

was righted at 2:00 a.m. on the 23rd, and on the 24th she left in tow for repairs at Sturgeon Bay. The cost of salvaging OLS-30 was borne by Dow Chemical, the owner of the cargo. Incidentally, on the return trip to Montreal, PATRICIA B. McALLISTER and McALLISTER 252 were involved in a collision near Detroit and minor damage was occasioned to the tug.

During the spring and summer of 1989, a famous landmark has disappeared from the Toronto waterfront. Wreckers have been demolishing the Canada Iron (formerly National Iron Company) plant which for many years stood at the corner of Lakeshore Boulevard and Cherry Street, just to the northwest of the Cherry Street bridge over the Keating Channel. The plant manufactured cast iron pipe and, from 1913 until 1918, National Iron was served by the steamer NATIRONCO, (a) PIONEER (I)(13), (c) SCORPION, (d) SAN CARLO. In later years, various vessels handled the company's shipping needs, the Manzzutti steamers YANKCA-NUCK (I), MANZZUTTI and MANCOX being the last to call regularly. The plant had been closed for several years before its demolition, and the site now appears destined for redevelopment.

The new 100-foot, 24-auto and 200-passenger ferry built by Peterson Builders Inc. at Sturgeon Bay for Washington Island Ferry Lines Inc. was christened WASHINGTON in ceremonies held at the ferry dock on the island on June 24th. The public was invited to the christening, which was followed by an open house aboard the boat. Free rides on WASHINGTON were given the following afternoon from the Northport Pier, and the ferry was placed in regular service in time for the summer tourist season amongst the islands of the Death's Door area.

On the stern of the Pioneer Shipping Limited ocean-laker SASKATCHEWAN PIONEER now appears the unusual registry port of Castletown. The ship was re-registered in early 1989, thus becoming the second Misener-operated vessel to be "flagged out". Castletown is located on the Isle of Man, just as is Douglas, the town in which SELKIRK SETTLER was re-registered last year. Meanwhile, Pioneer's SENNEVILLE has spent the summer on the graving dock at Port Weller, undergoing hull renewal which is estimated to cost some \$6,000,000.

A late-August expedition to the site of the wreck of the steamer EDMUND FITZGERALD in eastern Lake Superior has yielded the best photographs ever taken of the ship's remains. The expedition, in which the Great Lakes Shipwreck Historical Society participated, used a submersible video robot to shoot three-dimensional colour photos of the FITZGERALD, and it was hoped that these might yield additional information concerning the cause of the ship's loss on November 10, 1975.

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HARBOUR LIGHTS - BURLINGTON BAY

That is the title of the latest book written by T.M.H.S. members Mary Weeks-Mifflin and Ray Mifflin, recently published by The Boston Mills Press. An 84-page softcover in a format approximately 8½" by 8", it tells the story of the Burlington Beach Canal, its lights, and the shipping that frequented the canal in its early years. The book mentions some of the famous early buildings on the beach and, of course, prominent mention is made of the historic Imperial light tower, which was built of stone in 1858 and still stands today, although it was taken out of active service as a lighthouse in 1961. The book is profusely illustrated, and our only wish is that more care had been taken in the editing of the captions for some of the ship photographs.

In all, however, the book would be a worthy addition to the library of anyone interested in lighthouses or Lake Ontario marine history. Interested parties should contact their local bookseller, or address The Boston Mills Press, 132 Main Street, Erin, Ontario NOB 1T0.

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Just a reminder that T.M.H.S. membership fees are now \$18.00 and should be sent to the Treasurer as soon as possible. Thanks.