

OGDENSBURG. As earlier reported, the Ontario Provincial Police charged two divers from the Mar Dive Corp., of Los Angeles, with tampering with the wreck (which lies in Canadian waters) and issued arrest warrants for the two. Meanwhile, diver Mike Fletcher, of Port Dover, who has been involved with the ATLANTIC wreck since 1984, has been sued by Mar Dive (which claims it owns salvage rights to the ship) for trespassing on the wreck, being an "interloper", and stealing a brass bell from ATLANTIC. Mar Dive claims that it wants to "raise" the ATLANTIC and sell the wreck's artifacts! Raising a 267-foot wooden hull intact after it has been lying for 140 years in the mud of Lake Erie's bottom would clearly be next to impossible, so...

Citing the effects of the economic recession on canal traffic, the St. Lawrence Seaway Authority, Niagara Region, has announced that it will eliminate 60 jobs along the Welland Ship Canal, 54 of them through attrition. The canal handled 36.9 million tonnes of cargo during 1991, compared with 39.4 million tonnes the previous year.

Plans to introduce a ferry service across the St. Lawrence River between Waddington, New York, and Morristown, Ontario, were dealt a blow when, on December 18, the U.S. Customs Service declined to designate Waddington as a Port of Entry, thus denying the boat customs inspection service unless the ferry operators foot the bill for the operation of a customs checkpoint.

On January 8th, the Eastern Upper Peninsula Transportation Authority voted to begin the application process for federal and state funds to acquire a new boat for the ferry service across Little Rapids Cut from Mission Point to Sugar Island. The delay in applying for funds resulted from a 12-year federal audit debt dispute, which was concluded satisfactorily last autumn.

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#### CHARLES W. WETMORE - AGAIN!

Never has a "Scanner" feature provoked as much reader response as did our "Whalebacks in the Rapids" article. We are grateful to all who have contributed to this most valuable record, and particularly with information concerning the exploits of CHARLES W. WETMORE on salt water.

As promised, the back side of this month's photopage features the P. J. O'Neill photo of the WETMORE at Liverpool, from a print supplied through the courtesy of John H. Wilterding, Jr. We have also extended a credit to Gordon Turner, because he also corresponded with Mr. O'Neill in Liverpool and obtained a print of the photo for us.

Notice in the photo that the upper deck stanchions are white on the port side, while the two visible on the starboard side appear to be brown. Ken Thro, an expert on whaleback history, agrees with us that the WETMORE was not completely painted when she left the shipyard, and underwent considerable cabin and trim painting during the course of her maiden voyage.

Ken Thro has supplied for our use an extremely rare photo showing the WETMORE hauled out. It is believed that the photo shows her at Astoria, Oregon, where her rudder was repaired after her adventures in the storm. Note that her entire upper cabin is now white, upper stanchion sections included, and there is even a white stripe around the upper steel rubrail on her hull.

This photo confirms that the WETMORE did indeed sport five masts when on the coast. In saying that she later had two of these masts removed, we were in error. We were misled by a photo which has been labelled as being the WETMORE on salt water, but which in fact shows JOSEPH L. COLBY at Portland, Maine. Whilst on salt water, she also received additional turrets, as did the WETMORE, but she only carried three masts, not five, and all of these deck additions were gone when she returned to the lakes.

Perhaps we'll have more about the WETMORE for our readers in a future issue.

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