offers the most interesting opportunities for a fully integrated
park-planning concept based on Jones Falls.

**II Area recommended for detailed study:**

In the preceding section it was remarked that much of the signifi-
cance of the location of the Jones Falls station lay in its rela-
tionship with the whole area of the southern half of the Rideau
Corridor. Clearly, any more than the briefest mention of the
implications of this relationship would involve us in research
of much greater scope than is intended for the present study. Equally
clearly, however, if we were to restrict our study solely to the
lock-station itself, we would be ignoring aspects of the site which
must be taken into account in any well-considered plan.
It is suggested therefore that, for the purposes of this report, three zones of study be established. One criterion considered in suggesting these zones is that of extent of Crown land-holding, and therefore of scope for Federal action in implementing policies. In the first zone, for instance, the Crown owns a large proportion of the land, and can act directly. In the third zone, the Crown is a minority owner and can only implement its proposals with the cooperation of other owners and authorities.

The zones are defined as follows:

1) The lock-station, the dam, and the Kenny hotel group.
This zone to be intensively studied, with detailed comment on operational problems, on possibilities for rehabilitation, restoration, or reconstruction of the site-structures, on historical interpretation, on potential for park development, and on the requirements of physical planning for the site in its modern role.

2) The water approaches to the lock-station, including an area from the narrows leading from Sand Lake in the north, down to Hog Island in the south. This zone to be studied for its park development possibilities, with concentration on points of particular scenic or historic interest. Included in this zone would be the Morton Dam area.

3) From the northern shore of Sand Lake, to the southern shore of Whitefish Lake. This zone to be generally reviewed in regard to its present problems and potentialities for park
planning, with comment on major points of scenic or historic interest.

It is recognized that studies in the third zone will overlap with any future studies of the areas centering on Davis station, on Brass Point, or on Brewers Upper Mills. One might hope that a study of the "lake district" as a whole will eventually be undertaken; any work now carried out dealing with our third zone could then be merged into the wider study.

Following such a scheme will permit presentation of a detailed study of the lock-station, while placing that station in its more general relationship with the water and landscape features in which it is set, and the other historic sites with which it is associated.

III Present land holding and usage:

(Note: This section of the report is suggested for further study hereafter. The following text is only intended to note the main points which might be then discussed)

There are both public and private land holdings in the area of study. The largest individual holding is that of the Crown, held by this Department, and originally assembled to provide an adequate area for the construction, protection, and water-supply of the Rideau
Canal. However, the total of land in private ownership is greater than that in public hands. In consequence, while the manner of operation and development of public lands can set a pattern and standard for the area, optimum development can only be secured through cooperation with other owners.

Of course, the water areas represent perhaps the key resource of the area, and these are essentially in public control.

Land usage is mainly recreational, though of various types. Public lands are of course operated with the needs of the waterway in mind, but for the most part they are open to the public for hiking, strolling, pic-nicing and camping. Much of the private holding is divided into residential lots, which are of holiday cottage nature in the main, though there is a minority year-round residential usage.

Commercial usage is mainly in support of recreational use, that is, hotel or marina, with sales outlets aimed at the boater or the visitor.

The outstanding exception is the powerhouse, penstocks, and sluices of the Gananoque Light and Power Company.

IV Potential park development, and recreational use:

(Note: This section of the report is suggested for further study hereafter. The following text is only intended to note the main
points which might be then discussed)

Since the area under study has been for some time a popular resort, much has already been done to develop its recreational potential. Naturally, the individual efforts have been largely uncoordinated, although a kind of unity has been imposed on the joint result, by the very nature of the terrain and through the connecting link of the canal. Maintenance of the navigation route has involved a certain control of use and development in its vicinity, while canal and lakes between them have ensured a predominant place for boating in the variety of sports and pastimes pursued in the Jones Falls area; the theme of water and its recreational possibilities runs through all the previous development in the locality.

Such being the case, the role of the Park Planner will be mainly:

   a) the coordination and rationalisation of existing effort;
   b) the encouragement of all suitable types of recreational uses, rather than concentrating on boating alone, (though this will no doubt remain a major interest);
   c) the safeguarding and judicial development of the park resources of the area.

In the coordination of existing effort, the relationship of the historic lock-station, of the Kenny hotel group, and the Kenny marina, should take high priority, since it is in many ways the key to the site's attraction. A balance must also be struck
between the necessities or conveniences of operating the canal, and the qualities of interest or of recreation inherent in its present modes of operation, in its structures, and in the water areas which it unites.

Recreational uses which might be considered suitable to the area would include first and foremost all types of water use. Some such uses might be favoured above others; for instance, sailing could be considered less harmful to the physical environment, and less intrusive on the pleasures of others, than waterskiing or power-boat racing. In general, planning for improved facilities in support of water use will involve provision of more berthing facilities along the lake shores or near the locks. These facilities should preferably be related to points of scenic or historic interest, or to camping and picnic grounds. Bathing places can be provided or improved. Obstacle clearance or marking policies might be reviewed for those areas that have not hitherto received the attention that is given to the navigation route of the canal. The facilities and sport available to fishermen could be re-examined.

In these matters, it is to be expected that Departmental action will have the most effect, although private enterprise can be of considerable assistance.

Probably the recreational use with the next claim to consideration is that of the holiday cottage. There needs to be a review of the
facilities available to the cottagers, and also of the effect of the cottagers on their environment. It may be found that there should be some review of planning controls, as well as of public service provisions, for these semi-permanent residents. Any conflict of interest between the cottagers, the visitors, and of course with the needs of the canal itself, can now be considered for the most satisfactory resolution.

Next, we should bear in mind the group of activities that arise from the natural beauties and items of interest, with which the Jones Falls area is well supplied. These will vary from such specialised interests as botany and wildlife studies, to walking, riding, or camping in general enjoyment of the environment. For these purposes, trails need to be provided and maintained, vantage points marked and opened, and sites for camping and picnicing established. At selected points, water supply, rubbish disposal, and sanitary accommodation might be provided.

These last facilities could be provided in association with the further development of the historic sites in the area. The sites could act as foci for the various land-based recreational usages, and as centres for park supervision.

The lock-station itself, particularly when considered in relation to the hotel beside it, already fulfills many of these functions, and could be equipped to do so more purposefully. The location of the Officers' Quarters to the north, and the Whitefish (Morton) Dam and blockhouse site to the south of the lock-station seems well suited to the function of area sub-centres.
related to a main centre at the locks.

The historic sites, of course, are among the chief attractions of the area for visitors; and they round-off, as it were, the general flavour of the place for the more permanent population. The park-planner would hope that these sites will be made as accessible and as interesting as possible. His immediate concern is that as points of attraction, they should be coordinated with other such points in the area, and that as traffic-generators, (whether on foot or a-wheel), they should be tied into a general pattern of circulation and resting places.

Jones Falls as a link within a wider network of recreation will also have some implication for the use and development of the area. The scenic routes, trails and canoe routes which converge on the site will have requirements for service and maintenance, and will add through-traffic to the problems of internal circulation. The decision on the fate of the wooden swing-bridge at the locks must take into account its place in this wider recreational context, as well as the part it plays in local circulation.

It is in the nature of things that the park planner shall find his attention almost equally divided between developing the recreational resources of his park, and safeguarding those resources against the threats posed by such development. Having mentioned the types of
recreational usage which might be encouraged in the area of Jones Falls, it would be as well, therefore, to note the resources on which these uses will be based. Each resource will require balanced measures of conservation and development, if we are to ensure a sound base for the application of a park concept in the area.

Simply listed, these resources include:

- Water areas
- Landscape
- Plant cover
- Present paths, roads, and water routes
- Points of special scenic or natural interest
- Points of special historic interest
- Present camping or picnic areas
- Presently available overnight accommodation in or around the area
- Present sales outlets, catering for recreational needs or for food and refreshment.
- Private holiday residences.

It is not to be expected that in a preliminary and urgent study, much can be done to offer detailed policies to deal with these matters of use and resource. It is hoped only, to suggest general lines of approach to the problem involved, and to indicate where further detailed studies might be required.
V. Consolidation of Crown land-holdings:

(Note: This section of the report is suggested for further study hereafter. The following text is only intended to note the main points which might then be discussed)

In the preceding section, while discussing the possible development of water recreational usages, it was remarked that Departmental action would probably be the most effective in getting such developments under way. This, of course, is because of the control the Crown has over the water areas themselves, and of the position of the Crown as the most important riparian landholder. While the cooperation of all interested owners and authorities will be necessary to ensure the full implementation of a park-planning policy, the initial steps – the "pump-priming" for the scheme – will take place on the Crown lands.

It is therefore important to consider whether the present Crown holdings should be extended, or leasing policies reviewed, so that Departmental action in support of an overall park concept can be as effective as possible.

One of the most characteristic elements in the landscape of Jones Falls is the winding of the waterway through narrow, steeply banked passages separating wider sheets of water. The most obvious of these passages is that by the Officers' Quarters, but similar features exist in other parts of the lake/canal complex. The
banks to either side of these passages are vulnerable to insensitive development, and perhaps most noticeably so at the entrance to the "narrrows". Since at these points we have, as it were, gateways to one of the more interesting scenic experiences which the Jones Falls district has to offer, inappropriate development at the entrances to the "narrrows" would be particularly unfortunate. If it should prove possible to take these, or other especially significant areas of land into Crown ownership, it would be easier to ensure their conservation, and sympathetic development.

Further land acquisition might, therefore, be justified as a measure aimed at the conservation and proper development of certain key places of natural, (or of historic), interest.

A review of landholdings might also be undertaken to see whether the Department has sufficient land at strategic points to support a programme of improvement to such facilities as mooring-places, shoreline access from land and water, bathing points, camping and picnic areas.

At the lock-station itself, in order to cope with the increase of visitors to be expected, and to allow access to all interesting land areas in the immediate vicinity of the station, it may be that certain parcels of land are required to consolidate the holdings of onetime Ordnance land. Should opportunities to reclaim leased plots occur, it would be proper to balance the
rental revenues to be obtained, against the improved amenity value of the site as a whole if the plot were to be re-absorbed into Crown holdings.

VI Planning bodies and policies:

The Jones Falls area is subject to the influence of several bodies whose plans and general policies must be harmonised if any plan for the area is to be successfully implemented.

In the first instance, the Department itself is no doubt the body whose policies will have the widest effect. However, the situation here is complicated by the fact that the Canals organisation, now part of the Department, is still to some extent in a transitional stage, between its original status as part of the Department of Transport, and its future position within the regional organisation of the Department of Indian Affairs. The result is that an establishment designed to operate a transportation route now finds itself acting within the Parks Canada Branch, in the interests of the Conservation Programme of the Department.

The Jones Falls area may be taken as a particular case illustrating the general point. Six main areas of planning or policy can be mentioned which affect the station and its vicinity, from the point of view of its attraction and its development within the general concepts of the By-ways and Special Places aspect of the Conservation Programme. These six areas are also of direct concern to the
operation of the canal, and could well lead to a clash of interest between objectives once defined within the Department of Transport, and now being redefined within the Department of Indian Affairs.

One: The attitudes to the bridging of the canal. It has been the declared policy to remove wooden or other swing-bridges, and, in furtherance of that policy, to subsidise the construction of high-level road bridges where these will make it possible to do away with an existing swing-bridge. It has also been a general policy to accept 22'0" as the limiting clearance for the new bridges. At Jones Falls, these combined policies will require removal of the wooden swing-bridge, and the construction of a new highway bridge across the canal at the Officers' Quarters. It is arguable that if these policies had been reviewed in the light of the aims of the Conservation Programme, neither action would now be contemplated. It might also be thought that the new emphasis which could be given to recreational sailing within the Waterway, should be considered a new factor to be taken into account when reviewing the policy on clearance for any new bridge.

Two: The clearance and marking of water-ways. The Canals Office naturally concentrates its attention to the maintenance and the marking of the Rideau Canal navigation route. In its
works to other parts of the water system, the Office's concern is mainly with the protection of supply to the canal. While it could not be envisaged that a more "park-orientated" policy should in any way retreat from the excellent standards which have been thus established, it may be that such a policy would add to its water-way management, programmes for clearance and marking in areas outside the main navigation route, either to provide access to places of interest, or simply to increase the area available for recreational boating. Conservation of aquatic wild-life and plants would suggest other ways in which water management policies might evolve.

Three: Attitude to visitors. At present, visitors to lock-stations find anything from polite acceptance to happy welcome. There can be no doubt in their minds, however, that the main purpose of the station is to forward the boat user about his business. The standing policy, (not too harshly applied!), that W.C.s at lock-stations are intended for the boating public, not the by-standers, is a perfectly logical outcome of this attitude, itself entirely proper when the main purpose of the canal was indeed to speed on the water-borne traffic. Now, however, that the canal becomes part of a recreational, (and educational), complex, in effect a historic water-park, attraction of visitors becomes its purpose as much as navigation. Provision of appropriate facilities for all types
of visitors would obviously be part of a "park" policy, if not of a "canal" policy. At Jones Falls the need for a review of policy will be underlined by the development of the historic attraction of the site, in which visitors by land will have at least as much importance as those who come by water.

Four: Management of building-stock. Major items in the historic attraction of the lock-station are the existing buildings and engineering structures. Clearly, considerations of efficient and economic operation alone, will produce different policies for the handling of surplus buildings, and for the design of new ones, than would the consideration of these matters in the context of a historic park. In a park, other desiderata than those of business efficiency can be taken into account.

At Jones Falls, an immediate building problem is that of the provision of a new Watch House or lock office; in this particular case, it may prove worthwhile to reexamine the design and accommodation policies which underlie the current design, in the general context of the historic setting and of the new functions to be expected within the lock-station.

However that particular problem may be resolved, it will still be the case that the new role of the station in the implementation of a historic-park concept, will call for buildings and accommodation
of a type unprecedented in the history of the operation of the Rideau Canal. New policies of design and control will be required to deal with this situation.

**Five:** Maintenance and improvement of the canal, especially in relation to the engineering structures, such as locks, dams and sluices. The need for a review of canal policies in this regard is already widely recognised by all concerned, and was pointed out by the Task Force, (Evolution and Strategy).

Some aspects of the maintenance programme have already been discussed at inter-divisional meetings. The difference between techniques of maintenance which were appropriate when economic operation for commercial users was the purpose of the canal, and those which will be appropriate now conservation and historic interest are the chief concerns, is a marked one. It is quite obvious at any casual inspection of most lock-chambers, and is not in dispute. It serves to underline the contrast between the policies suitable to the former status of the canal, and those which will meet its present needs.

At Jones Falls, maintenance problems are similar to those of other lock-stations, allowing for such special items as the stone arch-dam. Questions of improvement have arisen, with proposals for the construction of a lift-lock to by-pass the existing lock system. While these are not being pressed, neither have they been withdrawn.
from the Capital Programme. It is arguable that such proposals are not compatible with the Department’s Conservation Programme; certainly the works now in hand at Smiths Falls do not inspire confidence that the special historic interest of the canal can survive the intrusion of such major engineering works in modern materials. A reexamination of policies for the maintenance and improvement of the canal must be an important part of any planned concept for the Jones Falls area.

Six: Staffing, particularly the organisation and accommodation of staff. If the Jones Falls area, or the canal as a whole, is to function as a park rather than as a transportation route, then obviously staff requirements for planning, administration, and maintenance will have to change from the patterns established under the Department of Transport. Perhaps it will be more a matter of adding roles to those already performed, rather than of altering existing functions, but the old establishment will in one way or another need to be reorganised.

Attention could be drawn, for instance, to the current practice of eliminating the lock master’s residence from the lock-stations. As a policy, it was no doubt an entirely appropriate economy of effort and administration for the operation of the canal. However, if the canal is to take on a "historic park" character, the advantages of having staff resident at the major sites might well be sufficient to reverse
the policy. At Jones Falls, this may not be an issue; at other stations, it will be a matter of some importance.

At Jones Falls, the proposed new Watch House is a more immediate focus for the problems that will arise in this area of policy. In recent years, a design and an accommodation-brief has been evolved for such new structures, aimed at the housing of lock-staff, their smaller maintenance equipment, and at the provision of sanitary facilities for the staff and the boating public. These needs once satisfied, few lock-stations presented other accommodation problems, or required staff other than those concerned with the operation of the locks and the maintenance of grounds and equipment. However, it would appear that Jones Falls is likely, if even moderate development of its potentialities is put in hand, to be the centre for an historic interpretation programme, for a local park conservation and improvement programme, for a programme of the development of scenic and historic routes, and of course for the local aspects of the conservation and maintenance of the canal itself. It would seem probable that it will prove best to group at least the local expression of these various functions in some coordinated or unified organisation. It is not yet possible to say what accommodation or staffing organisation will be best suited to the new circumstances, without further study of all the implications. However, it is clear that the presently accepted "standard" Watch House, and the staff organisation for which it is designed,
are unlikely to be the desired ideals. A reexamination of staffing policies should therefore have a place in the establishment of a concept for the future development of Jones Falls.

We have discussed these foregoing six areas of policy, at the risk of labouring our point, for two reasons:

First: The Department of Indian Affairs and Northern Development, through its Conservation Programme, its By-ways and Special Places Programme, and its Parks Canada organisation, is the most influential planning body concerned with the Rideau Canal. It also represents the largest single landowner, whose ability for direct action in the development of the canal and its environs, far outstrips the ability of any other owner.

Second: Canals Division is the de facto agent of the Department in its concerns with the Rideau. A self-contained organisation, the Canals Office is entirely competent to run the Rideau Canal with little reference to other divisions of the Department. Naturally, however, in the transitional state in which the office finds itself, and in the absence of new and developed policies suitable to the revised status of the canal, the policies that tend to guide its actions are those established before the move from Department to Department.
For an effective, "park-orientated", plan to be evolved and implemented for the Jones Falls area, or for the canal as a whole, it would appear that the relationships and roles of Departmental policies and divisions with respect to the Rideau Waterway and Corridor, will require reexamination.

(Note: Other planning bodies into whose orbit the study area falls include:—
Province: Ontario
County: Leeds
Township: South Crosby.

When this text was prepared, it was not known what specific policies of these bodies were relevant to Jones Falls. It is suggested that this should be the subject of further study hereafter)
Figure 27: A monolith in lock-flight from South.

Figure 28: Section of grouted and patched lock wall.
Figure 29: Original design for lock gates and mechanisms.

Figure 30: The stone arched-dam, from South West.
Figure 31: The powerhouse penstocks, from West.

Figure 32: The waste weir and sluices, from North West.
Figure 33: Lockmaster's house, 1967, from North West.

Figure 34: Lockmaster's house, 1973, from South.
Figure 35: Lockmaster's house and site, from South West.

Figure 36: The Blacksmith's shop, from South East.
Figure 37: The Watch house, from North West.

Figure 38: The Store, from South West.
Figure 39: The Hotel, from North West.

Figure 40: The Hotel, from North East.
Figure 41: The Hotel group, from West.

Figure 42: The House, east of hotel, from North.
Figure 43: The Power-house, from South West.

Figure 44: The Cottage, by intermediate basin, from East.
Figure 45: Plan of proposed new Watch house.
Figure 46: Section of proposed new Watch house.
Figure 47: Elevation of the new watch house.

Figure 48: The watch house at Black Rapids station.
RESTORATION POSITION:

The Restoration Services Division, Engineering and Architectural Branch, have discussed with other Divisions of the Department the various points of view from which the preceding three "Positions" were compiled. They have also been able to make a preliminary examination of the site, and are now in the process of assembling more comprehensive data.

The following text therefore represents Restoration Services' initial and tentative conclusions concerning the possibilities for restoration and reconstruction at Jones Falls. The further research of other Divisions or of Restoration Services themselves, might well yet produce new evidence which will require revision of the points set out below.

First is presented an Inventory of engineering structures and of buildings which seem worth discussing with a view to their restoration or reconstruction. Next, a review of available data, followed by comment on the restoration or reconstruction possibilities of the engineering structures and of the buildings. Lastly, a discussion on the implications of the proposed new Watch House, from the point of view of the restoration of the site.
I. Inventory of engineering structures and of buildings:

In the section of this report dealing with Historic Research, it was suggested that the history of the Rideau Canal could be divided into four phases:

1. 1828-53, the "military phase";
2. 1853-1914, the "commercial phase";
3. 1914-72, the "recreational transport phase";
4. 1972-?, the "historic park phase".

We can group our inventory according to these phases:

1. **Military Phase:**

   Engineering Structures -
   
   a) Four locks, including much of the original iron-work, but the gates and associated mechanisms otherwise later;
   
   b) Stone arched dam;
   
   c) Overflow weir for dam, with sluices recently rebuilt;
   
   d) Whitefish (Morton) dam, now rebuilt;
   
   e) Wooden swing-bridge, represented in close replica by modern structure, which is the latest in series of replacements made every twenty to thirty years;
   
   f) Highway bridge, also wooden, also likely to be similar in design to the original, though little information yet available;
Buildings -

a) Lock-master's house, the interior refurbished in this century, and exterior additions made but now removed;

b) Guardhouse, now demolished, of which drawings survive;

c) Blacksmiths' shop, the forge surviving but the bellows and frame removed;

d) Building or buildings at "Officers' Quarters", now demolished, and no evidence as to appearance;

e) Whitefish (Morton) blockhouse, now demolished, similar to the Jones Falls guardhouse;

2. Commercial phase:

Engineering Structures -

a) Dam and sluice for the intermediate basin, a masonry rebuilding of the original clay and gravel dam;

Buildings -

a) Watch house or lock office,

b) Store, though existing structure may not be the original;

Hotel, with additions mainly very recent;

House, east of hotel;

House, (now boarding-house), opposite hotel; much altered, and possibly later in date than the hotel.
3. **Recreational transport phase:**

Engineering structures -
a) Sluice and penstocks formed in, and leading from, the arched dam, (here, this phase is really the "industrial phase");

Buildings -
No major buildings at the lock-station represent this phase, which in general is best evidenced in the increasingly "garden" character of the landscaping of the station, and of the river-bank near the hotel. Architectural representation lies with the holiday cottages - of Sand Lake in particular, which might repay further study, but which it has seemed beyond the scope of this report to do more than mention. An example does exist within the bounds of the station itself, which we add to the list for the sake of completeness, rather than for its intrinsic merit:-

a) Holiday cottage;

b) The power-house dates from this time, and, with its penstocks and sluice, forms an "industrial Phase" of its own.

4. **Historic park phase:**

No Engineering structures.

Buildings, (proposed),
a) Watch house;  
b) Visitor Reception Centre;  

II Restoration data:  

The data upon which restoration schemes will be based come essentially from two sources. The first is historical research, the second, site survey.  

The state of historical research is described in the preceding section on the Historical Research Position; while much detail remains to be searched out, and the results of future archaeology are awaited, the general structural story has already been carried far enough for the date, the general appearance, sometimes the plans and elevations, and relevant comparative examples, of most of the major historic buildings of the lock-station to be identified. The history of the framed structures is not yet as clear as that of the earlier stone buildings, and research into buildings off canal property, such as the hotel, has been outside the scope of the work so far carried out.  

Restoration Services' "As-Found" survey teams have already begun a programme of surveying at Jones Falls, which programme has been divided into three parts: the first, a brief overall photographic survey of the site - which is now complete; second, detailed drawings of two of the historic buildings, the lock-master's house and the
blacksmith's shop - now under way; third, a detailed photographic survey of the machinery of the locks, and other interesting items. The programme is intended for completion by Fall.

"As-Found" survey is one aspect of site survey for restoration, while architectural investigation of structure is another. This second programme will only get under way when restoration of specific buildings is decided upon. Meanwhile, a brief initial inspection of the structures has been made.

III Restoration or reconstruction potential

Engineering Structures:

The Restoration problem with respect to the engineering structures at Jones Falls has three aspects: the maintenance of existing fabric; the reconstruction and reinstatement of missing items; and the assimilation of necessary technical improvements.

The structures listed in our preceding inventory appear all to be in sound condition, and have of course been the subject of a constant maintenance programme since the canal was opened. In the locks, the continuing slow decay of the masonry, (both original and later cast-concrete substitutes), has been dealt with as occasion served and the circumstances of the time warranted. The stone dam has been observed to have minor leaks for some time, giving rise to no anxiety, though lately some pot-holeing of the earth backing has been noted, and is now under investigation.
by Canals Division. The penstocks, (no concern of the Department), also leak to some extent, but for the time being at any rate, are adequately maintained.

The restoration problem from this point of view lies in the methods chosen to carry out maintenance in the past, particularly in the increasing use of cement, first as cast blocks imitating stone, and then as undisguised grey cement patchwork or - with the addition of an aluminium filler - as pointing for the cement grouting recently carried out to reinforce lock walls.

The results are unquestionably structurally secure, but their visual effect is more or less disturbing, and they are not historically authentic.

The four locks demonstrate this problem most clearly; the stone dam has had little or no replacement of material, and presents its original aspect, save for the intrusion of the power-house sluices and penstock-junction works; the sluices of the waste-weir near the dam, on the other hand, have been rebuilt entirely in concrete, and so have at least the aesthetic virtue of consistency in their general appearance.

Initial discussions between Canals Division and Restoration Services would suggest that it will prove possible to agree on a future maintenance programme based on methods yielding a more
authentic appearance, and perhaps including provision for altering previous finishes incongruous with the visual effect of the original masonry. Details of such a programme remain to be worked out, but it is likely to include such methods as veneering with appropriate stone, or making "plastic" repairs to damaged surfaces with artificial stone, dressed to match surrounding material. Naturally, the possibilities of employing stone from the original or similar quarries as straightforward replacement masonry, will be considered - especially where original stone is very severely decayed.

It is to be expected that such a programme will prove more costly in time and labour, and often in material, than previous programmes at Jones Falls. Nevertheless, it is thought to be justified if the historic interest of the structures at the station is not to be obscured.

Comment should be made at this point on the possible difficulties of obtaining appropriate materials and skilled labour. Our programme envisages the return of the entire canal to the use of stone and timber in accordance with the original practice. Over the next 10 or 15 years, therefore, considerable quantities of stone, timber, and skilled labour for their proper preparation, will be required. Sources of material should be reviewed now, and, if necessary, stock piling begun, or even a quarry purchased. A regular schedule of stone replacement could also justify the employment of one or two masons at a central depot, dressing
stone in the winter, and laying it in the summer.

The maintenance problem is expected to present no difficulties in principle, but the problem of reinstatement is more complicated.

If it was proposed to return all the engineering structures at the station to their appearance at the time of their original construction, items requiring reinstatement would vary from the gates and their machinery, to the clay and gravel dam now replaced by the masonry dam and sluice of the intermediate basin. The first would be quite possible, perhaps even practicable, while the second would be barely possible, and could not really be considered a practicable proposal.

With little exception, alterations to the engineering structures have occurred for one or other of two reasons:

1) Replacement of worn-out parts, together with the consequence of the evolution of design as it affected the replacements. This process is at its clearest in the sequence of lock-gate designs at Jones Falls and at other stations.

2) Reworking of unsatisfactory or temporary engineering solutions. The replacement of the first dam for the basin with the present masonry structure would be an example of this process.
It can be argued that, in the first case, respect for the total history of the canal would suggest retention of the latest in the evolutionary series, while perhaps illustrating the series itself with the aid of models. It could also be claimed, with respect to the gates and their mechanisms, that the essential principle of their operation is still that at first intended. The modern lock-man winding the hand-winch to move the draw-bar via its endless chain, is perhaps close enough in spirit to his original, winding his winch and chain to pull directly on the base of the gate's mitre-post, to demonstrate to the visitor what the working of a 19th century lock involved.

In the second case, a return to an original situation intended to be temporary or found to be unsound, would seem to be unwisely pedantic an interpretation of restoration in the context of a working canal. Again, of course, most of the examples of the second type could be claimed as part of the general history of the canal.

It is recommended, therefore, that reinstatement or reconstruction in connection with engineering structures should only be the policy, when the item in question does not fall into the two categories discussed above. Initial inspection has not revealed any such items, unless the use of substitute materials in repairs be considered an example.
With respect to necessary technical improvements, the concern of restoration is, of course, that these shall be incorporated in a manner that does not detract from the significance of the historic systems. Without specific proposals, it is difficult to comment further.

IV Restoration or reconstruction potential, Buildings:

The buildings at the lock-station, or on the other associated historic sites, were not as permanently essential to the operations of the canal as were the engineering structures. Without the latter, the canal would cease to exist, and in a sense, the engineering structures are the lockstation; therefore, all the structures now on the site, (save for those associated with the powerhouse), date in their original forms from the first construction of the station.

The buildings, on the other hand, were erected after the canal was opened, (save for whatever building stood at Officers' Quarters, and for the workshops or lodgings shown in early prints near the site of the present Blacksmith's Shop). Aside from such intrinsic architectural interest as they may possess, their importance lies in their reflection of the varying circumstances in which, and the varying purposes for which, the canal was operated.

The lock-masters' house, for instance, represents the canal in Fig. 33-35.
its first concept as part of the imperial defence system. It, like the similar buildings on other stations, and the block-houses of Kingston Mills and Merrickville, is a miniature fort, bearing the same relation to its stretch of canal – in a local and tactical way – as Kingston's Fort Henry bore towards the St. Lawrence and Lake Ontario, in a national and strategic context.

The wooden guard-house, though a military structure, and although built within ten years of the lock-master's house, is the response to internal rather than external threats, following the '37 Rebellions.

For a third instance, the building at Officers' Quarters, and the early structures near the later forge, represent the phase of the actual construction of the canal, after which their function ceased and they disappeared.

If it is then agreed that the major interest of the buildings, both those surviving and those demolished, lies in their witness to the changing and evolving history of the site, then it would seem reasonable to suggest that proposals for their restoration or reconstruction should aim at returning each building to the period of its original construction and function. In this way, the restored or reconstructed buildings would provide a natural framework for the historic interpretation of the lock-station and its general area.
It should be noted at this point that, with the possible exception of the store, the lock office or watch house is the only building of the station still fulfilling its original function. Since this function will be a continuing one, we would suggest that it would be more in keeping with a restoration programme for the site, if the existing building was retained in use, and provided with the modern amenities which the modern lock-men are entitled to expect, rather than erect a new watch-house. Since this is part of a question with wider implications, we intend to discuss it separately in a later section of this "Position"; but it is worth remarking here that the proposal to build a new watch house will affect the interpretation of the site through its buildings.

A second note should be made, that the preceding remarks apply chiefly to the buildings directly associated with canal operation or defence. The hotel complex, and the powerhouse, were established to exploit the existence of the canal, rather than in service to it. They represent therefore yet different aspects of the canal story, and in fact still perform their original functions. While they are not in Departmental ownership, it still seems worth considering their potential place in a restoration scheme. It might well be possible to arrange some cooperative programme in this respect, and the future possibility of acquisition by the Department, if remote, should not be ignored.
It is only possible at this stage to make the most general comment on the extent of restoration or reconstruction which will be feasible in each individual building. We will deal with them in the order of the Inventory, in the first section of this "Position".

Lock-master's House:

The building as it now stands has been cut back to the assumed original fabric, by the removal of additions probably 20th century in date. A quick inspection suggests that most of the original fabric survives, and it could be expected that evidence for original interior arrangements will be revealed when closer investigations remove modern wall-papers or plaster finishes. Loop-holes on two facades survive, having been covered over by the later additions. On the other two sides of the building, it is to be hoped that internal evidence will confirm indications of further loopholes, which appear to have been pieced-in with masonry. The scar of a porch can be seen on the south facade.

The historic background to the construction of the building is reasonably well known, and indicates similarities to be expected with other defensive houses of the canal. Research into this whole group of buildings will provide comparative evidence for the restoration of individual structures, and inspection of the other still standing examples will also provide useful information.
There seems to be a good chance that it will be possible to restore this building to its original form, with an acceptable degree of conjecture.

Guard house: (Jones Falls and Whitefish Dam)

The wooden guardhouses at Jones Falls and at Whitefish Dam have left no physical remains, unless excavation should find any. However, plans and elevations survive from a period close to their construction, and there are photographs of the Jones Falls building taken in the 1930's.

There seems to be a reasonable chance that it will be possible to reconstruct these two buildings, at least as regards their exterior appearance. Perhaps it will prove suitable to use the interiors of such reconstructions for general display and interpretation, or for other accommodation required by historic site or park operation. The Task Force recommendation that an Interpretation Centre be built at Jones Falls could perhaps suggest a use; at Whitefish Dam, on the other hand, a suitable use could be some sort of shelter or depot for hiking trails or the like.

To date, it has only been possible cursorily to examine the drawings of the guardhouses, and so detail of these buildings
is unclear. The Task Force suggested 3600 sq. ft. as a floor area for the Interpretation Centre; this would require a building rather more than 40'0" square, even if two storeys were assumed. The Jones Falls guardhouse was only about 22'0 square and was one storeyed. It could not house the main Centre, as proposed at Kingston Mills; but perhaps it could serve an ancillary display function.

**Blacksmith's Shop:**

So far as is at present known, the surviving structure is the original building as first constructed, now somewhat delapidated through having been out of use during this century. The flooring is partly decayed, window and door frames in poor condition, and the bellows and frame are missing. It is hoped that more detailed research will produce further information on the buildings and its fittings; nevertheless, sufficient of the original fabric has survived to permit restoration of the building to the period of its construction, in appearance and in layout, with an acceptable degree of conjecture or use of comparative evidence.

**Officers' Quarters:**

Whatever buildings stood on this site have disappeared, and no historic research or archaeological work has yet
been done to try to determine their location, their plan, or their appearance. At present, therefore, it would not be possible to reconstruct them.

Watch House:

No structural investigation has yet been made of this building, which is in current use by the lock staff. Superficially it appears in reasonable condition, and, being raised on a basement structure, it might be assumed that the frame and board office has avoided serious decay.

It is one and a half storeys high, and would appear sufficiently commodious to permit its being modernised to proper standards for lock staff. Restoration programme in this case might be restricted to discovering the original exterior treatment, and consolidating the building where necessary.

Store:

It is not at the moment known whether the existing building is contemporary with the watch house. There is some evidence for the existence of a store building on the present site by the turn of the century, but it may well have been a different structure. It is hoped that further research will clarify this point; mean-
while, it might be observed that its building style is compatible with that of the watch house.

It is in current use as a vehicle and materials store, and while this remains its function, perhaps a restoration programme need go no further than ensuring its exterior finish remains in harmony with that of the watch house.

Should the stores it houses be transferred elsewhere, then the possibility could be considered of using it, or a new building on its site, to house some aspect of the interpretation or public facility programme for the site.

Hotel and associated buildings:

The hotel, though it has had recent unsympathetic additions, appears to be mainly 19th century in its external features, including the "latrine tower" on its eastern side. Restoration of its exterior, and the provision of more congruous additions, would be quite possible. The interior, in its public rooms, seems much altered. Further investigation or research might provide sufficient further information to attempt restoration of at least part of the interior.
Our knowledge of this building, and of the other two mentioned in the inventory, is confined to casual inspection. A research project directed to discover more of their history, would be most useful in assessing more fully their interest and potential.

The group of buildings might well be a good subject for a pilot study, to see how recommendations 15, 16, and 17 of the CORTS study, (concerning historic zones, façade by-laws, and assistance to private owners), could be put into practice.

**Power-house:**

No investigation of this building has been made, either for architectural examination or by way of historical research. It is, of course, a modern structure, such as would not normally figure in a restoration scheme. The power-house, however, does have its claim to be considered part of the history of the site, representing as it does the one industrial exploitation of the water-power to be derived from the great arched dam. Of its type and period, it is an architectural example of good quality. We would recommend that, if the building should come into public ownership, and should become redundant as a power generator, then serious consideration should be given to retaining it.
Whether it should then function as a museum piece, preserving its machinery, or whether it should be converted to some other use within the historic park set-up, is a question that can be left until that time. It might just be noted at this point, that the building could be considered as a piece of architecture, quite separate from the penstocks and the practical and aesthetic problems that would be posed by an attempt to preserve them, once their function had disappeared.

Cottage:

No investigation of this building has been made, either for architectural examination or by way of historical research. A cursory inspection suggests that it has little particular architectural or historic merit, and it may well prove not to be in good structural condition. Nevertheless, it might be thought that the older part of the cottage - the gabled portion, with flanking porch - has some charm, a combination of its attractive siting and the always pleasant effect of simple form and painted weather-board finish.

Should it be found that one function or another within the overall plan for the site would fit conveniently in this small structure, then its retention would not disturb the general architectural context. Conversely, if it were to be demolished, its site might
prove difficult to blend back into the rough and hilly ground surrounding it.

Without wishing to pretend, therefore, that the cottage is of great interest, we would suggest that it is possible that its retention might be convenient, and need not be objectionable.

V. The proposed new Watch House:

Restoration Services Division have been given the opportunity by Canals Division to examine the drawings for the new watch house proposed for Jones Falls. Although this building is intended to have a basement accessible to vehicles, it is in other respects very similar to the watch house already constructed at Black Rapids. With this latter building as a guide to the probable appearance of the watch house proposed for Jones Falls, Restoration Services would offer the following comments:

In part VI of the "Parks Planning Position" in this study, it is remarked that the new role of the Jones Falls lock-station in the context of the historic park and interpretation-site functions which it may be expected to assume, should lead to a reassessment of the requirements for buildings and accommodations at the station. Since the design for the new watch house is based on an accommodation brief for stations where the proper housing of operational lock-staff, and the provision of toilet facilities for the boating public, have been
the sole considerations, the design may to that extent be unsuitable to the Jones Falls situation.

We would suggest that a review of accommodations which will be needed at Jones Falls should be made, before deciding whether the original brief is adequate. The questions of whether such accommodations as staff-office and rest-rooms need be combined with the provision of public washrooms, and whether the latter might be better sited elsewhere, would be relevant to such a review.

In part III of the "Historical Research Position" in this study, it is remarked that the existing watch-house represents an important phase in the history of the station and the canal, and that its form and finish are typical of the frame buildings erected along the canal in the late 19th and early 20th centuries. It may be questioned, therefore, whether the removal of this building would be appropriate in the context of policies for the conservation and interpretation of the historic lock-station site. If it is to remain in situ for such historic reasons, then its continued use to house lock-staff - with necessary interior modernisation - would seem to be its proper function.

For planning and historic reasons, therefore, construction of the new watch-house as designed would not seem to suit the circumstances of the Jones Falls site.
A third point should be made, concerning the propriety of placing the new design into the context of the existing historic architecture. When compared with the existing buildings, the new one would be large. Overall, it is 28'0 by 45'0 in plan; the lock-master's house is only 27'0 square. It would be an unhappy reversal of apparent importance, if the new watch-house should seem a more impressive building than the historic lock-master's house, which was intended to dominate and defend the station.

The choice of stone as a finishing material, while admittedly making for a more dignified design, would set the new building at variance with the historic implications of the existing architecture. In the past, the use of stone was reserved on the canal for the most important engineering works, or for those buildings designed to fortify this strategic line of communication against attack. The watch-house performs neither of those functions, and so, if it is to take its proper place in the hierarchy of canal structures, it should not employ the material reserved to those functions.

The stone construction of the Blacksmith's Shop we take as the exception which proves the rule; the use of stone here only emphasises the importance of this building in the isolated station.

Architectural usage on the canal has already established a precedent of form and structure for buildings intended for the sort of administrative function which is the purpose of the watch house. This is the framed, gabled, and weather-boarded type of construction, already represented on the
site by the existing watch-house. While in recent years another architectural type has been employed at various stations, of which the building proposed for Jones Falls would be an example, the new precedent does not seem adapted to the preservation at the historic atmosphere of the canal.

We would therefore suggest that, if it is decided that a new watch house is in fact required, the present design is inappropriate to Jones Falls, and should be revised to accord more closely with historic precedent.