



The Second Tay Canal is a whole other story of its own; built 50 years after the original; it was scaled up from it in every way. More money was spent on more sophisticated architecture, and even more problems cropped up in return. Known colloquially as "Haggart's Ditch" after MP John Haggart, who was a driving force behind the canal's revival; he was to the second canal what William Morris was to the first. (Larry Turner *"The Second Tay Canal in the Rideau Corridor 1880-1940"*; pg. 30, 32-36)



This photo, taken in 1900 or 1901, shows the steamer *John Haggart* laid up just before the first locks on the Tay Canal. The steamer, registered in Kingston, but owned and built in Perth, was a double-decked wooden structure which was originally 78 feet long and 17.5 feet wide. In the foreground the Hicks family posed for the photograph in a rowboat called *Jumbo*.

Port Elmsley, however, was overlooked in the building process. The new canal was cut from Rideau Lake over to the Tay, bypassing Port Elmsley and most of the original canal. At the time, residents of the village petitioned against this decision, arguing that it should go by the old route and bring them the direct benefit of a canal as well. Their request was ignored, however, and construction on the Beveridge Locks went ahead as planned. (Larry Turner *"The Second Tay Canal in the Rideau Corridor 1880-1940"*; pg. 49-53)

Once again, however, money became an issue. This time, the canal was funded by the government, but a short-sighted contracting system led to some serious problems. At the time, if you wanted something built, you let out a tender on

it; contractors would then submit estimates of how much it would cost them to take on your project. The only problem was, the lowest bidder was usually the one given the contract, so contractors frequently tried to out-bid each other to an unreasonable extent. When the lowest bidder was inevitably hired, they would then unsurprisingly end up with ballooning expenses that were cause for arguments with the directors who put out the tender. This happened more than once on the building of the second canal, both with the builders of the canal itself, and the company hired to build swing bridges in Perth. These 2 locks are still in use today. (Larry Turner *"The Second Tay Canal in the Rideau Corridor 1880-1940"*; pg 54-56, 60-64, 68-79, 101, 115-123, 124-130)