

Port Weller. Your Editor, then just an impressionable young thing, sought and was granted permission to be out on the end of the company's pier to watch the unusual departure, and will never forget the sight of the venerable whaleback leaving port with an almost-as-old canaller lashed alongside.



May 4, 1957 photo by John H. Bascom shows GROVEDALE upbound below Welland Canal Lock 2 and illustrates how she looked from astern after she was deepened.

Although it was a summer day, the winds out on the open Lake Ontario were gusty and proved to be too strong for the tow to be made in safety. Accordingly, the ERICSSON returned GROVEDALE to Toronto. She finally made the trip to Port Weller on August 8th, lashed alongside another venerable steamer, the DOUGLASS HOUGHTON. Two days later, on the 10th, PARKDALE made the same cross-lake trip, the towing steamer in that case being the equally historic JAMES B. EADS.

Once the two old canallers safely reached their destination, they were moored to the south of the end of the Port Weller Dry Docks fit-out wall, GROVEDALE feeling the torches first. The same fleet's SHELTON WEED also was cut up with them.

After their upperworks was removed and the hulls cut down, the remaining keel plates of the steamers were fished up off the canal bottom when that section of the canal was drained over the winter of 1960-1961.

GROVEDALE and PARKDALE had served many owners well over the years, and they were amongst the oldest canallers on the lakes at the time of their dismantling. Their sisterships MANCOX and MANZZUTTI, being specialty carriers (craneships) for a small operator, ran until 1967 and were scrapped at Hamilton in 1971. The Wolvins had good strong ships built back in 1903!

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Ed. Note: It seems that in almost every feature, we note the assistance of the writings, photos and collected material of the late John H. Bascom and James M. Kidd, and this feature definitely is not the least of such cases. Both men had extensive documentation of the histories of these two steamers, without which we never could have prepared this feature at all.

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LAKE TRANSPORT REVISITED

Readers will recall that, in the April issue, we featured the McColl-Frontenac canal tanker sisterships CYCLO-CHIEF and CYCLO-WARRIOR. The latter finished out her days running for the Hall Corporation as (c) LAKE TRANSPORT. In our feature, we said that she last operated in 1973 and was laid up at the end of that season at Sorel, where she was scrapped. However, with the assistance of Skip Gillham, we have been able to determine that she actually was laid up at Hamilton at the end of 1973. She did fit out in mid-May of 1974 but operated only briefly and was laid up again at Sorel by late June and never turned her wheel again. Bill Schell recalls seeing her partially stripped at Sorel in October, 1977.

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