

accommodation for the crew.

OSLER continued in her regular service, mainly in the coal trade, into the 1950s. One of her most frequent unloading docks was that of the Canada Coal Company Ltd., which was located off Cherry Street at Toronto. The president of the coal firm was Robert Osmond Petman, who had previously served with the Weaver Coal Company, another major Toronto coal dealer. On Thursday, June 24, 1954, OSLER was rechristened (c) R. O. PETMAN in ceremonies that were held alongside the C.S.L. passenger terminal at the foot of Yonge Street on the Toronto waterfront. The vessel's registry was officially altered to reflect the name change on June 25th, 1954. Her port of registry still was Toronto, as it would be for her entire lifetime.

R. O. PETMAN continued to serve the C.S.L. fleet for thirteen more seasons, despite her advancing years. By this time, C.S.L. had added more upper-lake self-unloaders to its fleet, and the aging PETMAN and MIDLAND PRINCE spent most of their time on Lakes Erie and Ontario, leaving the upper lake trades to more modern carriers. The old steamers were costly to operate, and they could no longer carry enough cargo to offset the operating costs. As well, their unloading equipment was slow in comparison with newer self-unloaders, and required considerable maintenance to keep it functioning.

At last, Canada Steamships made the decision to retire the PETMAN and she was laid up at Kingston at the close of the 1966 season. She was joined there in 1967 by MIDLAND PRINCE, which had been built the same year (1907, only at Collingwood and for the Midland Navigation Company Ltd.), and which had been converted a decade before the OSLER. The earlier retirement of the PETMAN, a slightly larger vessel, was all the more unusual in the eyes of most observers in that she had retained much of the "spring" of her deck sheer, whereas the hull of MIDLAND PRINCE had flattened noticeably during the years, giving her a more "tired" look.

In any event, R. O. PETMAN spent the 1967 season laid up at Kingston, and on 1st December, 1967, her ownership was officially transferred to Marine Salvage Ltd., Port Colborne. She remained at Kingston during the winter of 1967-1968, during which she was resold via Jacq. Pierot Jr. & Sons to Italian shipbreakers. On April 11, 1968, the PETMAN passed down the Iroquois Lock in the Seaway in tow of the tugs GRAEME STEWART and SALVAGE MONARCH. On May 24, 1968, the Polish tug JANTAR cleared Quebec City with R. O. PETMAN in tow, along with the 66-year-old, former Paterson steamer SOODOC (I), (a) MOSES TAYLOR (26). The tug and her two charges arrived safely at La Spezia, Italy, on June 17th, 1968, where the two old steamers soon were dismantled. The Canadian registry of R. O. PETMAN had been closed out on May 27th, 1968.

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Ed. Note: The biographical information concerning Sir Edmund Osler was taken from The Municipality of Toronto: A History, by Jesse Edgar Middleton, which was published in three volumes in 1923 by the Dominion Publishing Company.

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JOHN J. BOLAND JR., REVISITED

Our Ship of the Month No. 170 in the January 1989 issue was the Sarnia Steamships Ltd. canaller JOHN J. BOLAND JR., which was built in the U.K. in 1928 as (a) TYNEVILLE (28), and which was lost on Lake Erie during the autumn of 1932. We appreciate the comments of our members concerning this feature, but one item which we should correct for the record concerns the beginnings of the Misener fleet. We stated that the association between Capt. R. Scott Misener and John O. McKellar in the shipping business began in 1917 when the captain and the chief engineer acquired the wooden-hulled steamer OVERLAND. In fact, although Misener did acquire ownership of the OVERLAND in 1917, it was not until 1918 that John O. McKellar joined him in the enterprise.