DOWNLOAD PDF ST. MARYS FALLS CANAL

Chapter 1 : St. Marys Falls Canal | Oh, Ranger!

The first modern lock was completed in May by Erastus Corning's St. Mary's Falls Ship Canal Company, and was known as the "American Lock". Today, there are four parallel locks on the American side of the river, although only two are in regular use.

Army Corps of Engineers, DoD. Notice of proposed rulemaking and request for comments. The Corps of Engineers proposes to amend its regulations on procedures to navigate the St. Marie, Michigan to incorporate changes in navigation procedures published in Notice to Navigation Interests over the last three years. We propose to change the location where up bound vessels seeking passage through the Soo Locks request lock dispatch. Written comments must be received by October 15, Comments may also be faxed to or e-mail to james. The regulation governing the operation of the St. Paragraph c is being amended to formally establish the call-in location and change in call sign currently being utilized by vessel owners. The current call-in location was published in the Notice to Navigation Interests on September 13, The call sign was changed due to the realignment of the [[Page]] Corps of Engineers Division Offices and was published in a Notice to Navigation Interests on November 25, Amending paragraph c responds to a request from users of the Soo Locks to further formalize the up bound call-in point by changing the regulation for operating the locks. Paragraph e is being amended to establish a requirement for vessels passing through the locks to provide line handlers. Over the past decade, the number of line handlers provided by the Government has decreased. On April 19, , the Corps Detroit District published a Notice to Navigation Interests indicating that the Government would no longer provide pier line handlers. This amendment adds a requirement that vessels provide line handlers for passage through the locks and delineates the number of line handlers required based on weather and vessel conditions. Paragraph f is being amended to restrict the use of bow and stern thrusters while the vessel is in the locks. The purpose of this change is to reduce the negative effects caused by the currents and water movement created by use of thrusters that may damage the locks walls and gates. Paragraph h is being amended to establish a procedure for the order of departure for vessels attempting to leave the MacArthur and Poe Locks simultaneously. This procedure is a safety measure to prevent two vessels from being in the lock canals at the same time. The procedure was published in a Notice to Navigation Interests dated April 19, Paragraph r is being amended to establish a tug-assist requirement for vessels without bow and stern thrusters and for other types of powered vessels that may have difficulty maneuvering in close quarters while navigating at low speed. This procedure was published in a Notice to Navigation Interests dated March 18, This proposed rule is not a major rule for the purposes of Executive Order As required by the Regulatory Flexibility Act, the Corps of Engineers certifies that this proposed rule will not have a significant impact on small business entities. The authority citation for part continues to read as follows: Marys Falls Canal and Locks, Mich. Every up bound vessel requiring lock transit shall request lock dispatch immediately before initiating the turn at Mission Point at the intersection of Course 1, Bayfield Channel, and Course 2, Little Rapids Cut. Every down bound vessel shall call when approximately one-half mile downstream from Big Point. In the pilot house, on the bridge, or in the immediate vicinity thereof, the master, one mate, and one wheelsman; in the engine room, the chief engineer, one assistant engineer, and one oiler or other member of the crew familiar with the operation of the engine. During transit of the locks, all vessels of gross tons or over equipped with power operated mooring deck winches shall have, in addition to the winch operators, mates or signalman at the forward and after ends of the vessel to direct operations from points providing maximum vision of both the winch operators and canal linesmen. Two line handlers from the vessel are required on the piers under normal weather conditions. Lockmasters can ask for three persons under severe weather conditions. If a vessel is experiencing mechanical problems or in extreme severe weather situations, the lockmaster may require four vessel-supplied line handlers on the pier. Four vessel-supplied line handlers are required on the pier at all times. Tugs assisting vessels in passing through the locks may be authorized by the District Engineer or his authorized agents to navigate at a higher speed when considered necessary to expedite canal operations. Thrusters shall not be used while the thrusters are opposite lock gates. They may be used

sparingly for short durations within the lock to maintain the ship position near the mooring wall or in an emergency. Thrusters shall be at zero thrust during the period the ship is stopped and moored to the wall with all lines out, and during raising and lowering of pool levels within the chamber. All registered vessels will be passed through the locks in the order of their arrival at the dispatch point unless otherwise directed by the District Engineer or his authorized agents. When a vessel that has stopped on its own business is ready to proceed, it is not entitled to precedence over other vessels already dispatched. The following order of departure procedure will apply to vessels leaving the MacArthur Lock and Poe Lock simultaneously or at approximately the same time: The vessel in the other lock will be restrained by the gates remaining closed and the wire rope fender remaining in the down position. A On down bound passages, the vessel retained shall not leave the lock until such time as the bow of the vessel leaving first reaches the end of the East Center pier. B On up bound passages, the vessel retained shall not leave the lock until such time as the bow of the vessel leaving first reaches the railroad bridge. A Vessels will remain in radio contact with each other and with the Chief Lockmaster at all times until clear of the lock area. B The need for a deviation from the procedures set forth in [[Page]] Sec. Mariners are advised that oftentimes adverse local weather conditions, i. These conditions combined with close quarters slow speed maneuvering, particularly with large vessels not equipped with bow or stern thrusters, may cause control difficulties for certain classes of vessels. Therefore, any vessel requesting lockage which in the opinion of the Vessel Master in consultation with the Pilot on board, where applicable may experience severe control problems due to the above conditions, must request assistance by one or more tugs to ensure full control over the vessel at all times. Vessel Masters and Pilots must consult with the Lockmaster concerning local conditions well in advance of arrival at the lock to allow tug assistance to be arranged if necessary. These guidelines apply to all vessels. All barges or other vessels navigating within the canal and not operating under their own power, whether approaching or leaving the locks, are required to be assisted by one or more tugs of sufficient power to insure full control at all times. Army, Executive Director of Civil Works.

Chapter 2 : St Marys Falls Canal- Sault Sainte Marie MI (4) | nrhp # â€¦ | Flickr

St Mary's Falls Canal, Sault Ste. Marie, Michigan. 2 likes. Landmark & Historical Place.

Marys Falls Canal and Locks, Mich. Marys River on the U. Rules and regulations governing the movements of vessels and rafts in St. Coast Guard pursuant to 33 U. Upon approaching the canal, vessel masters shall request lock dispatch by radiotelephone to the Corps of Engineers Chief Lockmaster at St. Every up bound vessel requiring lock transit shall request lock dispatch immediately before initiating the turn at Mission Point at the intersection of Course 1, Bayfield Channel, and Course 2, Little Rapids Cut. Every down bound vessel shall call when approximately one-half mile downstream from Big Point. In the pilot house, on the bridge, the master. One mate and one able seaman shall be on watch and available to assist; in the engine room, the engineering watch officer. The chief engineer shall be available to assist. During transit of the locks, all vessels of gross tons or over equipped with power operated mooring deck winches shall have, in addition to the winch operators, mates or signalman at the forward and after ends of the vessel to direct operations from points providing maximum vision of both the winch operators and canal linesmen. Two line handlers from the vessel are required on the piers under normal weather conditions. Lockmasters can ask for three persons under severe weather conditions. If a vessel is experiencing mechanical problems or in extreme severe weather situations, the lockmaster may require four vessel-supplied line handlers on the pier. Four vessel-supplied line handlers are required on the pier at all times. Tugs assisting vessels in passing through the locks may be authorized by the District Engineer or his authorized agents to navigate at a higher speed when considered necessary to expedite canal operations. Thrusters shall not be used while the thrusters are opposite lock gates. They may be used sparingly for short durations within the lock to maintain the ship position near the mooring wall or in an emergency. Thrusters shall be at zero thrust during the period the ship is stopped and moored to the wall with all lines out, and during raising and lowering of pool levels within the chamber. Government may be given precedence over all others. All registered vessels will be passed through the locks in the order of their arrival at the dispatch point unless otherwise directed by the District Engineer or his authorized agents. When a vessel that has stopped on its own business is ready to proceed, it is not entitled to precedence over other vessels already dispatched. The following order of departure procedure will apply to vessels leaving the MacArthur Lock and Poe Lock simultaneously or at approximately the same time: The vessel in the other lock will be restrained by the gates remaining closed and the wire rope fender remaining in the down position. A On down bound passages, the vessel retained shall not leave the lock until such time as the bow of the vessel leaving first reaches the end of the East Center pier. B On up bound passages, the vessel retained shall not leave the lock until such time as the bow of the vessel leaving first reaches the railroad bridge. If two vessels masters agree to a different departure scheme, they both shall notify the Chief Lockmaster and request a change. No person shall willfully or carelessly injure, tamper with, or damage the canal or any of the Government buildings, works or structures, trees or shrubbery, or other public property pertaining to the canal or canal grounds. Mariners are advised that often times adverse local weather conditions, i. These conditions combined with close quarters slow speed maneuvering, particularly with large vessels not equipped with bow or stern thrusters, may cause control difficulties for certain classes of vessels. Therefore, any vessel requesting lockage which in the opinion of the vessel master in consultation with the pilot on board, where applicable may experience severe control problems due to the above conditions, must request assistance by one or more tugs to ensure full control over the vessel at all times. Vessel masters and pilots must consult with the lockmaster concerning local conditions well in advance of arrival at the lock to allow tug assistance to be arranged if necessary. These guidelines apply to all vessels. All barges or other vessels navigating within the canal and not operating under their own power, whether approaching or leaving the locks, are required to be assisted by one or more tugs of sufficient power to ensure full control at all times. Consideration will be given to change in these dates in an emergency involving disaster to a vessel or other extraordinary circumstances. At least one lock will be placed in operation for the passage of vessels on March Thereafter, additional locks will be placed in operation as traffic density demands. The locks will be maintained in operation only for the

passage of down bound vessels departing from a Lake Superior port before midnight hours of January 14, and of upbound vessels passing Detour before midnight hours of January Vessel owners are requested to report in advance to the Engineer in charge at Sault Ste. Marie, the name of vessel and time of departure from a Lake Superior port on January 14 before midnight, and of vessels passing Detour on January 15 before midnight, which may necessitate the continued operation of a lock to permit passage of vessel. Further, any vessel of greater length than feet must be equipped with deck winches adequate to safely control the vessel in the lock under all conditions including that of power failure. Masters of vessels exceeding feet in length shall be required to adhere to special handling procedures as prescribed by the District Engineer. Vessels having overall widths of over feet and not over feet including fendering, and overall lengths of not more than 1, feet, including projections, will be permitted to transit the New Poe Lock at such times as determined by the District Engineer or his authorized representative that they will not unduly delay the transit of vessels of lesser dimensions, or endanger the lock structure because of wind, ice, or other adverse conditions. These vessels also will be subject to such special handling requirements as may be found necessary by the Area Engineer at time of transit. Vessels over 1, feet in length will be required to be equipped with six mooring cables and winches ready for use to assist in safe transit of the lock. It is not guaranteed to be accurate or up-to-date, though we do refresh the database weekly. More limitations on accuracy are described at the GPO site.

Chapter 3 : Saint Maryâ€™s Falls Canal | canal, Canada | theinnatdunvilla.com

A craggy coastline gives way to inland forest and interior lakes on little touched Isle Royale, a national park visited by hikers, paddlers and wildlife enthusiasts.

Marys Falls Canal and Locks, Mich. The regulations in this section are prescribed as protective measures. The following classes of vessels will not be permitted to transit the U. Cleaning and gas freeing of tanks on all hazardous material cargo vessels as defined in 49 CFR part shall not take place in a lock or any part of the Soo Locks approach canals from the outer end of the east center pier to the outer end of the southwest pier. Whenever a tank vessel is approaching the Soo Locks and within the limits of the lock piers outer ends of the southwest and east center piers either above or below the locks, no other vessel will be released from the locks in the direction of the approaching tank vessel, unless the tank vessel is certified gas free or is carrying non-combustible products, until the tank vessel is within the lock chamber or securely moored to the approach pier. Whenever a tank vessel is within a Soo Lock Chamber, the tank vessel, unless certified gas free or is carrying non-combustible products, will not be released from the lock until the channel within the limits of the lock piers either above or below the lock, in the direction of the tank vessel, is clear of vessels or vessels therein are securely moored to the approach pier. This limits movement to a single vessel whenever a tank vessel is within the limits of the lock piers either above or below the locks, unless the tank vessel is certified gas free or is carrying non-combustible products. Tank vessels to which this paragraph b 4 ii applies include those vessels carrying fuel oil, gasoline, crude oil or other flammable liquids in bulk, including vessels that are not certified gas free where the previous cargo was one of these liquids. Except as provided in paragraph b 5 of this section, tankers with any type cargo will be permitted to transit the MacArthur Lock when the locks park is closed. The exact dates and times that the park is closed varies, but generally these periods are from midnight to 6 a. June through September with one or two hour closure extensions in the early and late seasons. Tankers carrying non-combustible products that will not react hazardously with water or tankers that have been purged of gas or hazardous fumes and certified gas free will be allowed to transit the MacArthur Lock when the park is open. All vessels, except U. Masters of vessels are responsible for the conduct of crew and passengers while transiting St. Marys Falls Canal and Locks and for strict compliance with the regulations. The following procedures are established for the control of persons embarking or debarking from vessels while transiting the locks: A maximum of four men will be permitted ashore at any one time from any one ship. Personnel, including technicians, repairmen, and company officials will be permitted to embark at the locks if they are in possession of a letter addressed to the Area Engineer, St. Marys Falls Canal, Sault Ste. Their papers will be presented to the civilian guard on duty at the main gate on Portage Avenue who will arrange escort from the gate to the vessel. Luggage will be subject to inspection. The vessel master will furnish prior notification to the Chief Lockmaster at St. Marys Falls Canal Tower Radio Call WUD that he has vessel personnel, technicians, repairmen or company officials aboard for whom he requests authority to debark. If authority to debark is granted such personnel will be furnished a letter by the vessel master, addressed to the Area Engineer, St. Marie, Michigan, giving the name and position of the individual concerned. Personnel will not debark until they have been properly identified by a licensed officer of the vessel and the letter furnished to the escort provided from the civilian guard detail who will escort personnel to the gate. In the event a person debarking for medical attention is a litter case, notification will be given sufficiently in advance to permit the Chief Lockmaster to route the vessel to the MacArthur Lock in order that the long carry over the lock gates may be avoided. The Area Engineer will make the necessary arrangements for clearance of ambulances and medical personnel into the lock area. Marys Falls Canal except in emergency when medical attention is required. In the event frequent access to the area is required a request for extended access with reasons therefor will be submitted to the Area Engineer, St. Marie, Michigan, who may arrange for the necessary clearance. Marie, Michigan, according to the circumstances of the individual case, and requests therefor should be promptly directed to him. It is not guaranteed to be accurate or up-to-date, though we do refresh the database weekly. More limitations on accuracy are described at the GPO site.

Chapter 4 : The Soo Locks, Sault Ste Marie

The U.S. locks form part of a mile (km) canal formally named the St. Marys Falls Canal. The entire canal, including the locks, is owned and maintained by the United States Army Corps of Engineers, which provides free passage.

Marie, MI They are legendary in the maritime world â€" a group of mighty Locks that have provided safe passage and a vital shipping connection within the Great Lakes for nearly years. But they are so much more. They are a wonder of engineering and a living, breathing history lesson. They provide a flight of fantasy as one imagines the highs and lows of a life spent on the seas. They are the destination for nearly 1 million visitors annually â€" each taking something different and fresh away from the experience. How can something so old feel so new? Visit and see for yourself! Whether tracing the path of a 1,foot freighter aboard a tour boat or watching the action from the observation platform located within Soo Locks park, first-timers and old-timers alike flock to the Soo Locks to see vessels haul vital cargo and share a wave and a smile with the merchant mariners aboard these massive ships. The first State Lock was built in Up until then, explorers, fur traders, and Native Americans portaged their canoes and cargoes around the rapids. Everything would change when a foot drop in water levels was rendered less important with the construction of a Lock. Much has been written about the history of this impressive facility. During its first year of operation, the canal was navigated by 27 vessels. In recent years, nearly 7, vessels pass through the Locks annually hauling 86 million tons of cargo. Currently, all ships utilize the larger Poe 1, feet and MacArthur feet locks. The Poe lock was engineered by Orlando Poe and completed in , but was reconstructed by to accommodate larger ships. The Davis lock was built in and the Sabin lock was completed shortly after in Year round Soo Locks Park hours here. Wondering when the next ship is anticipated? Call the Vessel Recording: Marie Convention and Visitors Bureau: Unique vessels are occasionally sighted including tall ships, sailboats, cruise ships, and military crafts. The observation platform features both enclosed and open air areas and is handicap accessible. The park, observation platform and visitors center are all open to the public and free of charge. Whether walking the park or relaxing on a bench visitors enjoy a peaceful day in Soo Locks Park. Also on the grounds, the historic U. Illustrative displays and scheduled films tell the story of Native Americans, French explorers, fur traders, and others who portaged canoes and cargo around the impassable rapids until the discovery of iron ore and copper in the Lake Superior basin led to the push for a more cost-efficient means of bypassing the rapids. The helpful staff monitor radio transmissions and are willing to share news of an arriving freighter. The warmest months bring a certain artistic flair to the Soo Locks, when a weekly concert series is featured at the eastern end of the park. Free to the public, the annual series features a variety of music groups and entertainers. Bring a lawn chair and a sweater this is the Soo, after all and find your own grassy vantage point that combines music, water, and ships. The colorful, dancing waters of a nearby fountain provide a romantic backdrop and a not-to-be-missed photo op. Are You Ready for Locks Quest? Pass through the gates of Soo Locks Park and come face to face with years of maritime history. Tregurtha is the largest freighter on the Great Lakes at This lock remained in use until destroyed in the War of Freighters and boats were again portaged around the rapids. Congress passed an act in granting , acres of public land to the State of Michigan as compensation to the company that would build a lock permitting waterborne commerce between Lake Superior and the other Great Lakes. The Fairbanks Scale Company, which had extensive mining interests, in the upper peninsula, undertook this challenging construction project in On May 31, , the locks were turned over to the state and designated as the State Lock. Army Corps of Engineers. There is a section of the river known as the St. Marys Rapids where the water falls about 21 feet from the level of Lake Superior to the level of the lower lakes. This natural barrier through navigation made necessary the construction of the locks project known as the St. The world-famous Soo Locks form a passage for deep-draft ships around the rapids in the St. Early pioneers arriving in the territory were also forced to carry their canoes around the rapids.

Chapter 5 : Soo Locks - Wikipedia

Significance: The locks of the St. Mary's Falls Canal reflect a national level of significance in settlement, transportation, industrial, and engineering history. The completion of the State Locks in effectively opened to settlement the territory surrounding Lake Superior.

There is a section of the river known as the St. Marys Rapids where the water falls about 21 feet from the level of Lake Superior to the level of the lower lakes. This natural barrier to navigation made necessary the construction of the locks project known as the St. The "Soo Locks" have the distinction of being the busiest locks in the world. Here are some facts about the locks: Water not flowing through the locks or down the St. Hydroelectric Power Plant located north of the locks generates over million kilowatt hours of electrical power each year. The first priority for the use of the power is for operating machinery at the Soo Locks. The surplus is purchased by a private power company and is distributed to homes and businesses in Sault Ste. Marie and surrounding communities. The entire facility at the St. The Poe Lock has the largest capacity of the four locks. The lock, completed in , took six years to build and is the only lock ever constructed between two operating locks. Inspection of the locks themselves, the culverts, and galleries is done periodically to check the structural soundness of these areas. This inspection is normally done during the winter months. Many different types of vessels pass through the locks during a year, varying in size from the small passenger vessels and work boats to large ships carrying more than 72, tons of freight in a single cargo. In recent years, the number of passages through the locks has averaged about 12, per year, down from previous years due to the larger vessels being able to carry more freight. The channels through the St. Marys River have been deepened to permit ship loading to a maximum draft of When lake levels are above the low water datum, the larger ships load to take advantage of the deeper water at a rate of over tons per inch of additional loading. Postcard How do the locks and indeed, all locks work? View this animation to see. No pumps are involved. After the ship is in the lock, water is allowed to flow in and raise the ship up if it is travelling to the higher lake--Superior or water is allowed to flow out and lower the ship if it is traveling to the lower lake--Huron. Then the doors are simply opened see below and the ship moves on its way. Traveling through the US side of the locks is free to all ships. Ships travelling from Lake Huron to Lake Superior must enter the locks as shown below. Note that the water level is low in the lock you can tell this because the walls of the lock are exposed, not filled to the brim with water. The lock doors are open, and the ship sails in. You are looking north. Photograph by Randy Schaetzl, Professor of Geography - Michigan State University Now, once in the lock, the doors close and water begins to pour into the lock. Turn around on the ship and see--the image below looking south shows the lock doors closing so the ship can be raised up to the level of Lake Superior. Note again how much of the doors is exposed--a clue that the water is low in the lock and that it is at the level of the lower lake--Huron. Photograph by Randy Schaetzl, Professor of Geography - Michigan State University Once the water level in the lock has been raised to that of Lake Superior, the doors are opened and the ship sails out, into the higher lake. The image below is what such a ship would see in that situation. The view is to the north, into Lake Superior. Photograph by Randy Schaetzl, Professor of Geography - Michigan State University In the aerial view below, one can see the four sets of locks, and a freighter moving through, into Lake Superior. Note that, in two of the locks, the water level is lowered, allowing boats from Michigan-Huron to enter. Unknown History of the Locks Before white men came to the area, the Ojibway Indians who lived nearby portaged their canoes around the rapids to reach Lake Superior from the St. The image below is from Unknown The falls or rapids of the St. The falls often served as a trading point, or perhaps a place to meet and exchange stories. It also was a great fishing spot especially for Whitefish for the Native Americans and still is Unknown The spring catch of Whitefish was crucial to their health and livelihood, as at the end of winter their food supplies were scarce, and their need for quality protein was high. Early pioneers arriving in the territory were also forced to carry their canoes around the rapids. When settlement of the northwest Territory brought increased trade and large boats, it became necessary to unload the boats, haul the cargoes around the rapids in wagons, and reload in other boats. In , the Northwest Fur Company constructed a navigation lock 38 feet long on the

Canadian side of the river for small boats. This lock remained in use until destroyed in the War of Freight and boats again needed to be portaged around the rapids. Congress passed an act in granting , acres of public land to the State of Michigan as compensation to the company that would build a lock permitting waterborne commerce between Lake Superior and the other Great Lakes. The Fairbanks Scale Company, which had extensive mining interests in the upper peninsula, undertook this challenging construction project in The images below show part of the construction of the locks, and an early view of the locks. Unknown In spite of adverse conditions, Fairbanks completed a system of two locks, in tandem, each feet long, within the 2 year deadline set by the State of Michigan. On May 31, , the locks were turned over to the state and designated as the State Lock. The passage of the steamer Illinois through the locks at Sault Ste. Marie marks the opening of unobstructed shipping between Lakes Superior and Huron. Ships are no longer forced to stop at Sault Ste. Marie and portage their cargoes around the rapids of the St. The canal is the result of a long-sought grant by Congress to Michigan of , acres of public land. Construction, begun in mid, has progressed despite cost overruns, food shortages, a hostile climate and a cholera epidemic. The mile-long canal and two foot locks arranged in tandem have been completed in two years. Copper mining on the Keweenaw Peninsula began in the early s, and Michigan led the nation in copper production for many years. In surveyor William A. Burt discovered iron ore deposits near Negaunee. Iron ore mining expanded gradually, but by the late nineteenth century Michigan produced more iron ore than any other state. Michigan also produced significant amounts of salt , gypsum , oil and natural gas. Boats which passed through the State Lock picture below were required to pay a toll of four cents per ton, until , when the toll was reduced to three cents. Within a few years, commerce through the canal had grown to national importance, and the need for new locks became clear. The Corps has operated the locks, toll free, since that time. The opening of the canal, named the Michigan State Locks, but eventually called simply the Soo Locks, perfectly coincided with the increased demand for iron as railroads expanded westward. Between and , the railroad network in the United States nearly quadrupled in size. The new locks expedited the shipment of much-needed iron ore to steel mills in the southern Great Lakes. In return, investment capital flowed north to the Lake Superior region, expanding mining operations and improving transportation arteries. Unknown The first load of iron ore through the Soo Locks amounted to tons in August Total ore tonnage that year was 1, During the shipping season , tons of ore passed through the Soo Locks. One century later the total volume of downbound iron recorded at the Soo exceeded million tons. The falls of the St. The map below shows that area of the river and its main islands in Unknown This material has been compiled for educational use only, and may not be reproduced without permission. One copy may be printed for personal use. Please contact Randall Schaetzl soils msu.

Chapter 6 : St. Marys Falls Canal

In canals and inland waterways: United States. Later the St. Mary's Falls Canal connected Lake Huron and Lake Superior. To provide a southern route around the Allegheny Mountains, the Susquehanna and Ohio rivers were linked in by a mile canal between Philadelphia and Pittsburgh.

Chapter 7 : St. Marys River (Michiganâ€“Ontario) - Wikipedia

The St. Marys Falls Canal and Locks navigation regulation is amended to delete reference to oil tankers having draft and beam permitting transit through the Canadian lock, since the Canadian lock no longer handles oil tankers.