

was town champion and winners in Prince Edward County.

There were four sea captains in Walter Bowen's immediate family - his father and the three sons. Walter's brothers all got their master's tickets for inland waters and Walter's ticket allows him, as well as in inland waters, to go around the country and up the other side as long as I stay within 500 miles of land."

His brother Archie was in the Merchant Marine, and was killed on the Murmansk run during World War II. Gordon left sailing went railroading. He still lives in Trenton.

In 1929 Walter married Helen Patrick, Frankford.

"The only thing I got out of hockey was a good wife," says Walter. He was playing that year in Frankford, and they met at a dance. The couple had one son, also named Walter. Today he is a corporation lawyer living in Toronto with his wife and two young children.

WITH HALL CORPORATION

Also in 1929 Walter rejoined the newly organized Hall Corporation. He was captain of the Rockcliffe Hall until 1941.

During World War II, Walter Bowen was captain of the canaller Mont Louis, requisitioned to haul bauxite from the jungles of Dutch Guiana to Trinidad. In wartime it was risky business. Says Walter, "Every night we'd say, 'I hate to see the evening sun go down.' In the morning we'd praise God for another day.

There is a picture of the ship in a wartime issue of The National Geographic, showing her nosing her way between the banks of the narrow jungle river. Walter says he stood on the bridge "swinging a baseball bat, keeping the monkeys, and snakes off the ship."

On May 8, 1942, after a number of safe trips, the ship was hit by a torpedo from a Nazi U-boat in the Atlantic off the coast of South America. It sank with a loss of 13 lives. The survivors spent 12 hours adrift on life rafts in the Atlantic.

Back in Canada, Walter Bowen took command of the Meadcliffe Hall and narrowly missed being torpedoed again, this time in the St. Lawrence River. The trail of the torpedo was sighted just in time to avert a disaster.

As a captain on the Great Lakes, Captain Bowen would be gone from break-up (any time after the first of April) until December first. One year he did not get home until the day before Christmas. During the winter when the ships were laid up, Captain Bowen was able to be home in Trenton. He and Mrs. Bowen will celebrate their fifty-third wedding anniversary in March.

Dufferin Schools, when he suggested to Mr. V.P. Carswell, then principal of College St., that they get everyone into it. Nine or 10 local businessmen gave him 10 dollars each and he started a league.

"We went all over the country with it," says Walter. It lasted three years and then folded due to lack of help. As well as being a hockey coach and a referee, Capt. Bowen was a part-time manager of the Community Gardens for a while.

Captain Bowen has carried grain and iron ore from Duluth to the Lakehead and Seven Islands. He has brought pulp wood from the Maritimes inland on smaller boats to Ogdensburg; Detroit; Wellington, N.Y.; Erie, Pa. He carried the biggest load of iron ore ever from Seven Islands to Chicago - 25,000 tons. As well, the ship carried one million bushels of grain.

The Hall Corporation is one of the largest Great Lake shipping lines. Says Walter, "They're very versatile. They've got self-unloaders, oil tankers, freighters, all big boats now."

LONG SHIP

The Leecliffe Hall, of which he was Captain, was 730 feet in length.

The ship would rock in the rough waters of the Great Lakes and "when you lost sight of the stern section you'd slow down until it got the rhythm again.

Says Capt. Bowen of the long lake boats, "The dining room is in the stern and to get back to the bridge in the bow you'd need to bring a lunch with you."

There were three large suites on the Leecliffe to accommodate guests. Mrs. Bowen travelled with her husband many times.

"She was grandma of the fleet," explains Walter. As Captain he could say when his wife was coming on a trip.

"They were beautiful," says Mrs. Bowen, describing the guest suites. "The ship was built in Scotland and there was huge lounge with a television and sofas. There was dining room furniture at one end of the lounge and we'd play cards there."

Today these ships would carry a crew of about 20.

"There used to be more," Captain Bowen says. "But they

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