

the late Hall Corporation; Ronald F. Beaupre, and the various records of the Editor, including photos and notes by the late John H. Bascom and James M. Kidd.

Ye Ed. must admit to the fact that he was encouraged in his work with Bob Graham's original manuscript by the sight of a ringbuoy from the JOHN H. PRICE which hangs on the wall of his study, a treasured memento of a fine little steamer!

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### MARINE NEWS - CONTINUED

For several years now, it has been rumoured that a new ferry service across Lake Erie, probably between Port Stanley and Cleveland, was "in the works", but until very recently, it seemed to be a concept as ephemeral as the various ferry services planned for Lake Ontario. Now, however, the plans are taking very definite shape, and a boat has been secured for the service. We also know that the ferry will NOT be the idle NINDAWAYMA, for which the Ontario Northland Transportation Commission has been seeking a charterer! The potential operator of the ferry service now is identified as the Port Stanley Ferry Corporation, and it intends to start its year-round service with passenger-only operation commencing on July 1st, and vehicular service by the end of the summer. Chairman of the board of the Ferry Corporation is Robert Henderson, of Beaver Foods Ltd. in London, Ontario. An article appearing in "The London Free Press" on March 12th indicated that, during the previous week, the Corporation had acquired for the service the former Ann Arbor Railroad Company's Lake Michigan carferry VIKING, (a) ANN ARBOR NO. 7 (64), which has been lying idle since the termination of the Ann Arbor ferry service in April of 1982. She recently has been laid up at Manitowoc, Wisconsin. VIKING is 347.9 x 56.2 x 19.2, 2713 Gross and 1287 Net. She was built in 1925 as Hull 214 of the Manitowoc Shipbuilding Corp., and was completely rebuilt and repowered with four G.M. diesels over the winter of 1964-1965. The new owner of the ferry is said to be finalizing its financing arrangements at present but already has in place many of the details necessary for the commencement of cross-lake service. We wish them well.

Meanwhile, Ontario government belt-tightening has caused a reduction in the service provided on another Lake Erie ferry service. Pelee Island Transportation Services will no longer keep JIIMAAN at Pelee Island overnight during the summer months, but instead she will make her first trip of the day from Leamington. JIIMAAN will still make one trip a day across the lake to Sandusky, Ohio, but the early-morning run from Sandusky to Pelee Island by the smaller ferry PELEE ISLANDER has been eliminated, and PELEE ISLANDER will now run only between the island and the Ontario mainland. These service reductions are expected to achieve a ten percent saving in costs, but the island council is fighting the schedule changes.

All governments are seeking ways to reduce expenses these days, and such considerations have caused the federal government to close the Canada Customs office at Wallaceburg, Ontario, effective March 31st, thus ending an operation that had functioned for 150 years and six days. The Wallaceburg customs office opened on March 25, 1846, to serve the heavy shipping trade at the port, and its demise is a direct result of the cessation of commercial traffic on the Chenal Ecarte and Sydenham River. The last bulk carrier to call at Wallaceburg was STELLA DESGAGNES, which cleared on July 24, 1987, although the McKeil tugs W. N. TWOLAN and LAC MANITOBA did visit Wallaceburg on September 25, 1989.

We understand that the American Steamship Company's AMERICAN REPUBLIC will be used this year to carry the Olympic torch on the Detroit to Cleveland leg of its journey to Atlanta. In order to prepare her for this unusual run, the