

In the April issue, we commented upon the opening of navigation and the problems that were encountered with ice. In fact, in some areas, the ice problems got considerably worse after that rather than improving, and with the exception of Lake Ontario, almost no area on the lakes has not suffered because of the ice. The worst problems were encountered on Lake Superior and in the St. Mary's River, although other areas such as the St. Clair River and Lake St. Clair have seen their share of difficulties as well, as has Georgian Bay and even Lake Michigan. Quite a few ships have sustained damage whilst fighting the ice, including ADAM E. CORNELIUS, WILFRED SYKES and the barge MEDUSA CONQUEST on Lake Michigan, and in an ironic twist, Inland Lakes Transportation's venerable steamer S. T. CRAPO was called upon to lighten MEDUSA CONQUEST to bring the hull damage on the barge well above the waterline. Two of the boats which sustained damage in Lake Superior's ice were Oglebay Norton's COLUMBIA STAR and BUCKEYE. The latter holed herself down-bound near Rock of Ages and had to turn back, anchoring in Thunder Bay. The company's FRED R. WHITE JR. tried to come to take off part of her cargo, but sustained rudder damage in the process, and finally COURTNEY BURTON was able to get to BUCKEYE to take off part of her cargo. Not only have ice conditions been severe because of the frigid winter, but the unseasonably cold and nasty "spring" has delayed the breakup of the ice in many regions.

The ice situation has meant a busy spring for tugs around the lakes as well as for the icebreakers of the U.S. and Canadian Coast Guards. Unfortunately, the new U.S.C.G. JUNIPER was not able to assist in the St. Mary's River as hoped, as she encountered problems and was not available. In her place, the 52-year-old 180-footer ACACIA was sent into the St. Mary's. At least one of the U.S.C.G. icebreakers ventured rather far astray; KATMAI BAY, stationed at the Soo, escorted MANITOULIN into the harbour at Midland, Ontario, when the latter arrived with a cargo of grain in early April.

In past issues, we have mentioned the fact that Lafarge will have a cement-carrying barge in operation shortly. The 460-foot barge, which will have a carrying capacity of 14,000 tons of cement, is being constructed by the Bay Shipbuilding Corp. at Sturgeon Bay, and she will be ready for service in July. It is said that she will be named INTEGRITY. Despite the advent of the barge, Inland Lakes Transportation Inc., which carries for Lafarge, is running PAUL L. TOWNSEND, ALPENA, S. T. CRAPO and J. A. W. IGLEHART this season, and reportedly will fit out the 98-year-old E. M. FORD during the autumn to service the Lafarge plant at Alpena, Michigan.

In the April issue, we stated that although the Welland Canal was officially opened for the season with the upbound passage of ALGOGULF on April 2nd, the first commercial transit of the season was made by the upbound ALGOLAKE on March 29th. True, ALGOLAKE did arrive at the canal on the evening of the 29th, but she did not make the first passage. The first commercial transit was made on the morning of the 29th by CANADIAN PROGRESS, which followed the Coast Guard icebreaker PIERRE RADISSON up the canal.

An interesting early season visitor to Toronto Harbour was the Paterson steamer COMEAUDOC, which arrived on April 5th with a part cargo of sugar taken out of the salty MALINSKA in order to allow the latter to make Seaway draft for her trip to the Redpath plant at Toronto. COMEAUDOC was here through the Easter weekend, with MALINSKA at anchor to await her turn at the Redpath plant. COMEAUDOC reportedly will be laid up at Thunder Bay later this spring, and her place in the Paterson fleet will be taken by the newly-reactivated QUEDOC (III), (a) BEAVERCLIFFE HALL (88).

Another unusual visitor to Toronto in the early season was the royal yacht BRITANNIA, which arrived on April 15th. BRITANNIA was not carrying any royal travellers on this visit, but rather was here as part of a British trade mission. This was, we believe, BRITANNIA's fourth visit to Toronto (her first was in 1959), and almost certainly it will be her last, for the hand-