

close at hand. Not only was old age catching up with ONTADOC, but so was the rapidly increasing cost of the bunker coal she required for her boilers. Finally, in October of 1970, ONTADOC was sold to Marine Salvage Ltd., of Port Colborne, and on Wednesday, October 14th, she passed down the Welland Ship Canal for the last time, bound for Quebec City with grain. After unloading this cargo, she sailed under her own power to Sorel, where she laid up for the last time.

In the November, 1970, issue of "Scanner", we noted the steamer's retirement and expressed some personal thoughts on the situation. What we wrote then seems rather "hokey" 25 years after the fact, but at least our heart was in the right place and we were echoing the sentiments expressed by many T.M.H.S. members on what was to us a sad occasion.

Resold by Marine Salvage to the Cosmos Marine Development Corp., ONTADOC cleared Sorel along with the steamer G. G. POST in tow of the ocean-going tug KORAL on September 19, 1972, bound for Turkey. Having crossed the Atlantic safely, the tow stopped at Gibraltar to replenish supplies for the tug. The tow cleared Gibraltar on October 11, 1972, and by October 30th, both old lakers had arrived safely at Istanbul, where they were dismantled.

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Ed. Note: We hope that our readers have enjoyed this enlargement upon an old and very crude feature and will forgive our references to that earlier piece. In the future, we may dredge up a few more old articles which featured some rather famous vessels, and give them a fresh airing with the addition of much material which was lacking from the original stories.

The details of R. L. IRELAND's accidents in 1905 and 1906 were taken from Lake Superior Shipwrecks, by Dr. Julius F. Wolff, Jr., 1990, published by Lake Superior Port Cities Inc.

We would like to hear from any members who might have information about any other significant incidents in the steamer's career.

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CARNEGIE COLOURS

In the February issue, the big consort barge BRYN MAWR (40), (b) BRYN BARGE, was featured as our Ship of the Month No. 218. BRYN MAWR was built in 1900 for the original Pittsburgh Steamship Company, which was owned by steel magnate and philanthropist Andrew Carnegie, and managed for him by Henry W. Oliver. The barge's service for this fleet was short, however, because in 1901, Carnegie sold his steel and shipping interests to J. Pierpont Morgan, who with Judge Elbert H. Gary then formed the United States Steel Corporation, whose lake shipping affiliate, the "new" Pittsburgh Steamship Company, took over the Carnegie boats that same year.

In our article, we discussed the colours worn by the "College Class" boats when under Carnegie ownership, and we mentioned that their hulls were red, their cabins white, and their stacks black, although it had been said that some of them carried a large, white letter 'P' on their stacks. We indicated that we had two photos of Carnegie boats, in each of which the smokestack shows as all black - no letter in evidence at all!

Longtime member and staunch "Scanner" supporter Kenneth E. Thro, formerly of the Duluth area and now residing in Florida, came through to help us with an irrefutable bit of evidence in respect of Carnegie stack colours. Two bits, in fact, for he sent us photos of HARVARD and LAFAYETTE at the Soo, and both ships clearly show a very large, white 'P' on their funnels, much like Paterson boats would carry in years far in the future. The HARVARD photo was a better view of the ship, but we chose to put the LAFAYETTE shot on this