

One of the most interesting of lake package freighters was the Northwest Steamships Limited 1889-built steamer SUPERIOR, (a) PARKS FOSTER (21), which we featured as our Ship of the Month No. 121 in the Mid-Summer 1983 issue. SUPERIOR was a particularly popular visitor to the port of Wallaceburg, and her pleasing lines and melodious chimed whistle are still fondly remembered by many residents of that city. SUPERIOR has been the subject of a huge, outdoor wall-mural in downtown Wallaceburg; it was done in 1979 and was completely refurbished and reworked this summer.

Now comes word that a Wallaceburg jewellery shop has commemorated SUPERIOR with a 16" x 20" coloured print, suitable for framing, and with the first in a series of historical plates. Member Alan Mann has kindly offered to assist T.M.H.S. members in ordering prints or plates, and advises that the prints are \$25.00 plus \$3.00 shipping, while the plates are \$39.95 plus the \$3.00 shipping charge.

Remittances, payable to Babcock Jewellery, may be sent to Alan Mann, 171 Margaret Avenue, Wallaceburg, Ontario N8A 2A3.

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Ed. Note: The above is neither an advertisement for nor endorsement of a product. It is simply a notification of the availability of items of an historical nature which might be of interest to some of our members.

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ADDITIONAL MARINE NEWS

In other reports, we have mentioned that PELEE ISLANDER was sent to the dry-dock at Ramey's Bend for repairs and that CANADIANA went there to begin the restoration process. We now learn that CANADIANA and AMERICANA (II) were at the Marsh Engineering drydock at the same time, for the latter vessel arrived at the dock on September 17th for the repair of damage suffered when she backed into the shore on the Buffalo River on August 24th. AMERICANA may spend the winter at Port Colborne. She had a very respectable first season on the reactivated Buffalo - Crystal Beach run, with over 100,000 passengers making the trip.

In the Mid-Summer issue, we reported that the former American Steamship Company self-unloaders CONSUMERS POWER and JOHN T. HUTCHINSON, bound for scrapers in Kaohsiung, Taiwan, departed Lauzon in tow of the Panamanian supply ship/tug OMEGA 809 on June 14. We have since learned that the tug hauled CONSUMERS POWER through the Panama Canal on July 12th, and that on the 14th she made the same south-for-westbound transit towing the HUTCHINSON. As yet, we have no arrival date in Taiwan.

With things not looking rosy in the Canadian grain trade, P & H Shipping sent its ELMGLEN (II), (a) JOHN O. McKELLAR (II)(84) into lay-up on the north side of Toronto's Pier 35 on June 4th. ELMGLEN saw no service during the summer, but on October 4th was towed around to Victory Mills for the loading of a storage cargo of soya beans. It thus is evident that ELMGLEN will winter at Toronto with this cargo.

Last issue, we reported that MERLE M. McCURDY, the former Kinsman steamer, (a) WILLIAM B. DICKSON (69), had been towed out of Ashtabula on June 10 en route for the International Marine Salvage scrapyard at Port Colborne. The dismantling of the steamer proceeded rapidly and, by mid-September, less than half of the veteran steamer remained uncut.

One of the most unusual vessels seen in the Welland Canal, the tug PRESQUE ISLE made yet another visit to Port Weller Dry Docks in late summer. The tug/barge combination PRESQUE ISLE arrived at Erie, Pennsylvania, on August 24th, was separated, and the tug then sailed for Port Weller. Once again, the ends of PRESQUE ISLE's bridgewings had to be cut off in order to permit her passage through the canal locks.

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