

Over the last several years, there has been much controversy concerning the future of the passenger steamer CLIPPER, which had been tied up at the Navy Pier, Chicago, where she had served as a marine museum, a convention facility and "floatel" at various times, never with much success. The centre of dispute over financing and the payment of dockage fees, the veteran steamer was designated a National Historic Site during October of 1988. On November 23rd, she was taken in tow by the tugs CHEROKEE and WABASH, and was towed up the Chicago River to a new berth adjacent to the Chicago Sun-Times Building, between Michigan and Wabash Avenues. It is intended that CLIPPER be reopened to the public for convention use later in 1989. The ship was launched on December 22, 1904, at the Cleveland yard of the American Shipbuilding Company, Hull 423, 346.0 x 45.0 x 28.0, 4333 Gross and 2619 Net. She was christened (a) JUNIATA (U.S.201768) by the Anchor Line (the Erie and Western Transportation Company, an affiliate of the Pennsylvania Railroad), and was the second vessel in that fleet's second famous set of "triplets". She passed to the Great Lakes Transit Corporation in 1916, and ran until 1936, when she and her sisters, TIONESTA and OCTORARA, were laid up as a result of the anticipated cost of alterations demanded by the U.S. steamboat inspectors in the aftermath of the MORRO CASTLE disaster. She lay idle at Buffalo until 1940, when she was sold to the Sand Products Corp. and then transferred to the affiliated Wisconsin and Michigan Steamship Company, Milwaukee. She was completely rebuilt and streamlined by the Manitowoc Shipbuilding Company, and in 1941 she entered service across Lake Michigan as (b) MILWAUKEE CLIPPER. She was retired at the close of the 1970 season, was sold to Chicago parties in 1977, was unofficially renamed CLIPPER in 1979, and arrived at Chicago on November 26, 1980. The well-preserved vessel (despite her many years of inactivity) still boasts her original quadruple-expansion engine and her large and melodious, triple-chime, steam whistle. We hope that CLIPPER proves to be successful in her new role and location.

In recent issues, we have commented upon the departure from the lakes of the former American Steamship Company self-unloading steamer ADAM E. CORNELIUS (III), which is to be operated as a barge in the Nova Scotia salt trade by Keystone Navigation Inc. on behalf of the Canada Salt Company. We had indicated that the CORNELIUS was laid up at Montreal, as indeed she was during the early part of the winter. On January 23rd, however, CORNELIUS was taken in tow by the tug/supply ship TRIUMPH SEA, which had arrived the previous day from Newfoundland. The tow was assisted by the tug DONALD P. as far as Quebec, where the larger CAPT. IOANNIS S. took over. The tow was en route to Halifax, where the conversion of ADAM E. CORNELIUS to a barge will be completed. We have received confirmation that the correct new name of the ship will be (b) CAPT. EDWARD V. SMITH, this name honouring one of the principals of Keystone Navigation Inc.

It would appear that there was more purpose to the movement of the McNamara tugs SOULANGES and ANGUS M. to Toronto last autumn than simply getting them out of the company's boneyard at Whitby. It will be recalled that NIPIGON also was brought to Toronto, but she was quickly refurbished and was sent to the Bahamas for winter work there. Over the winter, as they have been lying at the far east end of the north wall of Toronto's Pier 35, both SOULANGES and ANGUS M. have been spruced up rather considerably. In particular, ANGUS M. has received a new closed steel rail all the way around her main deck. As yet, however, it has not become apparent what will be done with either tug this spring.

In the February issue, we mentioned that the Canada Steamship Lines self-unloader HON. PAUL MARTIN had been renamed (b) ATLANTIC ERIE for her continuing off-lakes service. We should also report that, during January, the motorvessel was "flagged out" to registry in the Bahamas. When she left the lakes last autumn (sinking the tug JAMES E. McGRATH at Port Weller in the process), the MARTIN was registered at Windsor, Ontario.