

At long last, a photograph of 201 has been discovered by T.M.H.S. member Kenneth E. Thro, of Panama City Beach, Florida, one of the most avid researchers of the history of the whalebacks. Ken has generously offered to share this photo with our readers and we are pleased to be able to include it on the photopage in this issue.

The photo is believed to have been taken during the winter months of early 1898 after 201 was lengthened at Superior. The largest of the three ships visible in the photo is whaleback Hull 136, FRANK ROCKEFELLER (28), (b) SOUTH PARK (43), (c) METEOR, while the steamer in the centre of the view is Hull 135, JOHN B. TREVOR (12), (b) ATIKOKAN. The barge 201 is visible at the far left side of the photo, her name clearly discernible on her stern.

By way of comparison with Ken Thro's photo 201, we also have included on our photopage a rare and, unfortunately, not particularly clear photo of 202, which is interesting in that it shows her as she looked before she was lengthened. Readers will note how stubby she looks!

Again, we extend sincere thanks to Ken Thro for his assistance in providing the 201 photo for the enjoyment of our members.

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SAMUEL MATHER REVISITED

We have received positive response to our Ship of the Month No. 202, "One Pickands, a Hobson and Two Mathers", which was a two-part history of the Interlake Steamship Company's 1925-1926 foursome COLONEL JAMES PICKANDS, SAMUEL MATHER (IV), WILLIAM McLAUHLAN and ROBERT HOBSON. We are gratified that our members received pleasure from reading about this interesting group of relatively modern lake steamers.

We do, however, have a few bits of information to add to our feature, which began in the February issue and was concluded in the March issue. First of all, we should note that we mentioned that BIRCHGLEN, (a) WILLIAM McLAUHLAN (66), (b) SAMUEL MATHER (V)(66), (c) JOAN M. McCULLOUGH (82), was retired at the close of the 1986 season and was sold in 1987 to International Marine Salvage for scrapping.

In fact, T.M.H.S. member Alan Sykes has confirmed to us that BIRCHGLEN made four trips in the spring of 1987 before her retirement. Her last cargo was grain from the Lakehead to the since-demolished Midland-Simcoe elevator at Midland, Ontario, and after unloading there, she steamed around to Port McNicoll, where she arrived for lay-up on June 4th, 1987.

The rest of the story of BIRCHGLEN appears to be correct except that T.M.H.S. member M. B. "Mac" Mackay, of Halifax, confirms that BIRCHGLEN actually was broken up not at Sydney, but rather at Point Edward, Nova Scotia, which lies opposite Sydney on Sydney Harbour.

"Mac" has provided us with a photo he took on May 6th, 1988, showing A. H. FERBERT and SAMUEL MATHER (VI), (a) PILOT KNOB (I)(43), (b) FRANK ARMSTRONG (76), lying at Point Edward, N.S., awaiting their overseas scrap tow, and BIRCHGLEN is visible in the background, lying at the scrapyard.

As this photo shows two SAMUEL MATHERs, namely (V) and (VI), we are moved to enquire of our members as to whether any more of you might have photos showing two or more SAMUEL MATHERs together, albeit under different names at the time. Several different combinations are possible. It could even be that three or possibly four SAMUEL MATHERs, namely (III), (IV), (V) and (VI) might have been captured together. Do we have any members equal to this challenge? If so, please let us know so that we might consider running some particularly interesting "multi-MATHER" photo in a future issue of "Scanner".

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