

veral occasions in the past. On the Canadian side, several inactive vessels remain eligible for disposal and likely will be sold for scrapping in the relatively near future.

The canals and bridges of the lake and Seaway system seem to have continued to function without untoward incident during 1988, although the Canadian Soo Lock remained closed to traffic as a result of the wall failure which occurred in July of 1987. Unfortunately, the season was not quite as happy as might have been hoped for several lake ships which fell victim to accident during the year. The hard-luck boat of 1988 must surely be QUEDOC (III), the former BEAVERCLIFFE HALL, which sustained two major groundings during the year (one of which resulted from the ship being struck by a wayward scrap tow) and suffered extremely serious bottom damage on each of the occasions.

We lost several prominent T.M.H.S. members during 1988, notably our President, Dyke Cobb, and also long-time member Peter Worden, of Detroit. Both of these gentlemen were well known in the marine fraternity, and had made substantial contributions to the advancement of the study of marine history. We shall miss them.

As long as you were not a farmer, or someone who could not bear to see the lawn turn brown in dry weather, the long, hot summer of 1988 was a good one for marine photographers. There was an abundance of sunshine, with lots of scenic thunderheads lurking about to create superb backgrounds for the ships. While normally we tend to look at the scene solely from the standpoint of the detached observer, many of our members are far more closely attached to the shipping industry, and for them it is our fervent hope that they had as pleasant and safe a navigation season in 1988 as possible. We wish them all the best for 1989. Indeed, we hope that the coming year will be a very good one for all of our members and, of course, for the Toronto Marine Historical Society itself.

But now, as once again memories of summer fade, and the skies and waters of the Great Lakes take on that familiar grey of winter, as the blowing snows obscure the horizons, and as the haze rises from the cold waters, the lake ships are scurrying to collect and deliver their last cargoes of the year before heading for the calm and safety of winter quarters. We wish them all safe passage.

And to all of the many members of our steadily growing family, the Toronto Marine Historical Society, we extend our very best wishes for a Merry Christmas and for all possible Happiness in the New Year. Take care, dear friends, and may 1989 bring to you all a full measure of love, health and success.

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#### THE FOUR WELLAND CANALS

Normally, we only have space in our publication to review books written or published by T.M.H.S. members. We do, however, mention here The Four Welland Canals: A Journey of Discovery in St. Catharines and Thorold, because we feel that it may be of special interest to members. A 76-page softcover, approximately 8" x 9", written by John N. Jackson, professor of applied geography at Brock University, it is part of the "Niagara Heritage Series". The book provides an illustrated "tour", with maps, of remaining sections of the three old canals as well as places of interest along the fourth canal, all in the St. Catharines and Thorold areas, and describes the history of each site. It is done in a self-guiding format for the use of those familiar with the area as well as visitors.

The book costs \$5.95, and may be obtained from Vanwell Publishing Limited, 1 Northrup Crescent, P.O. Box 2131, Station 'B', St. Catharines, Ontario L2M 6P5.

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