

ago, a temporary harbour was built into Willow Lake, where ships could come and load with gravel from our beach and carry it off for the building of the Welland (Ship) Canal. An old ship, the JUNO, and the ERIE BELLE, a scow, were used to make the harbour. The lake was dredged and a long embankment of sand thrown up along the edge of Willow Lake. A long, low bunkhouse for the workmen was built on Cedarcrest side of the lake. This was the first building to appear on Cedarcrest, which was nameless at that time.

"After its work was finished, the temporary harbour was abandoned and left to be battered by the winds and water, and scattered hither and yon. Now all that remains to remind us of this episode in our history is one small bit of sand bank bordering Willow Lake, the fishing banks which are the underwater remains of the harbour, and 'The Old Wreck' which has put in an appearance once again."

And so we now know how JUNO came to be at Port Darlington. It would seem that, if she operated at all for Canada Steamship Lines, it was only briefly in the period immediately following the company's formation in 1913. But even in her "sunset years", she proved useful when she and ERIE BELLE were put to use at Port Darlington, where her bones remain to this day.

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### SEAWAY SHIPS

Member Rene Beauchamp advises that his 1990 index, "Seaway Ships", is now available, the eighth annual edition of this booklet. Followers of Rene's Seaway index will realize the value of this comprehensive listing of vessels making their first Seaway passages, together with numerous other facts of interest about ships using the waterway. The cover of the 1990 issue features a striking colour photo of MANTADOC in the St. Lambert Lock.

Members interested in obtaining the 1990 issue should address Rene Beauchamp, 9041 Bellerive, Montreal, Quebec H1L 3S5. The cost will be \$7.50 to either Canada or the United States, that sum including the cost of packing and postage.

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### CONGRATULATIONS TO A MEMBER

We extend heartiest congratulations to longtime T.M.H.S. member Duff G. Brace, of Ashtabula, Ohio, who on April 13 was invested as Marine Historian of the Year by the Marine Historical Society of Detroit. Duff sailed the lakes years ago and has been a marine historian for many years. He currently is curator of the local marine museum at Ashtabula, and richly deserves this recent award. He joins an impressive group of historians, many also members of T.M.H.S., who have been honoured by our sister Society in Detroit.

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### WE REGRET

In our March and April issues, there appeared mention of a possible sale of the long-idle steamer L. E. BLOCK and her possible conversion for use in a specialty trade. Much as it would be pleasant to see this handsome vessel back in active service, we must advise that such reports are not correct. We are informed that no such sale has taken place. In addition, we are advised that the steamer did not sustain damage during her use as a cement storage hull at South Chicago some years ago.

We apologize for our inadvertent misstatement and we sincerely regret any inconvenience or embarrassment which it may have occasioned.

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