

& Recreation. Over the years, however, we have lost much of the "atmosphere" of the ferry service which existed when little wooden steamers like ARLINGTON, MASCOTTE, JESSIE L. McEDWARD, ADA ALICE and ELSIE were carrying passengers across the Bay. Even the last of the little boats, T. J. CLARK, has been gone from the Bay for almost forty years, and had run in freight-only service from 1952 until her demise.

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Ed Note: We hope our readers have enjoyed the stories of these five little Toronto ferryboats. As far as we know, it is the first feature ever written about any of them in any publication!

Much of the information for this article came from the research of the late T.M.H.S. Secretary, John H. Bascom, who assembled a huge body of material about the Island ferries, and hoped one day to make a book out of it. Maybe Ye Ed. will be able to do that some day...

Material obtained from the personal collection of the late Alan Howard proved invaluable in the preparation of this feature. Alan had photographs of eight drawings of old ferryboats by Charles I. Gibbons, none of these drawings being known to exist today. Where the little snapshot-type prints came from, we have no idea, nor do we know what happened to the original drawings. They apparently were hanging on an old tongue-and-groove wooden wall when the photos of them were taken, and this makes us wonder if they were, perchance, in one of the old ferry terminals at the time. Perhaps the drawings perished in one of the many ferrydock fires that occurred over the years.

Much mention of the ships that operated in and around Toronto can be found in the invaluable Robertson's Landmarks of Toronto, published in six volumes in 1894 by historian and newspaper publisher John Ross Robertson. For his help with the history of JESSIE L. McEDWARD, we are grateful to Arden Phair, of the St. Catharines Historical Museum. Gerry Ouderkerk also provided help.

Needless to say, if any of our readers can come up with any additional information or photographs of ANY of the ferryboats mentioned in this feature, we would be most grateful to hear from them.

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CONSEQUENCES OF A COLLISION - CONTINUED

In the April issue, we began an account of the enquiry into the collision on May 18, 1922, of the steamers MIDLAND KING and GLENFINNAN on Lake Superior. It will be recalled that the Dominion Wreck Commissioner, Capt. L. A. Demers, was critical of the officers of both vessels, citing "inaccuracies, inconsistencies and contradiction" in the evidence presented. We now continue with the report, quoting from "The Daily Times-Journal" of Fort William. Our thanks to members Albert Schelling and Skip Gillham for the clipping from the paper.

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"The marine court resumed... with the examination of W. F. Moran, watchman on the GLENFINNAN. Witness said he heard three blasts from the MIDLAND KING. He left the (pilothouse) window to pull the whistle. 'I got instructions to pull the whistle when the fog shut in,' he said. He heard the MIDLAND KING's whistle five or six times. He did not notice on the indicator how the telegraph was. The MIDLAND KING was about one point on the port bow. He located the steamer on her second whistle. He did not hear the MIDLAND KING's whistle every minute. They blew one blast in reply to the MIDLAND KING's whistle. The MIDLAND KING did not reply to some of the GLENFINNAN's whistles. He felt sure that if the MIDLAND KING was blowing all the time, he would have heard them (the fog signals).