

"Sometimes we hauled pulpwood from Heron Bay to Thorold and the loading and stowing was done by a work crew of German prisoners of war. They were an interesting lot - very polite and hard working. I bought an embroidery of a U-boat and a ship in a bottle from them.

"Capt. Redfern had a brother who was captain of an Upper Lakes and St. Lawrence vessel. He was always giving us a dig because we didn't have radar yet. He'd call and say 'I see you on my radar, Bill.' So one day when he did that, Captain Redfern said 'Stick your head out the wheelhouse window and you'll see me without your \*#%\$@#! radar!'

"We were also in the bauxite trade from Oswego to Port Alfred up the Saguenay River. It was a dusty cargo and made a mess everywhere. It came up the Hudson River from New York City in the barge canal to Oswego. Some of these boats also hauled paper to the 'Tribune' in Chicago."

We sincerely thank Mr. Eade for passing his recollections to us.

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#### MARINE NEWS

With the MAPLEGLLEN scrap tow proceeding toward Alang, the "parade" to the scrapyard continues. During the evening of October 17th, SEAWAY QUEEN departed Montreal in tow of tugs PROGRESS and VIGILANT 1, while OAKGLEN set out in tow of SEAWAYS 5 and LAC VANCOUVER. The two tows proceeded downriver and, on October 18, below Quebec City, they were assembled into a tandem tow behind SEAWAYS 5. They then set out to cross the Atlantic and, at last report, the tow was proceeding in satisfactory fashion. Although also destined for Alang, ALGOSOUND remains at Montreal and it is not yet clear whether she will be towed out this autumn or whether she will await better weather in the spring.

Also bound out of the lakes, after much speculation, is the Cleveland Tankers 1974-built motorship SATURN. For several months, every time she headed eastward, she was said to be on her way out, but her final Seaway passage did not take place until October 3rd. She was bound for Sorel and has been lying there ever since. By the beginning of November, she was flying the flag of Panama and her departure for warmer climes seemed imminent. It has been suggested that she may be used for bunkering purposes.

It was announced on October 20 that the Canadian National Railway Company had formed an agreement to acquire the Great Lakes Transportation LLC for approximately US \$380 million. The acquisition includes Great Lakes Fleet Inc. (owner of ARTHUR M. ANDERSON, ROGER BLOUGH, CASON J. CALLAWAY, PHILIP R. CLARKE, EDWIN H. GOTT, JOHN G. MUNSON and EDGAR B. SPEER) and its GLF Great Lakes Corp. (PRESQUE ISLE) division, as well as the Duluth, Missabe & Iron Range Railway, the Bessemer and Lake Erie Railroad Company, and the Pittsburgh & Conneaut Dock Company. The main purpose of the acquisition would appear to be to improve the CN's rail connection to Chicago and thus expand its participation in the supply of bulk materials to the steel industry. The CN purchase of Great Lakes Transportation, which was controlled by The Blackstone Group, must be approved by a number of U.S. federal regulatory agencies, and CN probably will not be able to take control until mid-2004. CN says that there will be no changes in crewing, trading patterns or the appearance of the fleet's ships, and will have them operated by a U.S. firm, Keystone Shipping Co. (Keystone Great Lakes Inc. currently operates the tug/barge tanker combination of MICHIGAN and GREAT LAKES.) The Great Lakes Fleet, which had its origins in the United States Steel Corporation's Pittsburgh Steamship Company, formed from several other fleets by J. Pierpont Morgan and Elbert H. Gary in 1901, still has the United States Steel Corporation as its major client, and will for several years to come, but it will remain to be seen whether Canadian National will retain the lake fleet once that contract has expired. That the former U.S. Steel fleet, once the largest on the lakes, will come under Canadian control is indeed ironic.