

In the Mid-Summer issue, we mentioned that two casino ships are now operating out of Buffington Harbor on Lake Michigan. One is TRUMP CASINO, whose entry into the lakes we noted. We were unsure, however, of the history of MAJESTIC STAR CASINO, and so said nothing of her origin. We now know that she was formerly (b) PRESIDENT CASINO V, which came up the Seaway to Erie, Pennsylvania, in 1995. This vessel started her life as the Hudson River excursion vessel DAYLINER, the erstwhile and unsuccessful successor to the much-loved Day Line sidewheelers, and especially the ALEXANDER HAMILTON. The DAYLINER was rebuilt in Florida for her new duties.

Toronto's venerable steam-powered sidewheel ferry and excursion boat TRILLIUM ventured a bit far afield recently. On September 19th, she paddled her way over to Hamilton, where she was drydocked by McKeil Marine for survey, inspection, and any repairs deemed necessary. She had not yet returned to her Yonge Street berth by the end of September. TRILLIUM was built in 1910 and was returned to service in 1975 after twenty years of idleness.

One of the two hydrofoils sent from Lake Ontario to Windsor during July for service at Windsor by Club Canamac Cruises affiliate Jackpot Express Lines, was in excursion service at Sarnia over the Labour Day weekend. She was SUNRISE V, the former SUNRISE II, and we understand that plans definitely still are that she should run at Windsor, despite hopeful comments expressed by the Sarnia press concerning her future there.

The federal government continues in its efforts to commercialize the operations of the Seaway, and in July signed a letter of intent with a "Users Group", comprising Canada Steamship Lines, Cargill Ltd., James Richardson & Sons, Algoma Central Corporation, ULS Corporation, FedNav Ltd., Dofasco Inc., Stelco Inc. and Louis Dreyfus Corporation. The Seaway Users Group would establish a non-profit private sector corporation to take over the operation of the Seaway on January 1, 1997. The government would continue to own the fixed assets of the Seaway, while the new corporation would take over operation of the system and asset renewal costs up to historical levels, the goal being that the Seaway become self-sufficient. Discussions with the U.S. are underway to achieve the best co-operative arrangement for the operation of the bi-national canal system.

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DALHOUSIE ROVER REVISITED

We are pleased that so many of our readers appreciated our Mid-Summer feature on the tug DALHOUSIE ROVER. We must, however, apologize for (at least) two significant errors in that story. First of all, our feature commemorated the fiftieth, not fortieth, anniversary of the tug's sinking in the Welland Canal. Secondly, the photo of TOWMASTER and A. M. MACAULAY at Thorold South, attributed to Alan Sykes, in fact came from the collection of Ron Beaupre. It was taken on October 13, 1946, by the late T.M.H.S. member, Ivan Brookes.

Skip Gillham has found several interesting items concerning the tug in his records. On June 16, 1961, TRAVELLER lost her steering near Iroquois Lock and suffered damage when she collided with FEDERAL VOYAGER. The salty towed her to Prescott for inspection. In 1981, she was noted as breaking ice to assist the ferry WOLFE ISLANDER III. Finally, she was downbound in the Welland Canal, probably for the last time, and was reported as having been on charter to Southern Offshore Resources, of Erie, Pennsylvania; that canal passage was made on July 31, 1993.

We are still hoping that one of our members will come up with a really good photo of DALHOUSIE ROVER in operation that we can reproduce in "Scanner". It seems that not many photographers ever turned their cameras in her direction!

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