

HELEN BRIDGES

It is with the deepest sadness that we advise our members of the passing at St. Joseph's Health Centre, Sunnyside, Toronto, on August 23rd, 1993, of our dear friend and longtime member, Helen Eileen Bridges. In her 82nd year, Helen succumbed to kidney problems, with which she had been afflicted for only a relatively short period of time.

Helen was the widow of Charles S. Bridges, her second husband, who had spent more than half a century dedicated to the preservation of Canadian railway and marine history. Charlie joined the Toronto Marine Historical Society in its very first year of existence, and carried membership number 17. He and Helen together attended our regular T.M.H.S. gatherings and only rarely missed a meeting. For many years, Charlie offered the blessing at our annual dinner meeting, and after his sudden passing on June 28th, 1989, Helen took over those duties, which she filled with a devout sincerity admired by all.

Helen was a true friend of the Toronto Marine Historical Society. Even after the death of her beloved Charlie, she continued to attend our meetings as frequently as possible, and she always was sincerely concerned if one of the other regulars was absent, particularly if due to illness. Whenever your Editor entered the room where one of our meetings was to be held, it was the smiling face of Helen Bridges that always was seen first, and she never failed to go out of her way to make everyone feel welcome. She and Charlie together had performed the same service at their church for many years, making certain that nobody felt a stranger.

Since his passing, Helen always missed Charlie terribly and we are happy that she now can be with him again. She leaves six step-children and several grandchildren, to all of whom we express our most profound sympathy. A funeral mass for Helen was celebrated at St. Joan of Arc Church, Toronto, on Thursday, August 26th, and interment was at Park Lawn Cemetery.

Rest in Peace, Helen. You truly have earned it.

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MARINE NEWS

The 1993 navigation season certainly has not been a good one for the Canadian grain fleet, but it produced two very interesting wheat movements on the U.S. side of the lakes. Mormac Marine Group Inc. decided to put a part load of grain aboard its deep-sea tanker MORMACSKY on an Atlantic crossing to St. Petersburg, Russia, and needed two laker-sized shipments to provide the load. The first outbound cargo went in the steamer J. L. MAUTHE, of Mormac's lake shipping affiliate, the Interlake Steamship Company. She loaded 111,116 bushels of wheat from the ConAgra elevator at Huron, Ohio, and then added 509,887 bushels at The Andersons in Toledo, clearing the latter port for Montreal on June 26. The second portion of the wheat destined for MORMACSKY left Toledo on July 6th aboard the American Steamship Company's AMERICAN MARINER. The 78-foot beam of the latter vessel made her the widest vessel ever cleared for Seaway transit, and certain alterations to lock fenders had to be made at Lock Seven in the Welland Canal, and also in the U.S. section of the St. Lawrence canals in order for the ship to make her transit. Although the MAUTHE returned up the Seaway light, AMERICAN MARINER passed up the lower canals on July 15 with a most unusual cargo of scrap metal consigned to Ashtabula, Ohio. Despite the cessation of grain shipments via the Mississippi River due to the summer's disastrous floods, there have been no repetitions of the U.S. shipments via the Seaway.