

briefly during the autumn of 1968. On October 4th, she loaded a cargo of wheat and oats at Thunder Bay for delivery to Midland, and on October 12th, she loaded 367,107 bushels of wheat for Kingston. Where was she for the next ten days or so, and when did she actually arrive at Kingston? A photo of her unloading her last cargo at Kingston was taken by the late T.M.H.S. member Willis Metcalfe, and it was dated October 22nd. On the other hand, a clipping from the local newspaper said that she arrived at Kingston on October 24th, and unloaded in 12 hours and 45 minutes. The clipping, however, correctly reported the exact size of LEMOYNE's cargo, the figure matching the Thunder Bay loading report.

So there is a bit of mystery about LEMOYNE's last trip. We'd like to think that the famous freighter took a bit of "personal time" to go visit some of the ports she hadn't been to since she was known as the Queen of the Lakes, but of course that is just wishful thinking on our part. Regardless, she served Canada Steamship Lines well for more than forty years and won herself a legion of admirers in the process.

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SEAWAY SHIPS 1999

The 17th annual issue of member Rene Beauchamp's Seaway Ships is now available. This 48-page softcover, illustrated with a number of excellent colour photos, contains a wealth of information about ships, both lakers and salt-water vessels, which have appeared in the Seaway. Several of the sections deal with items of historical interest.

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WAS SHE OR WASN'T SHE?

In our March issue feature on the Mitchell/Playfair steamer MAJOR, we noted that she got into trouble on Lake Superior, upbound only thirty miles past Whitefish Point, on November 13th, 1913, a victim of the tail end of The Great Storm. She fell into the trough and rolled her stack out, and her crew was taken off by the A. M. BYERS. It was reported that the abandoned MAJOR was taken in tow by the Tomlinson steamer GEORGE G. BARNUM, which arrived with her at the Soo on November 16th.

We questioned this report in that the records readily available to us indicated that the BARNUM was still named (a) SOCAPA at the time, and was not given the BARNUM name until 1915. Not so, says member George Ayoub, of Ottawa! George has found GEORGE G. BARNUM listed in the 1913 issue of the U.S. Merchant Vessels list, and he says she also appears as BARNUM in the 1914 Lloyd's Register, both showing her port of registry as Duluth. Lloyd's listings generally would be for a pre-year notice, so these two sources would both provide reliable evidence that SOCAPA became GEORGE G. BARNUM in 1913.

We have corrected our records concerning the BARNUM and would suggest that other record-keepers do likewise. We extend to George Ayoub our most sincere thanks for bringing this valuable information to our attention, and for helping us to set the record "straight". It is this spirit of helpfulness and co-operation that makes T.M.H.S. members "special people", and we are happy to be associated with them.

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