

quently was towed across the North Atlantic, alone and not in tandem with any other old laker, and arrived at Bilbao, Spain, on November 26, 1965. Work on the dismantling of the ship began not long after her arrival.

Thus in foreign waters ended the career of a Canadian vessel which had served her various owners faithfully for a total of 63 years, even after having been so badly damaged that she was considered a constructive total loss back in 1927.

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Ed. Note: We hope that the readers have enjoyed this history of a famous Canadian laker. As usual, if any members can add any further detail, we would appreciate hearing from them.

For their assistance in preparing this feature, we express our most sincere thanks to Don Boone, of Collingwood, and to Capt. Gerry Ouderkirk, of Toronto. A great deal of information, including a copy of the Department of Marine and Fisheries file on the AGAWA stranding, came to us from the collection of James M. Kidd.

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GREAT LAKE MEMORIES



This historic photo comes to us through the courtesy of member Don Boone, of Collingwood. Taken from the top of the old elevator at Collingwood, it is not the sharpest of images, but it looks toward the shipyard and shows two interesting vessels. The date is April 23, 1907, and at centre is AGAWA being converted from a barge to a steamer. She has her new forward cabins, but no deckhouse aft yet, and her three original masts still are standing.

At the right can be seen the stern of Collingwood's Hull No. 9, the steamer MIDLAND PRINCE, which is undergoing completion. The 489-foot (overall) MIDLAND PRINCE was launched by the yard on December 5, 1906, for the Midland Navigation Company. She later joined Canada Steamship Lines, was converted to a self-unloader, and survived until sold for overseas scrapping in 1968.

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