

dio direction finder antenna and searchlight from the top of her pilothouse, and the obliteration of the Browning flag on her funnel by painting it black.

None of the Continental Grain storage barges served in that capacity for very many years, but some lasted longer than others. It must be remembered that all of them were old hulls which had been used hard for many years before being retired by their previous owners. If any of them developed a need for hull work to keep them fit for grain storage, they simply were cast aside and replaced by other old boats, drydocking being out of the question. Some of them lasted into the 1960s, but by then the grain trade into Buffalo had shrunk to the point that storage hulls no longer were needed. Indeed, within a few years, most of the grain elevators at Buffalo would be closed.

CARL W. MEYERS was one of the first of the Continental Grain storage hulls to be sold off, and early in 1959 she was purchased by Marine Salvage Ltd., Port Colborne, which resold her to International Metals. She was towed over to Port Colborne where she lay for a few days along the West Street wharf, looking very sad and bedraggled with her paint all peeling. On May 30th, she was taken in tow by the tugs HELEN HINDMAN and PORT WELLER, and she began her trip down the Welland Canal and across Lake Ontario to Hamilton. Upon her arrival at the latter port, she was put to anchor out in the Bay, where she swung for a bit more than two months. Then, on August 12, 1959, local tugs moved her to the scrapping berth of the Steel Company of Canada, where the wreckers' torches made quick work of dismantling the venerable steamer.

The old CRESCENT CITY had enjoyed a long and successful career. She was the next last of the Zenith Transit Company's ships to see any operation. SUPERIOR CITY was lost by collision with WILLIS L. KING on Whitefish Bay on August 20, 1920. ZENITH CITY and QUEEN CITY remained in the "Steel Trust" fleet and, in 1943, were traded in to the U.S. Maritime Commission in exchange for new tonnage. Operating back under charter to Pittsburgh Steamship through 1945, they were sold for scrap in 1946 and, interestingly, were broken up at Hamilton by the Steel Company of Canada, the same firm that dismantled the MEYERS a bit more than a decade later. The final Zenith Transit ship in service was EMPIRE CITY which, like CRESCENT CITY, her near-sister, was sold by Pittsburgh to Tomlinson in 1927. She stuck with Tomlinson, however, and as (b) SUMATRA was converted to a self-unloader. She was sold to R. E. Law Quarries Transportation Co. Ltd., Port Colborne, and ran as (c) DOLOMITE through the 1967 season. She was scrapped in Spain in 1968.

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Ed Note: We have enjoyed writing the history of CRESCENT CITY, and we hope that our members have enjoyed reading it. As usual, the photo and data collections of the late John H. Bascom and James M. Kidd have proved invaluable to our research. The stories of the 1905 storm and the 1909 Canadian Soo Lock accident have been written up in many places over the years, some of the accounts more dependable than others. We have borrowed what we believe to be the best from all of them, hence we show no specific credits.

Lastly, we are indebted to the research of John O. Greenwood in respect of the convoluted history of the Nicholson-Universal Steamship Company, the details of which had given lake historians fits for many years. John featured both the Nicholson-Universal and the Browning fleets in Volume Two of his "Fleet Histories Series". Interestingly, the Tomlinson companies were featured in Volume Seven of that same series, but CRESCENT CITY does not appear in the listing of Tomlinson vessels. Despite the brief period of ownership, there seems no question but that she was owned by the Consolidated Steamship Company.

And now, one final thought. Does anybody have a good photo of CRESCENT CITY in Zenith Transit Company colours?

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