

The 2005 issue of this annual lake marine directory, published by longtime T.M.H.S. member Roger LeLievre, is now available. It contains all the usual features, including basic details of all lake vessels and commonly visiting salties, as well as many historical items and lots of beautifully reproduced colour photos. The book contains 148 pages this year.

To order, at U.S. \$14.95, contact Marine Publishing Co., P.O. Box 68, Sault Ste. Marie, Michigan 49783, U.S.A., or order online at www.knowyourships.com. In Toronto, the book can be found at the Nautical Mind on Queen's Quay, or at Lynx Images on Scollard Street in Yorkville.

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GREAT LAKES VESSELS IN OCEAN OR COASTING TRADE

The following item is taken from the March, 1916 issue of "Canadian Railway and Marine World", and gives some idea of how many lakers went to sea at various times during the First World War.

"The Canadian Lake Protective Association has compiled the following particulars respecting lake steamships enrolled in the Association. On Aug. 4, 1915, the following vessels were down as engaged in Trans-Atlantic or European trade or coasting south of the Gulf of St. Lawrence and in the West Indies: - NEWONA, TAGONA, KENORA, MIDLAND QUEEN, GLENELLAH, DUNDEE, DUNELM, DONNACONA, STRATHCONA, WINONA, NEEPAWAH, C. A. JAQUES, TURRET COURT, SCOTTISH HERO, NEEBING, PORT COLBORNE, W. H. DWYER, GLENFOYLE, GLENMAVIS, FAIRMOUNT, GLENMOUNT, STORMOUNT, WESTMOUNT, NORTHMOUNT, KAMINISTIGUIA. The MIDLAND QUEEN, DUNELM, DONNACONA and FAIRMOUNT were lost at sea.

"On Aug. 4, 1915, the following vessels were trading [carrying coal] between Montreal and Sydney, N.S.: - ACADIAN, CANADIAN, D. A. GORDON, A. E. McKINSTRY, RENVOYLE, FORDONIAN, EMPRESS OF FORT WILLIAM, EMPRESS OF MIDLAND, ROSEDALE, MEAFORD, KINMOUNT, ROSEMOUNT, UNGAVA, TURRET CROWN.

"On Sept. 23, 1915, a list compiled showed slightly less than half of the above vessels returned to the lakes for the movement of the new [grain] crop with some few others to come in.

"In December, immediately after the close of navigation, a list compiled showed these vessels at sea: - ACADIAN, D. A. GORDON, A. E. McKINSTRY, CANADIAN, EMPRESS OF MIDLAND, STORMOUNT, GLENMOUNT, KINMOUNT, NORTHMOUNT, ROSEMOUNT, C. A. JAQUES, DUNDEE, GLENELLAH, SCOTTISH HERO, EMPRESS OF FORT WILLIAM, KENORA, NEEPAWAH, RENVOYLE, STRATHCONA, TAGONA, WINONA, NEWONA, NEEBING, KAMINISTIGUIA, G. R. CROWE, GLENFOYLE, GLENMAVIS, CALGARY, PORT COLBORNE, PORT DALHOUSIE, W. H. DWYER, ALGONQUIN. The NORTHMOUNT was lost at sea in December and the G. R. CROWE and the ALGONQUIN, while still on the lakes, have been sold for ocean trade."

While some of these steamers came and went back and forth between lake and ocean trade, it is interesting to note how many of them did not survive the war, either being lost to enemy action or to the elements. Some others simply were sold to foreign owners and did not return to the lakes. Amongst the few that did return to regular lake service were KENORA, GLENELLAH, WINONA, TURRET COURT, GLENMAVIS, KAMINISTIGUIA, CANADIAN, A. E. McKINSTRY, FORDONIAN, ROSEMOUNT and TURRET CROWN.

And, of course, lists of which vessels were running in deep sea service soon ceased to be published, no doubt for security purposes.

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And to close, just a reminder that this is the last issue of "Scanner" that will come to you until the Mid-Summer issue appears in August. We wish you all happy boatwatching during the summer months.

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