

the lack of hull sheer which is very conspicuous in the WIARTON BELLE views. We are most grateful to Pat Labadie and to Gerry Ouderkirk for providing this photo and additional thoughts concerning CHICAGO BELLE. We would be pleased to hear from any member who might have further material available.

Incidentally, we would point out that a typographical error crept into our original article. In the final sentence of the third paragraph on the first page of the October feature, we said that "her registry was changed to Owen Sound, Ontario, in 1889, and her name was changed officially that year". As a comparison with the third full paragraph on Page 7 of that same issue will indicate, the 1889 reference was a typo, our finger having strayed one key to the right! The correct date for the registry and name change was, of course, 1880. We urge members to make the necessary correction in the October feature article.

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### MARINE NEWS - CONTINUED

The Arnold Transit Company, operator of passenger and freight services to Mackinac Island from Mackinaw City and St. Ignace, has sold its next-oldest ferry. MOHAWK, 86 feet long (b.p.) and 94 Gross Tons, was built for Arnold in 1956 by Marinette Marine Corp., and was lengthened and repowered in 1970. She was on the Twin City drydock at the Michigan Soo early in July, but after the summer tourist season was ended, she was sold to Diamond Jack Enterprises, Detroit. MOHAWK departed St. Ignace on October 30, and on her delivery trip, she was commanded by T.M.H.S. member, Capt. John P. Wellington. She arrived the following day at the Gaelic Tugboat Company's yard in the Rouge River, where she will be refitted over the winter months. In 1996, she will join DIAMOND JACK and DIAMOND BELLE in the excursion and charter trade.

Within a few weeks of the commissioning of the new Little Rapids Cut ferry SUGAR ISLANDER II, both that boat, and the former SUGAR ISLANDER, the latter now running as NEEBISH ISLANDER II on the crossing of the West Neebish Channel from Barbeau, had sustained damage in separate accidents. The first incident, on the 4th November, occurred when "a control cable failed" and the boat struck the dock on Sugar Island. Both ferry and dock received damage. Then, on November 11th, storm winds lowered river water levels in the river and NEEBISH ISLANDER II grounded near the Barbeau dock and unshipped one of her rudders. The boat was out of service for several days while a replacement rudder was obtained and fitted. Meanwhile, the ferry operator, EUPTA, has said that it intends to proceed with the building of a second new ferry for the Drummond Island crossing at the lower mouth of the St. Mary's River.

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### HOLIDAY THANKS

Ye Ed. would like to thank all of the many T.M.H.S. members who remembered us with greeting cards at Christmas. It is not possible to send out personal cards to all who write at the Holidays, but please know that we appreciate your sentiments. In addition, the Editor's mother, Margaret, extends thanks to all those who included kind thoughts and words for her this Christmas. She looks after the delivery and pick-up of our photopages for each issue, and also suffers through the task of proof-reading the Editor's typing each month.

As many of you can imagine, this past summer and autumn has been a most difficult time for us, and we must apologize to those members who have written to us and who have not yet received acknowledgement in "Scanner" or by letter. We hope to get caught up with correspondence sometime in the new year, but in the meantime we appreciate your forbearance.

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