

For 35 years, the famous 1943-built Tribal Class destroyer H.M.C.S. HAIDA has been a permanent resident of the Toronto waterfront. The 377-foot warship visited Toronto on several occasions near the end of her career, and after she was decommissioned in the autumn of 1963, an organization known as Friends of the HAIDA acquired her and brought her to Toronto for public display, mooring her in the York Street slip beginning in August of 1964. In 1970, she was acquired by the Province of Ontario and was moved to a permanent berth at Ontario Place. But the intervening years have taken their toll on her hull, and HAIDA is now desperately in need of drydocking for hull repairs. Supporters of the renowned destroyer are seeking funds to help the HAIDA through her time of need, as provincial government funds are difficult to find in these times of austerity and budgetary "restraint".

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#### THE ORIGINAL FOUR REVISITED

In the November issue, we featured the first four Algoma Central self-propelled freighters, the MONKSHAVEN, THEANO, LEAFIELD and PALIKI, which were acquired abroad and brought to the lakes in the spring of 1900. At the time we wrote that feature, we were not in possession of a copy of the Algoma Central Corporation's centennial book, but we have it now and it confirms the general details of what we had to say about these four canal-sized ships, three of which perished in the waters of Lake Superior.

The centennial book does help add some much-needed detail, and we quote: "The first marine casualty for the Company occurred on September 25, 1902. The schooner-barge H. A. BARR (C.107489, formerly U.S.96218, built in 1893 by James Davidson at West Bay City, Michigan, and acquired by Algoma Central in 1901) was on Lake Erie under tow of the steamer THEANO. They were en route from Michipicoten Harbour to Buffalo, New York, with cargoes of iron ore when a fierce storm blew up and swamped the BARR. The small crew was rescued by the THEANO, but the BARR sank in deep water about thirty miles off Port Stanley, Ontario."

Re the loss of MONKSHAVEN, we begin now to wonder about the Pie Island - Angus Island situation. Where did she actually strand, and where was the wreck picture we used last issue taken? (We did think it looked not like a ship that had already been lying a wreck for a year...) From member Donald Boone, of Collingwood, comes a clipping from the "Collingwood Bulletin".

"The terrible storm which swept the lakes from Monday until Wednesday of last week, came very near claiming three Collingwood sailors among its long list of victims, Isaac Woolner, Samuel Beatty and Jack Aston being members of the crew of the steamer MONKSHAVEN of the Algoma (Central) Steamship Line, which was wrecked about one mile south of Pie Island, in Lake Superior.

"The first news of the disaster to reach town was a telegram on Friday evening from Mr. Beatty, chief engineer of the steamer, to his wife, informing her of the wreck and that all the crew were saved. The telegram was sent from Fort William, whither a part of the crew had been taken by the steamer SYLVANIA, which had sighted the wreck on her way to Fort William. The storm having abated, the other members of the crew remained with the vessel and were later taken to Fort William by another steamer.

"A dispatch from Fort William gives the following particulars of the wreck. With a hole 25 feet in diameter in her bottom, a rock driven clear through the hull, and her stern completely under water, the... MONKSHAVEN lies a hopeless wreck on a rock about one mile south of Pie Island. Her condition is such that her owners may never attempt to move her. Her crew of twenty-three barely escaped with their lives.

"The vessel struck in the terrific sea of Tuesday. In less than five minutes