

WINTER LAY-UP LISTINGS

Our February issue will feature the annual list of vessels laid up at the various lake and river ports, but to do that we need YOUR assistance, and we need it no later than January 25th. Please visit your local port and make a list of all vessels laid up there, being sure to identify tugs, ferries, etc. You may write to the Editor at the address shown on the cover, or phone during the evening to (416) 921-8436. You may fax to (416) 368-7054, but as this is a large company's fax line, you MUST clearly show the Editor's Name. Or you may e-mail us (again at work) at [john\\_bascom@ca.cgugroup.com](mailto:john_bascom@ca.cgugroup.com)

Your help will be much appreciated. And please - don't leave it up to someone else to send the list for your local port, because that "someone else" won't.

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BEAVERTON and EDMONTON AGAIN

We had thought that, since beginning the story in the Mid-Summer issue, we had said just about everything that could be said about these two near-sister-ship canallers, including exploring BEAVERTON's odd little whirly crane. But from Don Boone, of Collingwood, come two items. One is an interesting view of BEAVERTON's deck in the 1930s when she had a full deckload of new autos and trucks. Few such views exist, so we are pleased to share it with the members. Can anyone guess the date from the car models?

Don's second item comes from the "Collingwood Enterprise-Messenger" of September 12, 1907. "Kingston, Sept. 6 - The steamer EDMONTON, of Toronto, loaded with 35,000 bushels of wheat from Fort William to Montreal, struck a rock near the Brockville Narrows during last night and sank. Both cargo and steamer are insured. The boat is owned by A. & J. T. Mathews (sic), Toronto, and the cargo by J. S. Norris of Montreal.

"The Donnelly Wrecking Company of Kingston sent their wrecking steamer and plant to the scene of the wreck, and will proceed to raise the vessel and bring her to dry dock at Kingston for repairs. The shoal, now marked by a gas buoy, has been the scene of many accidents, but the captain claims that in entering the narrows, the rudder chain broke. The EDMONTON's bow is two feet out of water, and she is resting easy, but should an east wind interfere, she will be in danger, as the shoal is but eight feet wide, while at either side the water is one hundred feet deep. She is a new steam barge."

The damage must not have been great because "Canadian Railway & Marine World" never reported the incident. Its November 1907 issue did say, however, that: "The steamboat EDMONTON, chartered by J. J. O'Connor, Port Arthur, brought the first shipment of pig iron from Port Arthur to Toronto, Oct. 9".

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We had intended to include in this issue a much-delayed follow-up to our October feature concerning the little wooden steamer LAKE ONTARIO. However, once again we ran out of space! We hope to have it for you in the February issue.

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