

note brass whistle manufactured by the James Morrison Brass Mfg. Co. Ltd., of Toronto, while on the other side is a 5-inch diameter brass three-note (in one bell) chime made by one of the most famous whistle manufacturers of all time, the Crosby Steam Gauge & Valve Co., of Boston. (The Muskoka Lakes steamer SEGWUN still blows a Crosby chime whistle.) The three sections of MANZZUTTI's "whistle tree" are joined by a welded steel manifold, whereas the original Wolvin whistles used threaded fittings with elbows, nipples, etc., as was the style at the turn of the century.

We have no idea where the MANZZUTTI whistle came from nor who put it together, but Ken notes that it first shows in photos of the steamer taken when she ran as ASHLEAF for the Leaf Barges Division of Branch Lines. The whistle that MANCOX, (a) H. G. DALTON (16), (b) COURSEULLES (21), (c) GLENDOKHART (27), (d) CHATSWORTH (42), (e) BAYLEAF (51), blew during the last years of her life was a single-bell, three-part chime of Crosby manufacture.

Ken, who heard both whistles blown on many occasions, thinks that the MANCOX whistle sounded better than that of MANZZUTTI and, in latter years, was second only to the whistle of BROOKDALE (I) in its sound. Your Editor agrees that BROOKDALE had the best whistle heard on the Canadian side of the lakes within his memory, but begs to differ about MANCOX. We always thought that the MANCOX whistle was rather harsh, and it reminded us of the rather strident chimes blown by many of the Imperial Oil tankers. We preferred the softer tones of MANZZUTTI's voice.

Above both of them, and just behind the BROOKDALE whistle would, we think, come the big three-bell chime blown (only occasionally, unfortunately) by GODERICH (I), later AGAWA (II) -and it is preserved in the collection of a certain marine publication editor! As for the U.S. side of the lakes (at least for vessels that he personally remembers), Ye Ed would have to vote for the big triple-bell chime blown by the venerable Columbia Transportation Company self-unloader R. E. MOODY, which occasionally visited Toronto and blew that famous whistle for the Cherry Street bridge. The MOODY was scrapped in 1958.

Our thanks to Ken Michelson for sharing his whistle thoughts with us, and also for sending us a photo of his MANZZUTTI relic.

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ADDITIONAL MARINE NEWS

-- The ULS Corporation has indeed activated some of its newly-acquired ships and is operating them with S.I.U. crews. Running already are CANADIAN VENTURE (DAVID K. GARDINER), CANADIAN MINER (LEMOYNE) and CANADIAN TRADER (PETER MISENER), while undergoing refit in preparation for activation this autumn are CANADIAN PROVIDER (MURRAY BAY) and GORDON C. LEITCH (RALPH MISENER).

-- A most unusual visitor to Toronto Harbor recently was Paterson's MANTADOC which arrived on October 2nd with a cargo of sugar for the Redpath plant, and cleared again on the 4th.

-- Recent reports indicated that the St. Catharines excursion boat GARDEN CITY would soon be leaving her home waters on a three-year charter to carry Hibernia oil field workers from the Newfoundland shore to offshore caissons. She reportedly had a very successful year operating on Lake Ontario in 1994.

-- Of retired east coast ferries, Hull 28 (see earlier issues) has now been renamed NORDIK PASSEUR and is operating with truck trailers to Anticosti Island. Meanwhile, Hull 109, formerly LORD SELKIRK, is reportedly sold by Northumberland Ferries to a Toronto firm for the long-planned ferry service across Lake Erie from Port Stanley to Cleveland. We will see...

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