

present calling, that of a master on the lakes, beginning his career in 1875 as captain of the steam tug SWEEPSTAKES, following in order with the JEROME, the CHAMPION, the SAM S. PERRY, the JOHN S. NOYES, the MINNIE BATTLE, the W. F. McRAE and the steamer BYRON TRERICE."

We are not certain what happened to Capt. David McRae in the years immediately following the burning of the BYRON TRERICE, but it would appear that he was extremely lucky to have escaped the destruction of that ill-starred little vessel with his life. If only those who perished in the disaster had enjoyed the same good fortune.

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Ed. Note: We wish to extend our sincere thanks to Dr. Gordon Shaw, of Toronto and formerly of Wallaceburg, who some time ago suggested the BYRON TRERICE as a possible Ship of the Month. (He is not related to the unfortunate deckhand, George Shaw, who lost his life in the burning of the steamer.) In addition, we appreciate the efforts of Capt. Gerry Ouderkirk, who combed his extensive records and came up with much interesting information concerning the TRERICE.

Nevertheless, when we tried to do something with this material combined with our own, we came up with so many apparently unreconcilable conflicts in the details that we despaired of ever being able to make anything meaningful of it all.

Accordingly, we wish most particularly to acknowledge the efforts and generosity of longtime T.M.H.S. member Alan Mann, of Wallaceburg, who not only supplied considerable historical information about the steamer and her operations, as well as biographical details concerning Alexander Trerice, William Dobie McRae and David F. McRae, but also shared with us all of the extremely rare photographs which accompany this feature. Two of the photos reached the Mann historical files from the collection of another longtime T.M.H.S. member, C. Patrick Labadie, of Duluth.

And Ye Ed. owes a special word of thanks to T.M.H.S. secretary, John H. Bascom, who correlated much of the information concerning BYRON TRERICE inside or on the porch of Cabin 7, Northernaire Resort, Sault Ste. Marie, Michigan, during July of 1993, between ship passages. Ye Ed., quite without any feelings of guilt whatsoever, was meanwhile sunbathing or photographing the passing ships from a small boat in the vicinity of Six Mile Point, or otherwise seeking respite from business stress, telephones and, above all, the curse of the fax machine.)

All of which goes to show that no matter how impossible the request of a reader for an obscure Ship of the Month may seem to be, we eventually will come through, with the assistance of the membership-at-large, who always are ready to pitch in and help. It is this spirit of mutual purpose that keeps this Society alive and functioning, for the benefit of all.

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#### SEAWAY SHIPS 1992

The 1992, 10th Anniversary, edition of T.M.H.S. member Rene Beauchamp's annual directory of vessels using the St. Lawrence Seaway is now available. As usual, it is a most useful reference tool, and will be of value to any serious Great Lakes marine historian. We heartily recommend it to all.

A softcover in upright 8½" x 11" format, with a plasticized cover complete with colour photo, and several black-and-white photos inside, it contains the usual main section dealing with salt-water ships which made their first Seaway trips during the year in question. There are numerous other chapters, including a list of "regular" salty visitors, updates on vessels mentioned in earlier issues, a review of the Canadian lake fleets, a cumulative list-