

The Paterson canallers remained in full service through the 1950s and most of them survived the opening of the St. Lawrence Seaway in 1959. The advent of the Seaway allowed many Canadian fleets to operate their upper lakers down to the St. Lawrence River ports, and some of these fleets scrapped their canallers in very short order. Paterson, however, kept its canallers running longer than most fleets and, in fact, built a series of general purpose motorships in the 300-foot size range to replace the canallers in some of the trades that were peculiar to them. As these new boats came into service, the older, steam-powered canallers gradually were retired and sold. Of the ships we have mentioned so far in this piece, TORONDOC was scrapped in 1962 at Toronto, while COTEAUDOC and PRESCODOC were dismantled at the same port in 1963 and 1964, respectively.

As it turned out, two of the former St. Lawrence Steamship boats were the last of the old canallers to sail for the Paterson fleet. SORELDOC and TROISDOC ran for Paterson through the 1965 season, and it was not until late in that year that they finally were sold for scrapping. They ran right through until December of 1965, when Marine Salvage Ltd., of Port Colborne, took delivery of them. They were laid up inside the breakwall at the foot of Catherine Street in Hamilton Harbour, and there they spent the winter. The steamers were both resold to the Steel Company of Canada Ltd., and they were broken up at Hamilton during 1966. The Stelco cutting torches made short work of them.

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Ed. Note: It is fun for your Editor to write about some of the canallers that he knew so well in his youth, and considers himself lucky to be able to recall. SORELDOC always was one of his favourites, mostly because of the unusual pilothouse sunshade that set her apart from her fleetmates. We hope that our readers liked this feature, and we would be pleased to hear from any of them who might have additional information about SORELDOC. In particular, we would appreciate hearing from anyone who might have a photograph of the steamer when she carried the name PHENICIA. We have many photos of her as CHEYENNE, but none as PHENICIA.

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AN ANNIVERSARY UNCELEBRATED

Very few people around the Toronto waterfront were aware of the fact, but in October, the Toronto Island passenger ferry WILLIAM INGLIS turned sixty years of age. For many years, this boat has been the mainstay of the service to Ward's Island, as well as holding down most of the passenger service on all the routes during spring and autumn. She was built as a replacement for the little wooden steamer LUELLE, much beloved by Islanders of years past, which had been built in 1880 and was retired from service in October, 1934.

The INGLIS was the first of the diesel-powered, double-ended ferryboats, and when she first was placed in operation, the local press described her as a "palace ferry", somehow mistaking her spartan interior for luxurious fittings. Nevertheless, compared with the LUELLE, on which the captain steered the ship from a position right amongst the passenger seats, the engine was right in plain view of all aboard, and which never even was fitted with electric lighting, perhaps the WILLIAM INGLIS really was a touch of modernity for the ferry fleet.

But WILLIAM INGLIS has not always been known by that name. The Toronto Ferry Company, which had owned and operated the Island ferries for many years until they were taken over by the City of Toronto in 1926 and placed under the management of the Toronto Transportation Commission in 1927, had named many of its ferries after flowers. The new diesel boat being the first ferry built under the new management, the T.T.C. planned to continue this tradi-