

Mitchell, V.C., 87, of Montreal.

Special guests were Rear Admiral (Royal Navy retired) Godfrey Place, V.C., 55, of London, chairman of the Commonwealth association of V.C. and G.C. winners, and vice-chairman Major Robert Hollowday, G.C., 54, of Bedford, England.

Scouts, guides and cadets were invited to meet the heroes and ceremonies included parades and memorial church services.

Canadian and U.S. fishing zones

Following the tabling of the notice of the Order-in-Council on November 2, defining the fishing zones in which Canada will soon be exercising jurisdiction (*Canada Weekly* dated November 17, 1976, Page 3), Secretary of State for External Affairs Don Jamieson outlined reasons for this action to the House of Commons on November 19, drawing attention to the maritime boundary implications with neighbouring countries.

The Order-in-Council made express reference to discussions on boundary delimitations with the United States, France and Denmark, stated Mr. Jamieson, pointing out that the limits of the Canadian fishing zones as defined in the Order were "without prejudice to any negotiations respecting the limits of maritime jurisdiction in such areas..." Speaking of the U.S. response he said:

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"The United States Government has responded to the publication of the Order-In-Council by issuing in the form of a notice in their Federal Register of November 4, 1976, a list of co-ordinates defining the lateral limits of its prospective fisheries zone, as well as its continental shelf in the areas adjacent to Canada.

"In a number of areas these lines differ from the Canadian co-ordinates. We do not accept these lines and we are so informing the United States Government through diplomatic channels.

"I am pleased to note, however, that the U.S. Government has mirrored the approach taken in the Order-In-Council by making it clear in the Federal Register Notice that the co-ordinates listed therein are without prejudice to

any negotiation with Canada or to any positions which may have been or may be adopted respecting the limits of maritime jurisdiction in the boundary areas adjacent to Canada."

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Stamps honour old ships

Four new 10-cent stamps commemorating the significant contribution to Canada by inland vessels were issued on November 19.

The new 40-mm-by-24-mm stamps, the latest in a series honouring Canadian ships, were designed by Toronto artist Tom Bjarnason, and depict the three passenger vessels, *Passport*, *Chicora* and *Athabasca*, and the riverboat *Northcote*.

The lakers

The Canadian Pacific Railway entered the Upper Great Lakes shipping business with three steel sister ships, the *Alberta*, *Algoma* and *Athabasca*. Built in Scotland, they steamed to Montreal in 1883 and were sliced in half to fit the lock system. After reassembly they arrived at Owen Sound, Ontario in 1884, ready for the lakehead run.



They were the first lakers to be equipped with electric lights. Besides normal passenger traffic, they carried grain and transported troops returning from the Riel Rebellion in 1885. In November of that same year, the *Algoma* ran into the *Isle Royale* and broke up, but the other two served for many years.

Chicora

The *Let Her B*, later the *Chicora*, was constructed in England as a blockade runner for the Confederacy. Although blasted by union gunboats, *Let Her B* survived. Rechristened the *Chicora*, the ship was cut in half in 1868 and transferred to the Great Lakes. In 1870 it helped carry the military expedition heading for Manitoba in the aftermath of the Riel affair.

In 1978, the *Chicora* entered the Toronto-Niagara River passenger trade and later became a coal barge, *Warrenko*, in Kingston harbour, sinking there in 1942.

Northcote

In 1874, above Grand Rapids on the Saskatchewan River, the Hudson's Bay Company launched the *Northcote*, a Mississippi-style riverboat, which served as a Canadian gunboat and hospital ship during the Saskatchewan rebellion. The vessel lost its smokestacks in combat at the Battle of Batoche. In 1886 the *Northcote* was beached at Cumberland House, and slowly disintegrated.

Passport

The *Passport*, built in England in 1846 was reassembled at Kingston and sailed the Hamilton-Montreal passenger route. Shooting the rapids of the St. Lawrence was the greatest thrill of the voyage. Although not large enough to handle the growing summer tourist traffic, the *Passport* was still in service in 1884, with a crew of 40, including the captain, at \$900 a year, and the third cook, the mess boy and the ladies' maid at \$10 a month. In 1897 the *Passport* was withdrawn from service because there had been smallpox on board and the owners felt that the "plague ship" reputation might hurt the business of their other vessels. It was rebuilt in 1898, re-named the *Caspian*, and served until 1921 when it was scrapped.