

soon was gone. Most Hamilton residents would not have taken note of her demise despite its report in the "Spectator".

Nevertheless, one piece of LADY HAMILTON remained in the City of Hamilton, although only for a short while. Her 500-pound bell, with the name CADILLAC on it, was retained by the Hamilton Harbour Commissioners who had intended to create a marine museum for the port but never did so. Several years after the LADY HAMILTON had been scrapped, the U.S. Navy came seeking the bell from the wartime aircraft training carrier U.S.S. SABLE (the former Detroit & Cleveland Navigation Company sidewheel passenger steamer GREATER BUFFALO built in 1924) which the Steel Company of Canada had scrapped in 1948. Not surprisingly, that bell could not be found so many years after SABLE's dismantling, and so the Harbour Commissioners gave the bell of LADY HAMILTON to the U.S. Navy in January of 1965, and it was flown to Glenview, Illinois. A press report concerning the ceremony involved in the turning over of the bell gave no indication of why the U.S. Navy would want the bell of a ship in which it never had any interest whatsoever!

And so ended the life of a ship that never really found her niche on the lakes. Each of the trades in which she was placed disappeared out from under her as circumstances changed, and nothing she did lasted very long. In fact, she spent almost as much of her life in lay-up as she did in operation. She deserved a far better and longer life.

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**Editor's Note:** Considerable information concerning the construction of the CADILLAC was given in the January 1929 issue of the "Marine Review". Many of the details of the service of the steamer as LADY HAMILTON come from the collection of T.M.H.S. member Gerald Hutton, of Hamilton, who fondly recalls many pleasant trips on the ship. Of great assistance were the records and photos of the late John H. Bascom and James M. Kidd.

The Ferry Steamers by William Oxford (The Boston Mills Press, 1992) is an account of the Detroit River passenger ferry services. Two articles which appeared in "Inland Seas", quarterly journal of the Great Lakes Historical Society, were noted: "Steamship Service to Cedar Point 1870-1952" by David W. Francis, in the Summer and Fall issues of 1977, and "The Fascinating Life of a Great Lakes Passenger Steamboat Man" (concerning W. R. Wingate) by T.M.H.S. member Thomas Andrew Sykora, in the Fall 1981 issue. The account of the acquisition of the ship by T. J. McCarthy comes from Volume Two of John O. Greenwood's The Fleet History Series.

Any additional information concerning this steamer would be very much appreciated. And if any of our readers should happen to possess a photograph of U.S.C.G. ARROWWOOD in operation, we would certainly appreciate the opportunity of sharing it with all of our members in the pages of "Scanner".

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#### WILLIAM BRUCE

It is with regret that we note that longtime T.M.H.S. member Bill Bruce, of St. Catharines, passed away on Saturday, November 24th. An avid ship photographer for many years, Bill had supported this Society almost from its 1968 formation, and he carried membership number 70. A number of his photographs have appeared in this publication over the years.

The Society will miss his support.

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Please remember that our January Meeting will be held on Saturday, the 5th.