

letter by keeping us supplied with news clippings, notes about marine events of interest, and contributions of historical notes and photos or feature articles. We wish we could name all such staunch supporters here, but there simply is not enough space to list all of you. You know who you are, however, and we hope you also know just how much we appreciate your efforts.

In the New Member Department, a hearty welcome goes out to Ron Alto, of Thunder Bay.

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THE NOVEMBER MEETING

The change of venue for the November Meeting comes, once again this year, via the courtesy of member Jim Semon and the staff of Carlton Cards, who again have made available the excellent video facilities of the Conference Room at the company's offices. Members who have attended meetings at this location in past years will know how good the viewing is in this specially-equipped room. We extend to Jim and his firm our most sincere thanks for making the facilities available to us for another meeting.

We will not give you any advance information about the films which we will present for you at this meeting. Suffice it to say that you will enjoy them, and that you should plan to attend on this special occasion.

To Reach the Meeting Site: Follow the Queen Elizabeth Way, take the Kipling Avenue exit and proceed north to the first set of traffic lights. Turn left there onto The Queensway, and continue west two short blocks to Vansco Road, and turn right there. Carlton Cards is located at 1460 The Queensway, on the north-east corner at Vansco Road.

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MARINE NEWS

During mid-September, things began to improve greatly for the Canadian lake fleet, as demand for tonnage to haul both grain and ore strengthened. Many of the straight-deck bulkers which had retired to the wall for the usual summer doldrums were quickly reactivated, including both ALGOISLE and SEAWAY QUEEN, which had been taking their repose at Toronto. At the time this report was being written, there even were indications that some of the vessels that had not operated at all since their acquisition early in 1994 by ULS Corporation and Algoma Central Marine were fitting out for service. We hope that this flurry of activity will continue, and that the Canadian lake fleet will enjoy a profitable latter part of the 1994 navigation season.

Another late-summer reactivation this year has been the venerable Inland Lakes Transportation Inc. cement-carrying steamer E. M. FORD, which now is only four years short of her centenary. In recent years, the FORD has come out of lay-up in the autumn to assist with late-season demand for cement. She was upbound at the Soo on September 10, bound for Heron Bay, returning downbound on the 13th. There still is no indication when or if Inland Lakes will ever proceed with the long-planned repowering of its 1927-built, coal-fired steamer S. T. CRAPO.

Like E. M. FORD, some things on the Great Lakes seem to continue forever, while others come to an end. An example of the latter occurred on August 16, 1994, when the LTV Steel Mining Company loaded its final cargo of natural iron ore into a lake vessel. For 93 continuous years, LTV and its predecessors shipped natural ore down the lakes from its mines on the Mesabi Range of Minnesota, but all of that came to an end on August 16, when 20,675 gross tons of natural ore were loaded into the Upper Lakes Towing Company's barge JOSEPH H. THOMPSON at Taconite Harbor, for delivery to the sinter plant of the LTV works at Indiana Harbor. This final shipment brought to 212,286 gross tons the volume of natural ore shipped out of Taconite Harbor by LTV during 1994.