

Despite the fact that the 1923-built cement carrier LEWIS G. HARRIMAN, (a) JOHN W. BOARDMAN (65), is being broken up at Sault Ste. Marie, Ontario, by the Purvis interests, a portion of the venerable steamer will live on. A large section of the vessel's bow, including her texas cabin and pilothouse, were acquired by a couple residing in DeTour Village, Michigan, and the HARRIMAN's cabins will form their new summer home. The barge on which the cabins had been secured was towed down through the MacArthur Lock at the Soo on November 17 and arrived at DeTour on the 18th. The cabins then were to be rolled ashore onto a special foundation that had been built for them.

In a previous issue, we noted that the former BobLo Island ferry steamer STE. CLAIRE, which spent the summer at Windsor, had been moved to River Rouge, Michigan, for its annual "Nautical Nightmare" Hallowe'en festivities. That venture supposedly was successful, but not long before Christmas, the press in Lorain reported that the owners of STE. CLAIRE were in financial difficulties and that the steamer might be stranded in River Rouge. A few days later, that report was denied, and it was said that arrangements for towing and insurance were being made, and that STE. CLAIRE would be taken in tow and moored for the winter alongside her former BobLo running mate COLUMBIA at the Nicholson facility at Ecorse. We certainly hope that the STE. CLAIRE project is still alive considering the amount of restoration work that already has been done on the 1910-built steamer. We do, however, question the wisdom of mooring her for the winter alongside COLUMBIA, considering the state of deterioration of the latter.

Another former passenger steamer that made the news recently was the ALABAMA which for many years has been nothing more than a barge. Built in 1910 for the Goodrich Transit Company, ALABAMA was once one of the most famous passenger steamers on Lake Michigan. After the Goodrich bankruptcy during the Great Depression, she passed through several changes of ownership until she wound up with the Chicago, Duluth & Georgian Bay Transit Company. The Georgian Bay Line, however, did not run her very long and eventually she simply lay at Holland, Michigan, where she served as a source of parts for NORTH and SOUTH AMERICAN. She was sold and cut down to a barge in 1961. ALABAMA latterly has lain in the Detroit area, but this autumn she was acquired by the Dean Construction Company of LaSalle, Ontario, and moved to the Morton Terminal at Windsor. On November 29th, ALABAMA was towed by the tugs ANNIE M. DEAN and STORMONT to LaSalle, where she was secured at Dean's yard. It has not been disclosed why Dean purchased ALABAMA, but one might suppose that it was for dismantling purposes.

The former Detroit River carferry LANSLOWNE, which has been lying at Erie, Pennsylvania, since November of 1999, without any progress being made toward rebuilding her and putting her "back" into the restaurant business, sank at her Sassafras Street wharf on Christmas Day. The former sidewheeler's deck was completely submerged. At last report, the LANSLOWNE's owner, Specialty Restaurants Corp., of Anaheim, California, was intending to remove the wreck, but no progress to that end had yet been made. There seemed to be more concern over the fate of the two railroad cars on her deck than for the poor old LANSLOWNE herself.

As we go to press, the Welland and St. Lawrence canals have closed for the season. We do not yet have reports on the last passages through the Welland, but we do have the necessary information for the St. Lawrence canals. Last upbound vessel to lock through at St. Lambert was GORDON C. LEITCH on December 27th. The last foreign-flag ship downbound was S. PACIFIC on December 29, while that same day saw the final downbound passage of the season, being the tanker MARIA DESGAGNES. In the last lockage were the Coast Guard ice-breaker MARTHA L. BLACK and the tug OMNI ST-LAURENT which had been breaking ice in the seaway.

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