

MONTREAL TRANSPORTATION CO. **1868 - 1921**

Introduction:

The Montreal Transportation Company operated or owned at least 207 vessels between 1868 and 1921. That total includes 64 steamships and motorships, nine elevators and 135 barges. There were another six vessels where the relationship with Montreal Transportation Co. was tenuous or is uncertain, for a final total of 214. In addition, there may have been additional vessels that operated only in Montreal harbour or that were barges owned only in very early years of the company history. It was a very large firm, one of Canada's largest marine operators.

Research for this list began in 2007 after the compiler read an article on the company by Rick Neilson that appeared in *Freshwater* in 1989. Part of the research was done in the library and archives of the Marine Museum of the Great Lakes at Kingston including books and insurance lists as well as Montreal Transportation Co. ships' logs and other material 1917-1920. The search later included the Royal Military College library for Lloyd's Registers and the Queen's University archives for John Gaskin's letterbook 1882-84 and various company board reports and minutes that they have 1903-1921. On line sources were very helpful, particularly the newspaper sources in the Maritime History of the Great Lakes website.

My thanks are due especially to the staffs of the Marine Museum and of the Queen's University Archives who were very helpful and patient throughout the project. Thank you especially to Maurice D. Smith for his support and suggestions about the list.

Additional information for the list is welcome. It will be updated. Please email new information to me at www.nabob78@gmail.com and please include where you found the information.

John Duerkop
Kingston
21 June 2017

Table of Contents:

Introduction	1
Table of Contents	2
Organization of the List	2
A Brief History of the Firm	3
Detailed Notes on the Listing of Vessels	8
Definitions	9
Barge	9
Barge Rigging/Masts	9
Barge Tows	9
Bulk Freight	9
Coarse Freight	9
Deals	10
Insurance Ratings	10
Lakehead	10
Length Measurement	10
Lightering	11
Machinery	11
Official Numbers	11
Package Freighter	11
Tonnage Measurement	12
'tween deck	12
Vessel Values	12
Wrecking	12
Listing of Sources	12
Steamships and Motor Vessels	13
Elevators	92
Barges	94
Canadian Towing & Wrecking Co.	188
Reid Towing & Wrecking Co.	188
Bibliography	189

Organization of the List:

Sixty-five engine-powered vessels and nine elevators are listed first. They were owned either by Montreal Transportation Co. or by the McLennan brothers. In addition, four other steam or motor ships and one Pacific Ocean auxiliary sailing vessel are listed but are not numbered as they were only briefly optioned to purchase, financed or mortgaged by Montreal Transportation Co., or in one case, was sold before entering service with Montreal Transportation Co. These five vessels were never actually operated by the firm.

There are one hundred thirty five barges owned by Montreal Transportation Co. that are listed separately at the end of the steamship and motor vessel list. There might well have been other barges that were not found, especially from the early years of the company.

Montreal Transportation Co.'s relationships to Canadian Towing & Wrecking Co. Ltd. and Reid Towing Co. Ltd. are described separately at the end of the Montreal Transportation Co. lists.

A Brief History of the Firm:

The Montreal Transportation Company was formed in 1868. It based its shipping operations in Kingston Ontario although the head office was in Montreal. It was the largest shipping enterprise that ever based its operations in Kingston and, during much of the firm's existence, it was the largest inland Canadian shipowner. The firm grew to become the largest grain transshipment firm in North America and outlasted all of its competitors in the St. Lawrence grain forwarding trade. Beginning in the 1890s, the company expanded into the carriage of grain directly from the lakehead [see definitions] to Montreal.

The company was founded by brothers Hugh and John McLennan. They were involved in grain warehousing and forwarding in Montreal. In 1868 they got together with Jean Baptiste Auger of Montreal (shipbuilder and owner of Auger Shipping), Murdoch Laing of Kingston (merchant), Thomas Rimmer of Montreal (timber merchant), George Chaffey of Kingston (vertically integrated lumber, grain and mineral forwarding business operating tugs and barges) and George Mathieson Kinghorn of Kingston (ferry operator, investor in the Wolfe Island Canal, wharfinger and grain forwarder) to form Montreal Transportation Co. George Chaffey was soon bankrupt, or nearly so, and Montreal Transportation Co. then bought at least some of the Chaffey Bros. barge fleet.

The initial purpose of Montreal Transportation Co. was to gather grain coming from ports as far west as Chicago and then export it to Europe through Montreal. This required transshipment of grain at Kingston. Montreal Transportation Co. would have floating elevators at Kingston to unload grain from lake vessels and transfer it to the firm's own river barges. The barges would be towed down the river to Montreal by Montreal Transportation Co. tugs where more floating elevators could be used to load the grain into ocean-going vessels for export. Alternatively, it could be transferred to flour mills for processing. The Montreal Elevating and Warehousing Co.'s grain and flour storage space was available as surge capacity if needed. Montreal Transportation Co. was initially capitalized at \$60,000.

In the beginning, Montreal Transportation Co. used "package freighters" to move grain from the west to Kingston. They carried grain east, down the lakes, and manufactured goods west, up the lakes. Sailing ships, especially schooners, also brought grain to Kingston from many lake ports.

Montreal Transportation Co. quickly created a fleet of barges to run between Kingston and Montreal. Some former Chaffey and Auger barges formed part of the initial fleet

and other barges and some tugs were bought or chartered on the open market. It is likely that this list does not include all of the barges that were acquired.

Salmon ("*A Prosperous Season, Investments in Canadian Great Lakes Shipping 1900-1914*") noted that between 1895 and 1914 the amount of grain moving east from the Canadian prairies doubled every five years. In addition, there were even larger volumes of American grain coming from ports such as Chicago. Most of both American and Canadian grain usually moved east by water through American ports such as Buffalo and then further eastward rail or barge, but some of it was routed down the St. Lawrence to Canadian ports such as Montreal whenever market conditions, tariffs and transportation costs were favourable. Montreal Transportation Co.'s objective was to divert as much prairie grain as possible to the Canadian route for export or consumption.

CANALLERS:

By the 1890s, the directors of Montreal Transportation Co. could see that most of this increasing volume of grain would bypass Kingston once work on the St. Lawrence canals was finished and then 14' draft Welland canal-sized vessels ("canallers") could travel all the way from the head of Lake Superior to the sea. Montreal Transportation Co. therefore began to supplement their tug and barge operation, with its emphasis on trade between Kingston and Montreal, by building canallers (first BANNOCKBURN (C 102093) 1893 and then ROSEMOUNT (C 103565) 1896 although neither had a 14' draft) for the lakehead [see definitions]-Kingston trade. The firm's emphasis would then be to carry bulk grain all the way from Chicago or the lakehead [see definitions] to Montreal or Quebec City, bypassing Kingston. Montreal Transportation Co. was among the earliest lake shipowners to make this move. When the war started in 1914, Montreal Transportation Co. had a fleet of nine canallers that had all been built in Britain.

The shift in the fleet's composition is demonstrated by the numbers. According to Salmon, on 1 January 1900 Montreal Transportation Co. had three canallers and six lake barges. Their total lake fleet tonnage was 8,673 tons. On 1 January 1914, they had eleven bulk carriers and canallers as well as one lake barge. Their total lake fleet tonnage was 19,294 tons.

PURCHASE OF COMPETITORS:

Beginning in 1883, the growth of Montreal Transportation Co. was partly through the purchase of various competitors. The first of the rival firms to be absorbed was the St. Lawrence & Chicago Forwarding Co. of Toronto. It was doing poorly by the late 1870s and had not paid a dividend in some years. Montreal Transportation Co. took over the St. Lawrence and Chicago Forwarding Co. in 1883 and thereby gained possession of two tugs, 26 barges and four floating elevators.

Montreal Transportation Co.'s strongest competitor after the enlargement of the canals was finished was the Kingston & Montreal Forwarding Co. Montreal

Transportation Co. bought Kingston & Montreal Forwarding Co. in 1906. The purchase included 13 barges used in the grain, coal and pulpwood trades.

In July 1914 Montreal Transportation Co. acquired the last five vessels (three steamers and two lake barges) owned by the Calvin family of Garden Island Ontario. The Calvin vessels were bought with Montreal Transportation Co. stock. The Calvin family had been heavily involved in timber forwarding since 1835 or 1836 but their vessels handled some grain as well, particularly in later times.

During 1916-17, Montreal Transportation Co. came under the ownership and operational control of the Canada Steamship Lines syndicate. Montreal Transportation Co. made four acquisitions in that period. They were partly to replace modern canallers that Montreal Transportation Co. had sold at great profit earlier during the war and partly to expand the holdings of the Canada Steamship Lines syndicate. One of the purchases was Lake Commerce Ltd., operator of one package freighter and another was Lake & River Transportation Ltd. that owned two package freighters.

The other two firms acquired by Montreal Transportation Co. in that period were both from the lakehead [see definitions]. One of these was Canadian Northwest Steamship Co. Ltd. of Port Arthur Ontario. Canadian Northwest Steamships operated three upper lake steamers, a canaller and one upper lake consort barge. These vessels were transferred to the Montreal Transportation Co. fleet. The other takeover was 50% of the Canadian Towing & Wrecking Co. Ltd.

Montreal Transportation Co. also bought some second-hand American vessels to try and build up its fleet after the sale or loss of most of their canallers during the early part of the war.

MARINE INNOVATION:

Other than their early move to canallers, Montreal Transportation Co. was also a leader in the introduction of diesel engines for propulsion. The new technology promised an overall reduction in the amount of space and weight necessary for a vessel's machinery and fuel. This came by not having boilers and coal bunkers and using lighter and more compact engines. These changes would result in an increase in cargo capacity and a reduction in the size of the crew needed to operate the vessel.

In 1910, Montreal Transportation Co. briefly had an option on the diesel-propelled TOILER until she was deemed unsuccessful. They had the diesel-electric TYNEMOUNT built in 1913 but she was also a failure. Neither vessel actually entered Montreal Transportation Co. service.

GROWTH IN BUSINESS:

Montreal Transportation Co.'s shift to new lake carriers instead of tugs and barges was accompanied by a cumulative increase in capital. The paid up capital tripled between 1900 and 1914 (Salmon). As stated earlier, the original capitalization of

Montreal Transportation Co. in 1868 was \$60,000. When the firm passed to Canada Steamship Lines in 1916 the par value of the stock was \$9,134,000.

During the first years of the 20th Century, there was a phenomenal growth in grain harvested on the prairies. The amount of grain handled through Kingston by Montreal Transportation Co. increased from 5,400,000 bushels in 1900 to 19,100,000 bushels in 1907, which was a record high. The overall average amount carried down in 1907-14 was 14,800,000 bushels but increasing amounts of that bypassed Kingston and went directly to Montreal. For instance, in 1914 Montreal Transportation Co. moved about 9,000,000 bushels direct from the transfer elevators at Port Colborne Ontario to Montreal (Salmon).

Port Colborne is on Lake Erie at the upper end of the Welland Canal. When the St. Lawrence canals were finished, the canal became the new "choke point" for the eastern movement of grain because it could not handle the larger "upper lakers". Only canallers could travel between Port Colborne and Montreal.

ELEVATORS

Originally, Montreal Transportation Co. and the other Kingston forwarding companies normally used floating elevators to transfer grain from lake ships to river barges. One shoreside elevator was built in the 1850s but it was of limited capacity and not a success. Richardsons then built a successful elevator intended for lake schooners. At the turn of the 20th Century two larger elevators were built to serve canallers. One of these was owned by Montreal Transportation Co. and it was situated where the ferry wharf is now. Montreal Transportation Co. also absorbed the Prescott elevator and some of its barges after its owners went bankrupt. But, canallers usually ignored the new elevators in Kingston harbour and took grain straight through to St. Lawrence ports.

CHANGES IN OWNERSHIP:

A proposal to sell the company in 1908 fell through. Almost no details could be found in the records although the firm declared a 4% dividend on 5 August 1908.

No breakdown of ownership could be found prior to 1909. Therefore, during the period that the shipping operations of the company were directed by the energetic John Gaskin 1873-1906, the actual breakdown of ownership is unknown. But the breakdown of issued shares for 1909 and for 1916 can be found in the Montreal Transportation Co. directors' minutes. They show that Montreal Transportation Co. was still controlled by the McLennans, with other lake and ocean shipping, grain and flour interests also involved.

	<u>1909</u>	<u>1916</u>
Allan family	242	0
James Carruthers	387	442
Capt. R. Fraser	18	0
L.L. Henderson	105	120
E.S. Jaques	59	68
Kingman family	281	321
Kinghorn family	504	592
McLennan family	2,112	2,798
Ogilvie family	750	846
H.A. Calvin	0	832
Richardson family	0	162
 Total	 4,458	 6,181

The total amount of authorized shares in 1909 was 7,000 and in 1916 was 7,279.

The Allan family were ocean ship operators from 1819 until their fleet was bought by the Canadian Pacific Railway. Their fleet was finally consolidated with the Canadian Pacific Railway's in 1915. James Carruthers was a very large grain forwarder with interests in shipping. He was later a member of the Canada Steamship Lines syndicate. L.L. Henderson was managing director of Montreal Transportation Co. E.S. Jaques had been a Great Lakes shipping manager. G.M. Kinghorn had been one of the original investors in Montreal Transportation Co. Hugh and John McLennan were the founders of Montreal Transportation Co. The Ogilvie family were flour millers beginning in 1801 and later shipowners. The Calvins were timber forwarders, shipbuilders and shipowners until they traded their remaining fleet for Montreal Transportation Co. shares in 1914. In 1857 James Richardson got into the grain business in Kingston and was into shipping by 1866. The Richardsons had interests in Richelieu & Ontario Navigation Co. by 1913 and in Playfair's Great Lakes Transportation Co. Ltd. by 1922. Much later they ran Great Lakes freighters through their own Pioneer Shipping. Ltd.

Hugh McLennan's son Lt. Col. Bartlett McLennan DSO was chairman of Montreal Transportation Co. when he was killed in action on 18 June 1916. R.M. Wolvin, a Winnipeg shipbroker, acquired shares in 1916. Later that year, Lawrence L. Henderson of Westmount Quebec, who was managing director of Montreal Transportation Co., was nominated by Wolvin to become president of the firm.

Henderson sold the entire paid up capital stock of Montreal Transportation Co. Ltd. to Wolvin and to Joseph W. Norcross of Montreal who were both members of the Canada Steamship Lines syndicate. The price paid was \$225 a share with a par value of \$100. The stock was paying a 10% dividend at the time. Director's signatures were obtained 27-30 September 1916.

Payment was due by 1 February 1917 in the form of stock in a new Montreal Transportation Co. Ltd. The former shareholders would have \$2,557,000 out of a total of \$4,000,000 authorized for the new firm. A better deal was negotiated on 3 May 1917 which provided that \$400,000 of the purchase price would be in cash. The former directors were to retain ownership of non-floating assets and the real estate.

The *Canadian Railway & Marine World's* brief report on the changeover said that the company had gone from an initial capitalization of \$100,000 [actually \$60,000] in 1868 to a capitalization of \$1,000,000 of which \$913,000 [actually \$914,000] was paid up in 1916.

Wolvin and Norcross made their offer conditional on receiving 75% of the stock and received 100%. The deal was passed by both shareholders and directors on 10 April 1917.

Operational control of the company was transferred to Canada Steamship Lines in 1917 and all but one of Montreal Transportation Co.'s vessels (WESTMOUNT (2)) were repainted in Canada Steamship Lines colours although without the Canada Steamship Lines diamond logo on their bows. Montreal Transportation Co.'s board formally sold all the vessels in their fleet to Canada Steamship Lines in stages during 1920 and 1921 and Canada Steamship Lines took over both the Kingston and Prescott Ontario elevators and other real estate that Montreal Transportation Co. owned in Kingston. The price Canada Steamship Lines paid for Montreal Transportation Co. and its subsidiaries was \$3,000,000.

The Kingston grain elevator and office were closed in 1919. Montreal Transportation Co.'s Prescott elevator had also been closed by then. The last regular meeting of the board was in 1921 when the sale of the remaining vessels was authorized. *Canadian Railway & Marine World* reported in October 1922, however, that Canada Steamship Lines was going to reopen the Kingston elevator due to grain congestion. No further information was found. Canada Steamship Lines took over a new elevator west of downtown Kingston in 1930, built to lure upper lake freighters down through the newly enlarged Welland Canal and to the foot of Lake Ontario before transferring their grain cargoes to canallers to finish the trip to the lower St. Lawrence ports.

Other than purely administrative meetings, of which there were two or three in the 1930s and 1940s, the only other mention found of activity by Montreal Transportation Co. after 1921 was reported in the June 1925 issue of *Canadian Railway & Marine World*. At that time, Montreal Transportation Co. was granted leave to appeal the August 1923 denial of \$125,000 in damages incurred in the Port Colborne elevator explosion of 1919. There was no mention of what those damages were but they were presumably to the Montreal Transportation Co. steamer WINDSOR and/or to the barge QUEBEC, both of which are known to have been involved.

Canada Steamship Lines fonds Queen's University Archives items 1004, 116 and 117; Canada Steamship Lines Organizational Chart 1922; Desloges and Gelly, Lachine Canal, Riding the Waves of Industrial and Urban Development 1860-1950 (2002); Green's Marine Directory of the Great Lakes 1916; Salmon, "A Prosperous Season, Investments in Canadian Great Lakes Shipping 1900-1914" (in Brehm, A Fully Accredited Ocean, Essays on the Great Lakes (1998)); *British Whig* 21 December, 1882; *Canadian Railway & Marine World* January, June and August 1917, March, April and June 1919, July 1920, October 1924 and June 1925; *Kingston Daily News* 25 March, 1868.

Notes on the Detailed Listing of Vessels:

Definitions

Barge

Usually a flat-bottomed, shallow draft vessel without her own mechanical propulsion. In North American terms, barges are normally intended to be towed or pushed although there were many sailing barges on the Great Lakes and Lake Champlain. They had more "ship like" hulls. This list treats "barge", and "lighter" as interchangeable terms. "Consort barges" were large vessels intended to be towed by freighters on the lakes. Some vessels later classed as "barges" or "consort barges" were originally built as rigged sailing vessels and had deeper hulls.

Barge Rigging/Masts

Generally, river barges may have had masts and even spars, but they did not usually have sails. Lake barges almost invariably had masts and usually had spars and sails as built. The rig often changed over the course of a barge's life.

Barge Tows

Especially in the early years, forwarding companies sometimes had their barges towed by tugs chartered from other owners, used the Government Tug Line between Kingston and Montreal (run with vessels chartered from the Calvin fleet), or included their barges in the tows of competitors. Montreal Transportation Co. usually used their own tugs to tow barges that they owned, but their tows occasionally included barges that they had chartered or that belonged to competitors.

Bulk Freight

Cargoes such as grain, salt, coal, limestone, pulpwood, potash and other minerals and agricultural products that were handled in bulk as opposed to in pieces or packages. A limited amount of general freight was sometimes a cargo for barges upbound from Montreal.

Coarse freight only

An insurance rating for vessels restricted to rough bulk cargoes such as limestone, potash, ore, railway ties, salt, cement, fence posts, pulpwood, coal and others that did not require a clean hold. These cargoes were usually carried by older vessels.

Deals

Fir or pine boards cut to the dimensions 6' to 12' x 7" to 11" x 3". Originally obtained from what was left when sawmills squared logs. They were a common cargo both on the Great Lakes and on outbound ocean voyages.

Insurance Ratings and Values

The method of recording insurance values varied from company to company and also changed over time. In 1884, for example, the Directory of the Marine Interests of the Great Lakes used the same scale as the Inland Lloyd's. From best to worst the grades given were A1*, A1, A1½, A2, A2½, B1, B1½, B2 and 00. B2 meant "should not be insured" and 00 meant "do not insure". This list quotes Bureau Veritas Great Lakes ratings where available.

Approximate 1914 Insurance Rating Comparisons:

The following was taken from the Bureau Veritas Great Lakes Register 1914:

Bureau Veritas Great Lakes	Bureau Veritas Ocean	Lloyd's	Record of American Shipping
100	1.1	A1	A1
95	1.1	A1	A1
90	1.1	A1	A1½
85	2.1	A1	A1¾
80	2.1	Æ1	A2
75	2.1	E1	A2½

Insurance/Book values are given for vessels in some cases. Insurance values from registers predominate prior to 1903. Book values, taken from the minutes of the Montreal Transportation Co. Board of Directors, predominate after that date. In particular, the amount spent on each vessel for improvements in the year 1916 is noted. That is just a sample year as improvements were on-going.

Lakehead

The western head of Lake Superior. The term is normally used for the "Canadian" lakehead ports of Port Arthur (Canadian Northern Railway later Canadian National Railway connections) and Fort William (Canadian Pacific Railway connections) Ontario now united as the city of Thunder Bay. The American lakehead is not a commonly used term but includes the cities of Duluth Minnesota and Superior Wisconsin

Length Measurement

The actual length that was quoted for a vessel is often hard to determine because in many cases the definition of length used was not indicated. Most

registers used the distance between the foot of the stem and the rudder post (or between perpendiculars "pp"), but if given, some other sources used waterline length (waterline "wl") and some used overall (overall "oa").

Lightered

A lighter is another term for a barge. When a vessel is "lightered" all or part of her cargo is removed and placed in a barge. This usually happens when a vessel is aground and removing weight will assist in refloating her.

Machinery

Information is restricted to whether paddle or screw, type of engine, and brake horse power (brake horsepower), indicated horsepower (indicated horsepower) or rated horsepower (Registered horsepower) if known. Other information such as boilers, cylinder dimensions or stroke length etc. is not included.

Official Numbers

The "Imperial" numbering system came into official use in 1855 although the enabling legislation was passed earlier. Prior to that date, all vessels registered in the British Empire were given "port" numbers. These numbers were derived from the year of construction or importation followed by a sequential number assigned to each new hull registered at that particular port that year.

Under the new Imperial system, a central register assigned a "lifetime" number to each new hull built in the British Empire or brought in from a foreign registry. A vessel's hull usually kept the same number forever, regardless of any change of name, or ownership, as long as she remained under "British" registry. The numbers of all Canadian hulls were in a block assigned by British authorities.

Newly built or largely reconstructed Canadian vessels were supposed to be numbered by the Imperial system beginning in 1855 but many were not. Those that were not given official Imperial numbers at that point, however, were sometimes given Imperial numbers when they were rebuilt later.

Until recently, each maritime country usually had its own official number system. To avoid confusion, in this list, a number that is preceded by "C" is British or Canadian. A number preceded by "U" is American, "G" is German. These letters are not part of the vessel's official number.

Package Freighter

A vessel designed to carry miscellaneous general cargo in barrels, boxes and other small packages and pieces, especially manufactured products. Many package freighters had side doors for handling cargo carried in their 'tween deck [see definitions] as well as normal hatches in the upper and 'tween decks. Their cargo could thereby be wheeled or carried on board, or lifted, swung over and then lowered with booms. Package freighters sailed on a schedule and some

had passenger accommodation. In later years, parts for automobile factories were frequently carried as well as other time-critical cargoes.

Tonnage Measurement

As will be seen in the entries, there were several different ways of measuring tonnage. The method used was often not identified in registers. Even where known, none of the tonnages measured under one of the even older systems are recorded here. Instead, gross and net tonnages are used where known. "New" tonnage (official for new vessels 1855, compulsory for all vessels 1877) is recorded here only if the gross tonnage could not be found. The "new" and gross tonnages would have been the same or about the same.

Gross tonnage was the total enclosed space within a vessel's hull and superstructure measured in hundreds of cubic feet (100 cubic feet = one ton). Gross tonnage was therefore a measurement of space and NOT a measurement of weight.

Net tonnage was the total enclosed space within a vessel's hull and superstructure that was available to carry cargo. In other words, net tonnage was the same as the gross tonnage minus the machinery spaces, crew accommodation etc. It was also measured in hundreds of cubic feet (100 cubic feet = one ton). Net tonnage is therefore a measurement of space and NOT a measurement of weight.

'Tween Deck

A deck within and below the top of the hold. In Great Lakes usage a 'tween deck was often accessed through timber ports in the bows or stern, or cargo doors in the vessel's side, as well as by hatches in the deck above.

Vessel Values

The values given for vessels were normally the estimate given by the insurance inspector and indicated the write-off value an insurance company could be expected to pay in the event of a vessel's loss.

"Book values" for vessels are sometimes given, especially 1912-21. These figures not only show the decline in the depreciated value of a vessel but also, during this period, the growth in value due to wartime shortages.

Wrecking

Wrecking is a term that is often found in the names of salvage companies. It does not mean that they wrecked vessels; rather, it means that they salvaged wrecks.

Listing of Sources

The short bibliography at the end of each entry are subdivided in up to three sub-sections. Entries are alphabetical within these three sub-sections. Primary sources from Montreal Transportation Co. fonds in the archives of Queen's University and the Marine Museum of the Great Lakes at Kingston are in the first subdivision. Books and online archives are second. Journals and newspapers, usually online in this list, are in the third subdivision.

MONTREAL TRANSPORTATION CO. FLEET LIST

Numbered vessels in the lists below are known to have been owned or operated by the Montreal Transportation Co. Vessels without a number were financially related to the Montreal Transportation Co. in some way but were not operated by them.

STEAMSHIPS AND MOTOR VESSELS:

- 1 **A. McVITTIE** wooden steam barge ex package freighter (C 138491 ex U 106710). 1917-1919. Original as package freighter: 2,046.9 tons gross, 1,552.88 net. As a bulk carrier post 1912: 1,458.51 tons gross, 945.16 tons net, 240.25' (waterline?). Launched on 28 December 1890 by Detroit Dry Dock at Wyandotte Michigan. Yard #99. Diagonally strapped. Fore & aft compound engine = 825 indicated horsepower, 109 rated horsepower. Original cost \$130,000. 1906 valued at \$45,000. 1913 insurance rating = 90. 1914 insurance rating = 90/100 coarse freight only. 1917-18 value \$60,000. 1919 value \$54,000.

McVITTIE's first owner was the Ogdensburg Transportation Co., the shipping arm of the Ogdensburg & Lake Champlain Railroad, which was operated by the Central Vermont Railroad. The purpose of the shipping company was to bring western grain to Ogdensburg New York for eastward shipment by rail and to move manufactured goods and building stone west. McVITTIE was part of a fleet in these trades that included WILLIAM A. HASKELL (later Montreal Transportation Co.'s JOYLAND) and WILLIAM J. AVERELL (later Montreal Transportation Co.'s OATLAND).

McVITTIE was repaired in 1893 after grounding on Beaver Island in Lake Michigan (\$1,500 damage). On 5 May 1895, she went ashore in Hammond's Bay on Lake Huron while on passage Oswego New York - Chicago. The steamer was repaired at Milwaukee Wisconsin where she got 54 new frames, a new forefoot and some new bottom planking. In 1899 her ownership was transferred to Rutland Transit (Rutland Railroad, later part of the New York Central system) when it took control of the Central Vermont Railroad. In 1905-15, she was half owned by Rutland and half owned by the Ogdensburg Coal and Towing Co.

She was cut down to a bulk carrier at the St. Lawrence Marine Railway in Ogdensburg New York during 1912-13. At that time, she was fitted with steel arches and steel plate on her bows for protection in ice conditions. She collided with the tug DOLPHIN (C 80680, 70 tons gross) on 17 August 1915 off Dorval in Lac St. Louis. McVITTIE was on passage Oswego - Montreal. DOLPHIN was a total loss.

The American Panama Canal Act of 1915 forced the railways to sell their Great Lakes fleets. John Hannan (Ogdensburg Coal & Towing) became her registered owner. McVITTIE was sold twice in 1917, first to W. McDougald of Sault Ste. Marie Ontario, who brought her under Canadian registry, and then by him to Montreal Transportation Co.

Montreal Transportation Co. usually used her as a collier. She was aground at Rock Island in the Alexandria Bay narrows on 9 August 1918 while on passage Oswego - Montreal with a cargo of coal and was towed to Kingston. McVITTIE was damaged in a storm on Lake Ontario in October 1918. She took out a gate of Lock 12 on the Welland Canal on 15 November 1918. She was in a dry dock in Buffalo New York in September 1919. In October of 1919, she suffered storm damage on Lake Ontario and was laid up at Kingston where she settled to the bottom on 21 November. She was soon abandoned to the underwriters. The vessel was raised and moved to the inner harbour in May 1922. Her remains were raised again in July 1925 and scuttled in deep water. She was removed from the register on 5 November 1925.

Mr. Alex McVittie (1848-1912), was born in New Brunswick. He was an employee and later the president of Detroit Dry Dock.

Montreal Transportation Co. Annual Directors' Reports 1918-20; Montreal Transportation Co. Directors' Minutes 8 October 1917; Montreal Transportation Co. Engineers' Logs A. McVittie 25 April 1918-14 December 1918 and 19 April 1919-10 November 1919, R.G.A. Weaver 1 May-14 Oct 1917; Montreal Transportation Co. Ship's Log A McVittie 25 April 1918-3 December 1918; Alpena Public Library Great Lakes Maritime Database; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of the Northwestern Lakes 1917; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1913, 1914 and 1915; Canada Annual Report of the Department of Marine and Fisheries 1916; Canada List of Shipping 1918; Canadian Heritage Ship Information Database; Gillham Ships In Trouble 1880-1950; Greenwood Namesakes 1920-1929; Merchant Vessels of the United States 1896; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; Moore Kingston Inner Harbour Survey; New Mills List; Buffalo Enquirer 6 May 1895; Buffalo Morning Express 25 October 1893; Detroit Marine Historian October 1952; Marine Record 16 May, 6 June and 15 August 1895; Ogdensburg Journal 20 April 1911; Scanner January 1995.

- 2 **ACTIVE** wooden tug (C 100186). 1873-1911. Original: 365 "new" tons, 281 "Inland" or "Custom House measure" tons. 127.2'. As rebuilt 1892: 346 tons gross, 189.7 tons net, 129.3'. Launched in September of 1873 at Montreal by

G. Droulet. Low-pressure single-cylinder engine = 200 rated horsepower. Original cost \$30,000. 1873 rated A1 and valued at \$26,000. 1878 rated A2 and valued at \$15,000. 1884 was rated A2. 1890 noted required repairs. 1897 rated B1 and valued at \$7,000. 1903, 1906-08 value \$500.

Hugh McLennan was ACTIVE's original owner. She was hauled out at Kingston in 1874 and given a new "wheel" (propeller) "in order to suit her towing on the lake". In 1880-81, she was towing coal barges Oswego New York – Kingston for the Kingston & Pembroke Railway, as well as towing barges Kingston - Prescott Ontario in the forwarding trade. She broke her propeller in Lake Erie off Port Stanley Ontario in 1882 with the Montreal Transportation Co. barges GLENORA and JOHN GASKIN in tow but continued slowly to Port Colborne Ontario. Her stern bearing was repaired and her hull caulked in April 1883. In August of 1883, the *Whig* reported that she had suffered two mechanical breakdowns within a few days. She was laid up for part of 1884 due to lack of business and was mostly rebuilt at Portsmouth Ontario during the winter of 1884-85 when \$4,000 was spent on her. Among other things, she got a new stern at that time. When she returned to service part way through 1885 she and the barges GLENORA and JOHN GASKIN were chartered to Ogilvie Flour to run Duluth Minnesota - Kingston with grain, returning to Port Arthur Ontario on Lake Superior with coal. The tug DAVID G. THOMSON relieved her on this charter at the beginning of the next season. ACTIVE was rebuilt in 1891-92 at a cost of \$16,000. She was broken up in 1902 and her registry was closed on 11 November 1911.

J. Gaskin letterbook 1884-86; Montreal Transportation Co. Annual Directors' Reports 1903 and 1908; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895 and 1910; Canadian Heritage Ship Information Database; Canadian Lake Underwriters Lake Vessel Register 1874; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890 and 1897; Lloyd's Register 1900; Mercantile Navy List 1897; Miramar Ship Index; New Mills List; *British Whig* 12 May 1879, 8 September and 21 October 1882, 1 May and 10 August 1883, 9 June 1884, 20 March and 23 April 1885 and 28 November 1890; *Kingston Daily News* 1 and 6 October 1873 and 9 May 1874; *Marine Review* 24 December 1891; Neilson "Montreal Transportation Company" *Freshwater* 1989.

- 3 **ADVANCE** ex SIR S.L. TILLEY composite steam barge ex package freighter (C 28632). 1904-1921. Original as package freighter: 1,177.77 tons gross, 669.15 tons net, 168.0' (between perpendiculars). After 1904 rebuild as a bulk carrier: 1,031 tons gross and 568 tons net, 175' (between perpendiculars). Capacity 37,000 bushels of wheat = 1,100 tons or 450,000 board feet (would carry 1,200 tons at a 14' draft). Launched as a package freighter on 8 May 1884 at St. Catharines Ontario by L. Shickluna. Iron frame. Round stern. Fore & aft compound engine = 510 indicated horsepower, 116.26 rated horsepower. Cost variously reported as about \$80,000 and about \$100,000. 1906 value \$21,000. 1908 value \$20,000. 1910 value \$15,000, 1912 value \$16,000. 1913 value \$15,000, insurance rating 90. 1914

value \$15,000. 1914 insurance rating 90. 1915-16 value \$14,000 (\$1,600 in improvements 1916). 1917 value \$26,000. 1918 value \$22,750. 1919 value \$20,150. 1920 value \$18,638.75.

Sylvester Neelon & James Norris of St. Catharines owned SIR S.L. TILLEY 1884-96 and ran her as part of "Merchant's Lake and River Steamship Co. Line" to Duluth Minnesota. She hit a lighthouse in the mouth of the Detroit River in July of 1889. From 1896 to 1900, her owners were R.O. and A.B. Mackay of Hamilton Ontario. *Marine Review* reported on 30 December 1897 that she would be lengthened 60' that winter. The work was done by Polson Iron Works of Toronto. She burned 7 miles off Fairport Ohio on 26 August 1899, grounded and was abandoned. She was rebuilt in Toronto 1899-1900 and renamed. Her new owner 1900-04 was James Carruthers. Repairs were done in 1902. Her coal cargo caught fire at Sault Ste. Marie Ontario on 25 October 1903 and she burned down to her main deck. The hull was towed to Port Dalhousie Ontario and Montreal Transportation Co. then bought what was left of her.

She was rebuilt as a bulk carrier (cut down to main deck amidships) and lengthened at Kingston in 1904 "[Montreal Transportation Co.] expect to use her in other employment than carrying grain". Montreal Transportation Co. was offered \$30,000 for her in 1905 but turned it down (although she was carried on the company books with a value of only \$20,000). ADVANCE was repaired in 1906. She was running in the "Merchant's and Montreal Lake Superior Line" in 1907. On 17 September of that year she was held up at Thorold on the Welland Canal by claims that four of her crew were owed back wages. She broke her rudder and ran aground at the head of the Galops Rapids in August 1909 while upbound in the St. Lawrence with a cargo of pig iron. This steamer was in a three-way collision with the canaller FAIRFAX (C 111966, 1,367 tons gross) and Montreal Transportation Co.'s SIMLA in the Lachine Canal on 21 August 1916 and was then repaired. Negotiations to sell her took place in 1918 but nothing came of them. ADVANCE was repaired in 1919. She was transferred to Canada Steamship Lines ownership in 1921 as part of the final winding up of the Montreal Transportation Co. fleet and then sold to Reid Wrecking of Sarnia Ontario in 1923 (by that time associated with Canada Steamship Lines). She stranded near Alexandria Bay New York on 21 November 1923. The vessel was laid up beginning in 1924 or 1925. She was sold to C.H. Webb of Toronto in 1927 and then resold to W. & R. Bingley of Cornwall Ontario. She was in collision with a Welland Canal bridge in 1927 and then was wrecked in a storm on Manitoulin Island on 5 December that year and was declared a constructive total loss. She was broken up on site in 1935.

She is believed to have been the last hull that Louis Shickluna laid down before his death. Sir Leonard Tilley, from New Brunswick, was the Dominion finance minister.

Montreal Transportation Co. Annual Directors' Reports 1905, 1908, 1910 and 1912-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 19 January and 15 March 1905, 10 August 1918 and 11 November 1921; Montreal Transportation Co. Engineer's Log Advance 25 April 1918-29 August 1918, 19 April 1919-9 December 1919; Montreal Transportation Co. Kingston Grain Ledgers 28 Sept-6 Dec 1905, 21 April-24 May 1906, 10 Aug-29 Oct 1916, 12 May-24 November 1917; Montreal Transportation Co. Kingston Letter Book Sept 1916; Montreal Transportation Co. Ships' Logs Advance 25 April 1918-2 December 1918 and Glide 2 May-15 Dec 1919; Alpena Public Library Great Lakes Maritime Database; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Brookes Hamilton Harbour 1826-1901; Bureau Veritas Great Lakes Register 1913, 1914 and 1915; Canadian Heritage Ship Information Database; Canada List of Shipping 1905, 1915 and 1918; Gillham Ships In Trouble 1880-1950; Greenwood Namesakes 1930-1955; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Lloyd's Register 1900, 1905, 1918 and 1921; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897, 1923 and 1925; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Buffalo Commercial Advertiser* 30 June 1884; *Buffalo Evening News* 19 August 1909; *Canadian Railway & Marine World* April and October 1907; *Detroit Free Press* 1 September 1900; *Detroit Marine Historian* June 1977; Marine Museum of the Great Lakes vertical files; *Marine Review* 30 December 1897; *Scanner* #36; Schell "Canada Steamship Lines" Belgian Shiplover 2/73;

- 4 **ALERT** ex CHIPPEWA wooden canal tug (C 90699). 1917-1921. 47 tons gross, 32 net, 58.4' (registered). Built 1886 by William Ross & Sons at Port Robinson on the Welland Canal. Her machinery, which had been removed from another vessel, developed 28 rated horsepower. 1890 value \$6,000, rated A1½. 1917-18 value \$7,500. 1919 value \$6,562.50, restricted to the Welland Canal and Lake Erie. 1920 value \$5,906.25.

CHIPPEWA had been renamed by 1895. Montreal Transportation Co. bought ALERT from her original owner, the Welland Canal Tug Co. (F.W. Carter and family). Montreal Transportation Co. resold her to the Harrigan Tug Line for \$15,000 in 1921 as part of a package with the tugs ESCORT and P.B. McNAUGHTON. By 1924, her owner was E.O. Leahey of Niagara Falls Ontario. In 1926 she sank in the Niagara River near Chippewa Ontario and was removed from the register on 31 December 1937.

Montreal Transportation Co. Annual Directors' Reports 1918-20; Montreal Transportation Co. Directors' Minutes 3 May 1917 and 11 January 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson's Marine Directory 1917; Canadian Heritage Ship Information Database; Canada List of Shipping 1910, 1918, 1924 and 1929; Inland Lloyd's Vessel Register Canadian Hulls 1890; Mercantile Navy List 1897, 1923 and 1925; New Mills List; *Kingston Daily News* 7 May 1874; *Watertown Herald* 12 May 1917.

- 5 **ARABIAN** composite package freighter (C 100394). 1917-1921. Original as steamer: 1,073 tons gross, 770 net, 178.6' (between perpendiculars).

Capacity 37,500 bushels wheat = 1,150 tons on a 14' draft. As rebuilt as barge: 545 tons net, 174.7'. She was launched on 23 July 1892 by Hamilton Bridge & Iron Works. Yard #1. Two days before she had stuck on the ways and the launch had to be delayed. Built with steel sent out from the UK. Double bottom. Fore & aft compound engine = 400 rated horsepower (her engine incorporated that of CANADA of 1872 (C 100392, 794 tons) which was rebuilt 1892). 1917 value \$85,000. 1918 value \$74,375. 1919 value \$65,875. 1920 value \$60,934.38.

This ship's first owners were Fairgrieve Brothers of Hamilton Ontario. Late in 1892 she broke open the gate of a Welland Canal lock, severely damaging Montreal Transportation Co.'s schooner barge MINNEDOSA in the lock below. She ran Prescott Ontario - Duluth Minnesota in the "Merchant's Line" 1897-98. She was ashore eight miles west of Whitefish Point in Lake Superior near Sault Ste. Marie on 10 November 1900. That year she had run Duluth - Montreal - Duluth in a record 15 days 20 hours for the round trip. In 1906 she ran in the "Montreal and Lake Superior Line" jointly managed by F. Plummer, A.B. Mackay and J.B. Fairgrieve. Fairgrieve brothers owned her until late that year when they sold her to Lake Commerce Ltd. In 1907-12, she ran in the "Canadian Lake Line" managed by F. Plummer. Beginning in 1908 she had new managers, the Canadian Lake Transportation Co. They ran her as part of the "Canadian Interlake Line" 1912-13. On 28 May 1912, she lost her rudder in the rapids and as a result was in a collision near Morrisburg Ontario. In 1914, her manager was J.W. Norcross of the Canada Steamship Lines syndicate. In September of that year, she ran aground on Main Duck Island near Kingston. A year later, in September 1915, she was aground at Wilson New York (on Lake Ontario 6 km east of the Niagara River). She had a cargo of sodium nitrate. She was pulled off after being pumped out and lightered [see definitions]. Her 1915-17 managers were probably the Canadian Northwest Steamship Co. She beached near Niagara Ontario in September 1916 while on passage Montreal - lakehead [see definitions]. Lake Commerce Ltd was bought by Montreal Transportation Co. in 1917.

She was laid up in Kingston from September to December 1917 and was aground in the Williamsburg canals (Rapid du Plat) on 10 July 1918. Although she was included in negotiations for sale to a Cuban owner in 1918, nothing came of it. She went to Canada Steamship Lines ownership in 1921 as part of the final winding up of the Montreal Transportation Co. fleet and was owned by them until 1925. She was aground at the head of the Galops Rapids in the St. Lawrence early in April 1922, was lightered [see definitions] and released 29 April. In 1925, she was laid up and then sold to Gulf Iron & Wrecking of Quebec City. They cut her down to a barge. She was sold in 1926 jointly to the Canadian Import Co. and the St. Lawrence Stevedoring Co. of Quebec City and was laid up about 1935. She was broken up at Montreal in 1947.

Montreal Transportation Co. Annual Directors' Reports 1918-20; Montreal Transportation Co. Directors' Minutes 14 April 1917, 10 August 1918 and 11 November 1921; Montreal Transportation Co. Charter (1917) Schedule B; Montreal Transportation Co. Kingston Grain Ledgers 20 July-18 November 1917, 30 Aug-16 November 1917, 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Ship's Log *Arabian* 30 April-11 Sept 1917, 12 Sept-5 Dec 1917, 1 May-25 June 1918, 26 June-26 Oct 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson's Marine Directory 1917; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1913, 1914 and 1915; Canada List of Shipping 1910, 1915, 1918 and 1939; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes 1930-1955; Lewis and Neilson The River Palace; Lloyd's Register 1900, 1918, 1921 and 1928; Mercantile Navy List 1898, 1904 and 1923; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Page "Vessels of the Canada Steamship Lines Fleet"; *Buffalo Enquirer* 22 and 26 July 1892; *Canadian Railway & Marine World* April 1909 and June 1922; *Collingwood Bulletin* 2 January 1919; *Marine Record* 14 July 1898, 19 July and 22 October 1900; *Marine Review* February 1916; *Scanner* April 1980 and December 1981; Schell "Canada Steamship Lines" Belgian Shiplover 2/73.

ARGYLE see GLENGARRY (2).

6 **ATIKOKAN** ex JOHN B. TREVOR steel bulk carrier (C 131053 ex U 77173). 1917-1920. Original: 1,713.02 tons gross and 1,318.41 tons net, 308' (between perpendiculars), 320' (overall). Capacity 3,655 tons on a 14' draft. After 1910: 2,004.11 tons gross and 1,291.99 net, 362'. Mean draft 18'4". She was launched on 10 April 1895 and finished the next month by the American Steel Barge Co. at West Superior Wisconsin. Yard #135. "Stemwinder" (Pilot House aft) whaleback. Double bottom. Lap plate hull. Pointed stern. Electric light. Three-cylinder triple expansion = 1,200 indicated horsepower, 900 rated horsepower. 1914 insurance rating = 95/100. 1917 value \$200,000. 1918 value \$175,000. 1919 value \$200,992.77. 1920 value \$198,543.13.

JOHN B. TREVOR's first owner was the Minnesota Steamship Co. (Pickands Mather). She was aground on Middle Island in Lake Erie on 31 May 1898. In 1899, she was rammed and sunk by her whaleback consort BARGE 131 (U 53278, 1310.82 gross tons) opposite Star Island in the St. Clair River. JOHN B. TREVOR was raised, and then in 1900 was bought by Bessemer Steamship Co. That firm was taken over by US Steel in 1901 and her ownership was transferred to their subsidiary Pittsburgh Steamship Co. She was transferred to Canadian registration (owner F.S. Wiley of Port Arthur Ontario) after being wrecked on Rocky Reef off Rainbow Cove (also described as Grace Harbor) on Isle Royale in Lake Superior on 13 October 1909 (Devendorf said 11 October). She was salvaged and repaired in the Port Arthur dry dock (the first vessel to use the dock). Her US registration was cancelled on 9 August 1910. She re-entered service and was registered in Canada during October 1911, then was renamed on 6 September 1912. Wiley soon transferred her to Canadian Northwest Steamships of Port Arthur. She ran ashore and was wholly up on the beach at Marine City Michigan on 17 August 1913. She was lengthened

during repairs. Montreal Transportation Co. bought all of Canadian Northwest Steamship Co.'s stock on 13 April 1917.

In 1918, she was sold to Angel B. Lagueruela of Havana Cuba for \$350,000 (\$60,000 deposit). She was cut in two at Cleveland and towed down the Welland Canal. The buyer defaulted and forfeited his deposit. She was resold to the same buyer for \$290,000 with a \$50,000 deposit. The buyer then defaulted again. Collingwood Shipbuilding was asked for a quote to reassemble her and additionally, to cut her down to canal length. The cost was estimated at \$125,000 and no action was taken. On 11 March 1919 she was reported to be at Kingston and would be towed to Montreal for reconstruction if not sold by 21 May. She suffered a boiler explosion at Kingston on 19 June 1919. Four men were killed. She was taken down the St. Lawrence canals in two pieces, reassembled at Montreal as an ocean-going steamer and sold to Canada Steamship Lines in 1920 for \$200,000. They used her as a collier and ore carrier out of Sydney Nova Scotia. She burned at Halifax Nova Scotia while laid up on 8 July 1924 and was scrapped at Sydney by Dominion Iron & Steel in the last quarter of 1925. She was removed from the register on 20 October 1928.

Montreal Transportation Co. Annual Directors' Reports 1917-20; Montreal Transportation Co. Directors' Minutes 14 April 1917, 10 August, 10 September and 10 December 1918, 18 January, 11 March and 15 April 1919 and 22 June 1920; Montreal Transportation Co. Charter (1917) Schedule B; Montreal Transportation Co. Ships' Logs Atikokan 26 April 1917-3 September 1917, 25 April 1918-16 December 1918, Glide 2 May-15 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1912, 1915, 1918 and 1924; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Gillham Ships in Trouble Great Lakes 1850-1930; Greenwood Namesakes 1910-1919; Lloyd's Register 1910, 1918 and 1920; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1923; Merchant Vessels of the United States 1896 and 1899; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Buffalo Evening News 14 October 1909; Canadian Railway & Marine World January 1919 and June 1920; Port Huron Daily Times 10 August 1899; Schell "Canada Steamship Lines" Belgian Shiplover 2/73.

- 7 **BANNOCKBURN** steel canaller (C 102093). 1893-1902. 1619.56 tons gross, 1,034.79 net, 245.0'. Launched on 20 April 1893 by Sir Raylton Dixon & Co. Ltd., Middlesborough UK. Yard #386. Double bottom. Clinker hull. Elliptical stern. Triple expansion = 1,182 indicated horsepower, 170 rated horsepower. 1897 rated A1 and valued at \$138,000.

This vessel was a similar design to ROSEMOUNT. BANNOCKBURN was always registered at Liverpool England. She grounded on Snake Island 4 miles off Kingston on 27 April 1897 and was refloated after a floating elevator and barges were sent out from Kingston. She sank in the Welland Canal in

October 1897. She was aground again near Kincardine Ontario on Lake Huron in November 1898, again at Port Colborne Ontario on 16 May 1899 and again at other places on 13 November 1900 and 17 September 1901. She sailed from Fort William Ontario at the head of Lake Superior on the 20th November 1902 on passage to Sault Ste. Marie Ontario en route to Midland Ontario with a cargo of 85,000 bushels of grain. She then briefly ran aground. After returning to Fort William, she sailed again on the 21st. She disappeared near Passage Island the next day. 20-22 lives were lost. She is famous as a ghost vessel on Lake Superior. Her registration was closed on 31 December 1902. A lifejacket was recovered in 1904.

Montreal Transportation Co. Kingston Grain Ledgers 23 April-14 July 1900, 25 April-26 July 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 12 May 1902-2 May 1903; Bowling Green Great Lakes Vessels Online Index; Brookes Hamilton Harbour 1826-1901; Canada List of Shipping 1895; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Gillham Ships in Trouble Great Lakes 1850-1930; Inland Lloyd's Vessel Register Canadian Hulls 1897; Lewis and Neilson The River Palace; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897; Miramar Ship Index; New Mills List; University of Detroit Mercy Dowling website; *Detroit Marine Historian* January 1955; *Whig Standard* 1 January 1972.

BARNARD see MARIE BARNARD

- 8 **BARTLETT** steel tug (C 124268) (signal letters HMPC). 1908-1917. 328 tons gross, 41 net, 124.9'. Launched on 19 March 1908 by Greenock and Grangemouth Dockyard in Scotland. Yard #306. Electric light. Triple expansion = 1,100 rated horsepower. 1908 value \$65,000. 1910-12 value \$61,000. 1913-16 value \$60,000. 1917 value \$150,000.

BARTLETT took 14 days to cross the Atlantic to Canada on her maiden voyage. In September 1912, she was towing AUGUSTUS when the barge went aground on Salmon Point in Prince Edward County Ontario. In November 1913, she was one of three tugs (along with Calvin's CORNWALL and FRONTENAC) that failed to pull HECLA (U 95684, later Montreal Transportation Co.'s CAPTAIN DAN) off a reef below Ogdensburg New York. This tug was chartered to the Canadian Government east coast patrol service in 1915 @ \$125 a day + insurance and fuel. This charter brought in a total of \$27,062.50. She was sold to French National Railway (French Rlwys.) for \$230,000 in 1917, to be turned over after docking and any necessary repairs. Her 1918 managers were Soc. Maritime Nationale of Paris and her name was changed to TENAX. She was wrecked 2 nautical miles west of Barfleur France on 3 December 1921 while en route from Antwerp Belgium to Cherbourg France.

When first ordered the tug was to have been named "Sterling". By the time she went into service she was named after Bartlett McLennan, Hugh McLennan's son. Bartlett was chairman of the board of Montreal

Transportation Co. at the time. Lt. Col. Bartlett McLennan DSO died in France on 3 August 1918. He left an estate of \$903,593.

Montreal Transportation Co. Annual Directors' Reports 1908, 1910 and 1912-17; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 21 April 1915 and 25 March and 14 April 1917; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Lewis and Neilson The River Palace; Lloyd's Register 1912, 1913, 1918, 1920 and 1921; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Canadian Railway & Marine World* July 1908, August 1909 and April 1919.

- 9 **BLUE BONNET** wooden paddle river passenger steamer (C 46162). 1855-1856. 318 tons gross, 278 tons net, 156.9'. Built by D. & J. McCarthy at Sorel Quebec in 1855 for Campbell & McLennan (The Democracy said Campbell and Williamson) of Montreal. Cabin accommodation for 104 passengers. Two 60 hp one-cylinder engines. 1857 value \$20,000. 1860 rated B1 and valued at \$15,000.

BLUE BONNET was first employed running Cornwall Ontario - Montreal. In September 1855 she was aground at Lachine Quebec. She ran between Toronto and Port Dalhousie Ontario in 1856 and was then sold to the Welland Railway (Port Dalhousie & Thorold Railway). She was renamed WELLAND in 1856 to run Toronto - Port Dalhousie Ontario and was resold to de Salaberry Navigation in 1859 to run Ogdensburg New York - Montreal. She had large repairs in 1861-62 when her owner was L. Reneau of Montreal. She was renamed BLUE BONNET again at some point and sent to salt water. Sold American, she arrived at Halifax Nova Scotia en route to New York City on 16 November 1862 and was abandoned in 1865. Her Canadian registry was not cancelled until 3 March 1890. It cannot be said for certain that Hugh or John was one of the original owners who was simply noted as "McLennan".

Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Marine Register 1860; Canadian Heritage Ship Information Database; Lytle Holdcamper List (Merchant Steam Vessels of the United States 1790-1868); Mercantile Navy List 1864; New Mills List; *Daily Globe* 26 May 1857; *Detroit Free Press* 6 September 1856; *Kingston Daily News* 18 September 1855; *Democracy* (Buffalo) 30 June 1855.

- 10 **BOTHNIA** ex JACK composite steam barge (C 100661). 1903-1910. Original: 884.55 tons gross, 514.98 net. Capacity 900,000 board feet. As rebuilt: 833.36 tons gross, 478.35 tons net, 178.1' (Greenwood said 190'). Built by O'Brien at Garden Island near Kingston Ontario for the Calvin Co. in 1895. Iron frame. Bow iron- sheathed. Round stern. 1889 Compound steeple engine = 460 indicated horsepower, 200 rated horsepower (taken from SCOTIA 458 tons). 1897 rated A1½ and valued at \$34,000. 1903 value \$20,000. 1906 value \$13,000. 1908 value \$10,000. 1909 value \$8,000.

The steamer JACK's maiden voyage was not auspicious. At 5 am on 9 May 1895, she carried away all four gates of Welland Canal Lock 22 and one gate of Lock 21. Three weeks later, on 30 May 1895, she rammed and sank the American bulk carrier NORMAN (U 130505, 2,304 tons gross) in fog on Lake Huron off the Menominee River (14 nautical miles from Middle Island). JACK had been en route from Traverse City Michigan to Quebec City with timber. After temporary repairs at Alpena Michigan, she got to the Detroit Dry Dock on 6 June 1895 for further repairs. She was rebuilt and renamed in 1896.

In 1897, she was owned by the Pennsylvania Coal Co. Montreal Transportation Co. bought her from them in 1903 for \$25,000. She was a collier during 1904. On 18 July 1910, she ran aground at Lily Bay near Brockville Ontario but after being lightered [see definitions] was pulled off without significant damage. In August 1910 she was sold for \$10,000 to Captain Loonan of Collingwood Ontario to engage in the Georgian Bay to Tonawanda lumber traffic. Loonan, in turn, sold her to Meaford Transportation in 1911 for \$11,000. She foundered after a collision with the steamer S.S. CURRY (U 116558, 3,931 tons gross) just above Star Island in the St. Clair River flats on 26 June 1912 while on passage Meaford (also reported as Killarney) Ontario – Welland Ontario with a cargo of quartzite. BOTHNIA was almost cut in half. One man was killed. An American court found the American vessel at fault and Meaford Transportation was awarded \$28,000 in compensation.

Montreal Transportation Co. Annual Directors' Reports 1903, 1906 and 1908-10; Montreal Transportation Co. Directors' Minutes 26 June 1903, 19 January 1905, 3 August 1910 and 18 December 1911; [Canada List of Shipping 1895](#) and [1912](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); Greenwood [Namesakes 1910-1919](#); [Inland Lloyd's Vessel Register Canadian Hulls 1897](#); [Lloyd's Register 1905](#); Marine Museum of the Great Lakes Canadian Lake Registry List; [Mercantile Navy List 1897](#); [Merchant Vessels of the United States 1911](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Buffalo Enquirer* 9 May 1895; *Buffalo Evening News* 6 May 1903 and 20 August 1910; *Canadian Railway & Marine World* August and October 1910 and May 1913; *Port Huron Daily Times* 31 May 1895; *Scanner* November 1972.

BRIGHT see JOHN BRIGHT

BRONSON see H.F. BRONSON

- 11 **BRUNO** wooden steam barge (C 80600). 1868-1870. As of 1877: 359 tons gross, 236.18 tons register, 136.08'. Capacity 16,000 bushels or 525,000 board feet. After her 1880 rebuilding: 475 tons gross, 300 net. Built by Bruno Loignon "below Brewster's [sic] Bridge" on the Lachine Canal in Montreal, she was launched on 7 May 1863. Her machinery and cabins were already in place. One mast. Square stern. Her original engine was single-cylinder. Her second engine (1881) was 60 rated horsepower. 1866 rated A1 and valued at \$20,000. 1866 rated A1 and valued at \$20,000. 1869 rated A2 and valued at

\$15,000. 1871 rated A2 and valued at \$11,000. 1873 rated B1 and valued at \$17,500. 1882 rated A1½.

In 1863-67 BRUNO's owners were R. & J. Allan of Montreal, an ocean shipping firm always looking for lake cargoes that could connect to their ships to and from the UK, and there may have also been an Ogilvie Flour connection (see below). In 1864, she was managed by Rudston & Son. Chaffey and Black formed a line in 1864, including BRUNO, to run Montreal - Chicago. She was laid up in 1865 and was stranded on 10 November that year while under tow. She was rebuilt in 1866. She was in a collision at Chicago in 1867 and her cabins were damaged. In 1868-70, she was owned by Hugh McLennan and John Gaskin.

John Gaskin (1840-1908) was the master and joint owner of the BRUNO in 1871-73 and then "outside manager" of Montreal Transportation Co. in Kingston until 1901. This meant that not only was the day to day business of the firm in his hands, but also the construction and maintenance of vessels. He was the owner of the 97 ton schooner MORNING STAR in 1878. Prominent in the Orange Lodge that supported John A. Macdonald at the polls, he served as an alderman in Kingston and was mayor in 1883.

She was repaired on the Kingston Marine Railway in July 1868. In December 1868, she was hauled out on there again because she had broken her "wheel" (propeller) due to low water in the Matilda Canal below Prescott Ontario the previous month. She spent that winter in Kingston and did not leave the shipyard until late April 1869. She was back again for one day that June to replace her propeller again. She grounded in the St. Clair River flats in 1869 while running Kingston -Chicago. She was on the Kingston Marine Railway again in September 1869 for repairs to her shaft. She sank in the Welland Canal in June 1870 due to a leak while loaded with grain and salt. Repairs were made in Buffalo. She sprang another leak during a storm on Lake Huron while on passage Kincardine Ontario - Montreal in October 1870. She was beached on Chantry Island near Southampton Ontario on Lake Huron, where she had been loading grain, on 31 November 1870. Reported as a constructive total loss, she was insured for \$10,000 at that point but she was salvaged and rebuilt at St. Catharines Ontario. McLennan and Gaskin then sold her to C.E. Jaques.

She holed her bottom in the Welland Canal on 14 June 1871, smashed the lower gates of Lock 15 in the Cornwall Canal on 7 August and was in collision with the Canadian mail steamer CORSICAN (1,203 tons gross) that year. She struck bottom in the Galops Rapids on 28 October 1872. She sank and was raised with the help of the Kingston tug LADY FRANKLIN (C 61183, 32 tons gross). BRUNO had been carrying a cargo of flour to Montreal at the time. She was on the Marine Railway at Portsmouth Ontario for extensive repairs

December 1872 - April 1873. Her owners then were Roberts & Williams of Chatham Ontario (also reported as Prentice Roberts & Co. of Montreal).

BRUNO was under charter to the Dominion Government for lighthouse supply in 1873. She went ashore on Grosse Isle in the Detroit River in July that year but was pulled off. During 1874-75, she ran in the "Western Express" Line from Montreal to Chicago and got herself aground in the Detroit River again. She was repaired in 1875. She was for sale at Chatham in November 1875 and was damaged by a fire in her hold there on 4/5 May 1876. In 1877, she was owned by Sylvester Hadley, a lumberman, of Chatham. She was partly burned in a second fire at Chatham in May 1878 and was laid up until rebuilt as a steam barge and re-engined by Simpson at St. Catharines for \$20,000 in 1880-81.

In 1880-81, she was owned by J. & J.T. Matthews and was one of the first ships of what later became the large Matthews Steamship Co. line. She took a load of explosives upbound through the Welland Canal in September 1881. Her next owner is sometimes listed as G.P. Magann in 1886 or earlier but 1888 newspaper reports of the loss of a consort (see below) continued to attribute ownership of BRUNO and both her consorts to Matthews. On 8 July 1887, she was reported to be in dock at Port Dalhousie for repairs. BRUNO was on the rocks of Thunder Bay Island in November 1887. She got off by jettisoning 1,000 bushels of her cargo.

At that time she had two consorts MAGGIE McRAE (C 90697, 329.32 tons gross as barge) and LAURA (348 tons gross as schooner) that she usually towed on her voyages. She lost MAGGIE McRAE when the barge's bows were stove in by thick ice 10 miles down the lake after leaving Port Arthur Ontario in 1888. The barge took an hour to sink so that her crew of seven were all saved. BRUNO was sold to Capt. Peters of Toronto in 1889. She was wrecked on Magnetic Reef between Cockburn and Manitoulin Islands on 6 November 1890. All on board were saved. Her consort LAURA was also lost. They had been carrying coal from Cleveland to Algoma Mills Ontario.

Mrs. John Ogilvie (Ogilvie Flour) did the honours at this vessel's launch. The firm's mills were at Montreal and they bought large quantities of western grain that needed transportation. Note that Montreal Transportation Co. also had a barge of this name at the same time as they owned this steamer.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Lake Vessel Register 1866, 1869 and 1873 \(title varies\)](#); Bowling Green Great Lakes Vessels Online Index; [Canada List of Shipping 1877](#); [Canada Report of Steamboat Inspection 1871](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); [Inland Lloyd's Vessel Register 1890](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1882](#); Milwaukee Public Library Great Lakes Marine Collection; New Mills List; *British Whig* 6 November 1868, 10 and

26 September 1881, 9 June 1882, 8 July and 2 November 1887, 2 June 1888, 16 April 1889 and 10 November 1890; *Buffalo Commercial Advertiser* 7 April 1864; *Cleveland Herald* 25 April 1881; *Detroit Free Press* 20 December 1867, 9 December 1873 and 11 November 1890; *Kingston Daily News* 8 May 1863, 11 June 1864, 28 July, 16 April, 8 May, 6 November and 16 December 1868, 21 and 24 April, 23 June, 11 September, 6 November and 11 December 1869, 2 October, 2 and 12 November 1870, 8 August 1871, 29 October 1872 and 4, 26 and 30 April and 9 June 1873 and 5 May 1876; *Toronto Globe* 6 November 1875; *Toronto Mail* 28 October 1872.

- 12 **CANADA** aka "CANADA No. 1" wooden paddle mail steamer later towboat (C 33442). 1855-56. 280 tons. 159'. Built by Weeks at Prescott Canada West, she was launched in May 1841. "Sharp" stern. Low-pressure engine 65 indicated horsepower. 1854 rated E (uninsurable) and was being repaired (which may have referred to her 1853 reconstruction). 1856 value \$8,000.

J. Hamilton was this steamer's first owner 1842-54. She received new enlarged cabins in 1845. In September 1845, she struck a rock near Alexandria Bay New York. She was used exclusively as a tug after 1850 and was rebuilt in 1853 when she was given her official number. The number of shares reported by the Canadian Heritage Ship Information Database as held by each individual after that date is unclear. According to the database, her first owners after she received her official number were Wm. Ford Jr. and Thos. Maxwell, each owning 64/64ths from 15 March 1853. One of them must have preceded the other, or, they each owned less than 64/64ths. Maxwell ran the "Government Tug Line" on the St. Lawrence 1853-54. For a fee, these tugs took barges back and forth between Kingston and Montreal. CANADA sank at her berth in Kingston Canada West on 17 October 1855 and was then bought by Hugh McLennan on 29 December 1855. Her final owners were E.H. Eader, Wm. Gaharly, D. Gaharly and J. Gaharly with 16/64 each. The three Gaharlys worked in shipyards at Quebec City. Her registry was closed on 15 May 1858.

Alpena Public Library Great Lakes Maritime Database; Canadian Heritage Ship Information Database; New Mills List; Register of British Ships Inland Waters 1854; *Toronto Globe* 4 August 1856.

- 13 **CAPTAIN DAN** ex HECLA wooden steam barge (C 141373 ex U 95684). 1917-1918. As of 1891: 1,110.26 tons gross and 909.63 tons net. Canadian measurement as of 1917: 1,187 tons gross and 711 tons net, 224' (between perpendiculars) 230.5' (overall) (Merchant Vessels of the United States 1891 said 239'). She was launched at Buffalo New York on 4 April 1882 by the Union Dry Dock Co. Yard #27. Diagonally iron strapped. Bow iron-sheathed. Electric light. Three masted schooner rig. Two funnels abreast, low pilot house on a raised fo'c'stle. Fore & aft compound engine = 640 indicated horsepower, 84 rated horsepower. 1893 value \$75,000. 1914-19 insurance rating was 90, coarse freight only.

HECLA's first owners were James Ash et al of Buffalo. They ran her Buffalo - Duluth Minnesota. Steel arches were installed in 1885. She was sold to the George Hall Coal Co. of Ogdensburg New York in 1889. They gave her new boilers and ran her Ogdensburg - Chicago. She was ashore at Wellington Ontario in October 1893. It was initially feared she was a constructive total loss but was got off easily. She was then repaired and her bottom and deck caulked. She was repaired in 1896 and 1910. On 18 November 1913, she was aground below Ogdensburg while in ballast. Three tugs were not able to get her off until Donnelly of Kingston Ontario finally got a contract and did the job. She grounded 3 miles east of Alexandria Bay New York on 26 November 1917 but was refloated.

She was transferred to Canadian registry and was renamed that same year but her American registration was not cancelled until 30 May 1919. She was quickly bought by Montreal Transportation Co. In 1918, they sold her to Atlas Transportation, a Quebec sand company owned by Sincennes-McNaughton. She was resold in 1919 to Cie. Generale d'Enterprises Publique of Levis Quebec and struck the Louise breakwater at Quebec City on 22 August that year. One person was killed. The *Canadian Railway & Marine World* of October 1919 said she was sold to the National Shipbuilding Co. of Levis after the accident. The Great Lakes Register 1921 gave Dussault of Quebec City as her owner but Canada List of Shipping 1924-1929 and Mercantile Navy List 1925 still give Cie. Generale d'Enterprises Publique as her owner. She was abandoned and broken up in 1930.

Captain Dan Hourigan (1841-1921) was a forwarding agent and vessel master for the George Hall Coal Co.

Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of The Northwestern Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1924, 1925 and 1929; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Greenwood Namesakes 1910-1919; Lloyd's Register 1919-1922; McCormick The Wishbone Fleet; Mercantile Navy List 1923 and 1925; Merchant Vessels of the United States 1891 and 1896; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *British Whig* 23 March 1889; *Buffalo Evening News* 16 and 19 October 1893; *Buffalo Morning Express* 4 April 1882; *Canadian Railway & Marine World* June 1917 and October 1919.

- 14 **CATARACT** ex MYLES composite steam barge ex package freighter (C 77698). 1918-1921. Original: 1,210.63 gross and 929.23 net tons. 174.6'. Capacity 50,000 bushels. Remeasured 1896: 1,198 tons gross, 742 tons net. As a steam barge 1907: 957 tons gross, 598 net. 1912 as a barge: 667 tons net. After 1918 rebuild: 839 tons gross and 451 net, 174.6'. Capacity was then 135,000 bushels of wheat = 1,050 tons on 14' draft. After 1926 rebuild: 693

tons net. Iron frame. Originally rigged with foresail and jib and had one mast. Round stern. She was built at Hamilton Ontario by A.M. Robertson and launched on 2 September 1882. Original machinery was a fore & aft compound engine = 200 indicated horsepower. 1918 received an 1890 fore and aft compound engine, 465 indicated horsepower, 67 rated horsepower. Cost \$80,000. 1892 noted as required repairs, had no anchors or chains. 1918 value \$25,000. 1919 value \$91,491.01, insurance rating 90. 1920 value \$84,629.19.

Thomas Myles, a Hamilton coal dealer, was the original owner of this steamer. She was managed by Hamilton shipowner R.O. Mackay, and traded Kingston Ontario - Duluth Minnesota via intermediate ports as part of the "Western Express Line". Her high-pressure cylinder exploded while on passage from Port Arthur Ontario to Duluth on 19 October 1885, killing two men. There was \$1,500 in damage. She stranded at Thunder Bay while on passage from McKay's Harbour Ontario on the Bruce Peninsula to Fort William Ontario on 18 September 1886 and grounded on a shoal at Kingston on 2 November 1886. That shoal, off the Murney Tower, was previously known as the "Allen Shoal" but has ever since been known as the "Myles Shoal". After the grounding she barely made it into Kingston harbour where she sank at a wharf. She was subsequently salvaged in March of 1887 despite having being declared a constructive total loss.

On 26 September 1888, she hit a pier at Portage Lake Michigan. She was damaged at Hamilton on 17 April 1889 when the crown of her boiler overheated and fell in. On 26 September 1889, she was aground in the Portage Ship Canal. In 1890, she was trading from Georgian Bay ports to Tonawanda New York with cargoes of timber. She lost her rudder in Georgian Bay on 3 December 1893 while on passage from Fort William to Owen Sound Ontario where she was repaired. Her bottom was caulked in 1894. In 1895, she was running for the Canadian Navigation Co. but was still owned by Myles. She blew a cylinder head on 21 August 1895 in the Lachine Canal. She was repaired and rebuilt at Kingston in 1895-96. She was driven ashore on the Three Star Shoal above Sault Ste. Marie on 4 November 1898 while on passage from Fort William to Depot Harbour Ontario with grain. She was pulled off by the tug TELEGRAM (C 85497, 198 tons gross) but sustained damage to her rudder and stern post. MYLES then went to Collingwood Dry Dock for repairs. In 1897, her owner was Charles A. Myles, possibly the son of Thomas.

She was sold to the Myles Transportation Co. on 30 November 1899. R.O. Mackay and Charles A. Myles et al invested in this company. She grounded in Georgian Bay on 8 June 1901 while approaching Depot Harbour on passage from Fort William with a cargo of grain. She was salvaged by Playfair and again repaired at Collingwood Dry Dock. In 1901, her owner was the Cataract Ice

Co. She was ashore on the Canadian side of the Detroit River on 4 September 1902 while running in the "Merchant's Line" (Jaques & Co.). On 14 August 1904, she was rammed and sunk by THOMAS CRANAGE (U 145648I, 2,219 gross tons) near Russell Island in the St. Clair River. MYLES was raised. On 20 August 1905, she burned and sank near Trenton Ontario.

MYLES was raised again and during the winter of 1906-07, she was cut down and rebuilt as a steam barge for use as a collier. She was renamed CATARACT. She burned again on 26 March 1910 while fitting out at Brockville Ontario. There was \$8,000 damage. In 1911, she was sold to the Port Colborne and St. Lawrence Navigation Co. (F. McGibbon) to use as a barge in Montreal harbour and her engine was removed. In 1914, she was sold to Tieffle Rondeau of Lanoraie Quebec. He had her rebuilt as a schooner barge. Her next owner was the Touzin Sand Co. (a subsidiary of Sincennes-McNaughton tugs) in 1916.

She was bought in 1918 by Montreal Transportation Co. for \$25,000, rebuilt and re-engined as a bulk carrier at Montreal Dry Dock & Shipbuilding. Photos show her in a dry dock at Buffalo New York in 1918. Negotiations to sell her again took place in 1918 but nothing came of them. Between 1921 and 1926 she was owned by Canada Steamship Lines. She was in collision with the canaller JOHN B. KETCHUM 2nd (C 130435 ex U 77037, 1109 tons gross) in the Cornwall Canal on 8 November 1923 and subsequently laid up following a 1924 collision with the new canaller DONALD STEWART (C 147765, 1,781 tons register). In 1929, court proceedings awarded DONALD STEWART to Canada Steamship Lines as compensation.

CATARACT was sold to the Sorel Sand Co. in 1926 and they continued to own her to at least 1935. They cut her down to a spoil barge and renamed THERESE T. but she continued to be listed as a steamship and under her old name in the [List of Shipping](#) as late as 1937. By that year, her owners were the Sorel Harbour Tug Co. In 1942, she was bought by Sowards Coal of Kingston. Mr. Sowards died in 1944 and by 1948 she was owned by the Toronto General Trust Co. They presumably had a mortgage on her. By then she had been abandoned in Kingston's inner harbour and in 1965 she was still laid up at Canadian Dredge and Dock on Anglin Bay in Kingston. The register states that she was destroyed by fire in 1967. Moore elaborates that she was broken up by a CD&D derrick scow and then the remains were dumped in the Cataraquei River where they burned for two days. She was removed from the register in 1977.

At the time of her launch she was the largest steam vessel that had been built on Lake Ontario.

Montreal Transportation Co. Annual Directors' Reports 1919-20; Montreal Transportation Co. Directors' Minutes 5 March and 10 August 1918 and 11 November 1921; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Blue Book of American Shipping 1901; Bowling Green Great Lakes Vessels Online Index; Canada List of Shipping 1898, 1910, 1915, 1918, 1925, 1930-35, 1937, 1948 and 1958; Canadian Heritage Ship Information Database; Gillham Ships In Trouble 1850-1930; Inland Lloyd's Vessel Register 1892 and 1897; Lloyd's Register 1920, 1921, 1926 and 1930; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897, 1923 and 1925; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; Moore Kingston Inner Harbour Survey; New Mills List; *British Whig* 16 April 1884, 26 May and 16 November 1886, 20 April 1889 and 16 August 1890; *Buffalo Evening News* 5 September 1902; *Canadian Railway and Marine World* May 1911 and Oct 1918; *Detroit Free Press* 6 December 1893; *Detroit Marine Historian* June 1977; *Hamilton Spectator* 2 September 1882; *Marine Record* 19 May 1883, 7 December 1899, 4 April 1895 and 5 March 1896; *Scanner* November 1975, December 1992 and January 1993; Schell "Canada Steamship Lines" Belgian Shiplover 2/73.

- 15 **CHAMPION** wooden river tug. 1880-1882. Original: 25.22 tons. 90.08'. After rebuild: 161 tons gross, 87 registered tons, 124 tons "Custom House measure". 105.7'. Built by Peter G. Waters at Montreal in 1864. Had two funnels, one ahead of the other. Square stern. 2 single-cylinder engines = 200 rated horsepower. Twin screw. 1866-69 rated A1 and valued at \$10,000. Worth \$13,000 in 1880.

Forwarder M.K. Dickinson was CHAMPION's original owner. She was sold to N. Davis in 1868, and was rebuilt and re-registered that year. Her 1869-74 owner was Ottawa Rideau Navigation. In 1877 her owner was L. Mullen (or Mullin) of St. John's [St. Jean] Quebec Montreal Transportation Co. bought her from a "Mr. Burchard" to replace ELFIN. At that time, CHAMPION was towing on the middle St. Lawrence. During 1881, she was working Kingston Ontario - Montreal. She broke a crank pin while at Dickinson's Landing Ontario in 1882 and was dismantled that winter. Her engines were put in the new tug DAVID G. THOMSON that Montreal Transportation Co. was building at Kingston.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Lake Vessel Register 1866 and 1869; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; New Mills List; *British Whig* 11 and 25 November 1880, 25 March 1881, 17 June 1881 and 3 October and 16 December 1882.

- 16 **CHARLOTTE** wooden river tug. 1872-1884. 59 tons gross and 36 register tons, 40 "Custom House" tons. 68.1' (register). Built by and for J.B. Auger & Son at Montreal in 1867. Iron-sheathed bow. 1873 rated A1 and valued at \$9,000. 1873 rated A2 and valued at \$8,000. 1878 rated B1 and valued at \$4,500.

Nothing was found about this tug's service prior to 1884. Montreal Transportation Co. sold her for breaking up but she remained in service. In

1886 her owner was E. Guertin of Alexandria Ontario. She was aground the whole summer of 1887. In 1892 her owner was V. Paradis of Montreal. In 1895-97, her owner was E. Monarque of Sorel Quebec. Mills says that her owner in 1901 was T. Gauthier of Montreal but also says she was broken up in 1899.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Lake Vessel Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; New Mills List; *British Whig* 25 March 1881; *Kingston Daily News* 16 July 1872 and 2 May 1873.

- 17 **CITY OF OTTAWA** wooden paddle river tug and passenger steamer. 1870-1872. Original 65 tons. As remeasured: 226.57 gross and 130.35 tons register, 107.42'. Built at Montreal by Peter G. Waters and launched in May 1864. Round stern. Low-pressure 35 hp engine (probably from ALERT of 1853 that burned in 1863). 1869 rated A1 and valued at \$11,000.

CITY OF OTTAWA's first owner was forwarder M.K. Dickinson ("Ottawa & Rideau Line") 1861-66. The *Ottawa Union* called her a "perfect leviathan" when she was new. Her engine was damaged in 1864 and she was repaired at the Kingston Ontario foundry and shipyard. At that time, she was given false sides to improve stability. Later in 1864 she broke down and was towed to Kingston by Dickinson's paddle tug AID (87 tons old measurement). CITY OF OTTAWA's engine was replaced at Montreal during the winter of 1864-65. Small repairs were done at the Kingston Marine Railway in 1866.

She was sold in 1867 to the Ottawa and Rideau Forwarding Co. in which the McLennan brothers were involved. In 1868, she was sold to the Montreal and Ottawa Forwarding Co. She had repairs to her boiler in 1868 and was running Cornwall Ontario - Montreal in mid-October 1870. She was bought by Hugh McLennan and J. Park on 21 October. They ran her on the Rideau in 1871 but it was reported in October that she would henceforth be operating out of Montreal. When operating out of Montreal she had 10 double staterooms, a 90' salon, etc. Hugh McLennan apparently sold his interest in her on 1 February 1872. In 1872, she was running Montreal - Cornwall as a tug. In 1873-75, her route was Montreal - Grenville Ontario. Her 1874 owner was "Park & Co". She was running Montreal - Ottawa in 1876. In 1877, her owner, or possibly manager, was J. Fletcher of Ottawa. She was renamed STE. CROIX in 1878. In 1879, her owner was Park et al of Montreal. She burned and was destroyed at St. Nicholas Flats Quebec on 4 October 1879.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Lake Vessel Register 1869 and Marine Register 1874; Bush Commercial Navigation on the Rideau Canal; Canada List of Shipping 1877; Canada Report of the Chairman of the Board of Steamship Inspectors 1872-1876; Canadian Heritage Ship

Information Database; Classification of Lake Vessels and Barges 1871; Marine Museum of the Great Lakes Canadian Ship Registers on line; New Mills List; *Kingston Daily News* 19 August, 17 September, 3 October and 12 November 1864, 1 April 1865, 28 April and 17 July 1866, 3 May 1867, 7 and 11 May 1868, 14 October 1870, 2 August and 4 October 1871.

- 18 **CURLEW** wooden river tug (C 122178 ex U 5965). 1906-1907. Original: 63.06 tons gross, 31.53 net, 77.0' (register). As rebuilt 1907: 84.6 tons gross, 57.53 registered tons. She was built by C.J. Rose in 1867 at Ogdensburg New York. Round stern. Originally she had a high-pressure single-cylinder engine with no condenser = 80 indicated horsepower, 10.6 rated horsepower. After 1916 she had a compound engine = 24.4 rated horsepower.

C.J. Rose himself many have been CURLEW's first owner. She was sold to Hall and Gardiner in 1875 and passed to George Hall in 1880. She was rebuilt at Ogdensburg by H.C. Pearson at the St. Lawrence Marine Railway in 1901. Montreal Transportation Co. bought her from Hall. She foundered and was then salvaged in 1907. Montreal Transportation Co. sold her to J.D. Morrison of Port Arthur Ontario. She was rebuilt for the third time at Port Arthur in 1907 and then sold to the Great Lakes Dredging Co. in 1908. They still owned her in 1917. In 1920, her owner may have been J. O'Brien of Ottawa. Her 1924-33 owner was again shown as Great Lakes Dredging and Contracting. She was scuttled in 1933 and her registry was closed on 28 November 1936.

Beeson's Marine Directory 1917; Bureau Veritas Great Lakes Register 1915; Classification of Lake Vessels and Barges 1871; Canada List of Shipping 1910, 1912, 1915, 1924, 1925, 1927, 1929, and 1933-35; Canadian Heritage Ship Information Database; McCormick Wishbone Fleet; Mercantile Navy List 1923 and 1925; Merchant Vessels of the United States 1896; New Mills List; *Canadian Railway & Marine World* March 1906.

- 19 **DAVID G. THOMSON** wooden lake tug (C 85306). 1883-1921. 205 "new" tons, 182 tons gross, 75 tons net, 103.2' (register). Launched at Kingston by R. Robertson on 25 June 1883. Round stern. Her original 2 single-cylinder engines = 200 rated horsepower (two funnels abreast) came from Montreal Transportation Co.'s tug CHAMPION. New fore & aft compound engine and boiler installed in 1892 = 400 indicated horsepower, 200 rated horsepower. 1883 rated A1. 1890 rated A1½ and valued at \$13,000. 1897 rated A2 and valued at \$16,000. 1903 value \$8,000. 1906 value \$7,500. 1908-1913 value \$7,000. 1914 value \$6,500. 1915 value \$6,000. 1916 value \$5,000. 1917 value \$18,000. 1918 value \$15,750. 1919 value \$13,500. 1920 value \$12,150.

THOMSON ran aground in 1884; both her captain and mate were asleep at the time. She was on the ways at Kingston that winter for repairs. At the beginning of 1885, THOMSON took the place of the tug ACTIVE for an Ogilvie Flour charter to and from the lakehead [see definitions]. She was badly damaged in 1886 by going ashore on Yorkshire Island near Kingston and was only partly insured. Repairs at Portsmouth Ontario included attaching iron

plate along her waterline. She was seized by the Americans in 1887 because she had been towing on the Saginaw River in Michigan. What happened next could not be found, but she was soon back in business under Canadian registry and Montreal Transportation Co. ownership. She went ashore in Brighton Bay, Lake Ontario, in 1901. She was wrecked on Tecumseh Reef SE of Port Maitland in Lake Erie on 20 March 1907 but was salvaged. She was rebuilt at Kingston in 1917, presumably after she ran aground on Snake Island in the lake near Kingston during fog on 26 September. On 30 May 1918, she ran aground in fog near Morrisburg Ontario on the St. Lawrence but was hauled off in a few hours and repaired in dry dock. She helped salvage Montreal Transportation Co.'s ARABIAN and SIMLA in July 1918. THOMSON was involved in towing parts of THUNDER BAY, ATIKOKAN, PAIPOONGE and NORTH LAND across Lake Ontario in 1918 and 1919.

THOMSON was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet and was sold to J.E. Russell Construction of Toronto in 1924. Her 1925-27 owner was Kilmer & Barber Construction, a Toronto road builder. She was lost on Tecumseh Reef in Lake Erie on 26 March 1927, the same reef she had been wrecked on twenty years earlier. This time she was not salvaged. Her registry was closed on 11 August 1927.

When she was built, it was said she would take over towing the Montreal Transportation Co. barges JOHN GASKIN and GLENORA on the lakehead [see definitions] to Kingston route but she spent much of her Montreal Transportation Co. working life towing coal and grain barges on Lake Ontario.

Mr. David G. Thomson was an official of Montreal Transportation Co.

J. Gaskin letterbook 1884-86; Montreal Transportation Co. Annual Directors' Reports 1903, 1906, 1908, 1910 and 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors Minutes 11 November 1921; Montreal Transportation Co. Engineer's Log R.G.A. Weaver 1 May-14 Oct 1917; Montreal Transportation Co. Fleet List 1921; Montreal Transportation Co. Ships' Logs D.G. Thomson 30 Aug-14 Dec 1919 and Glide 2 May-15 Dec 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Canada List of Shipping 1895, 1910, 1912, 1918, 1924 and 1925; Canadian Heritage Ship Information Database; Inland Lloyd's Vessel Register 1890 and 1897; Lewis and Neilson The River Palace; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1923, 1925, 1926 and 1927; New Mills List; *British Whig* 25 July 1883, 23 April 1884, 20 March 1885, 1 and 24 September 1886 and 28 June 1887; *Buffalo Daily Courier* 12 August 1901; *Detroit Marine Historian* January 1953; *Whig Standard* 3 May 1973.

- 20 **EAST** ex CANTIN wooden propeller/package freighter (later U 47123). 1865-1871. 347 gross tons, 218.9 tons register, 137.08'. She was launched by A. Cantin at Montreal in May 1864. Round stern. One mast. Her engine came from OSHAWA (340 tons) that had been wrecked near Kingston in September 1861. 1864 value \$24,000. 1866 rated A1 and valued at \$18,000 by the

Canadian insurance register, but \$26,000 by the American one. 1869 rated A2 and valued at \$15,000 by the Canadian register. 1871 rated A2 and valued at \$18,000.

CANTIN was renamed very soon after her launch. She was a near sister to NORTH and *Canadian Railway & Marine World* claimed she was one of four (NORTH, SOUTH, EAST and WEST) that were built as blockade-runners. That claim could not be substantiated in other sources consulted. In 1864-65, EAST was owned by J.F.D. Black and I. Bonner of Montreal. She was owned by J. McLennan 1865-67 when she was chartered to the Chaffeys. She broke two lock gates in the Welland Canal in 1867. Also in 1867, she was in collision with the American CONGRESS (possibly U 4392 ex DETROIT 398 tons register) off Port Dalhousie Ontario with \$300 damage to EAST. EAST was repaired in the Andrew's yard there.

Montreal Transportation Co. owned her 1868-71. She hit a pier and was damaged at Port Stanley Ontario on 11 November 1868. She was scuttled in place to protect her over the winter and then salvaged and repaired at Detroit in the spring. She broke her shaft in Lake Erie in 1869. She was running Kingston - Chicago that season. In 1870 she lost two of her "buckets" (propeller blades) while upbound in the Detroit River. She was sold to "McKay and others" (presumably A.B. and R.O. MacKay of Hamilton) in 1871. Her 1872 operator was the Dominion Transportation Co. In July 1872 she went aground on a shoal in the St. Lawrence near Gananoque Ontario. By 1873 she was owned by Zealand et al and then by Craig & Co. She was sold by auction to Capt. Tait of Bowmanville Ontario in 1874 for \$11,800. During 1875 she was running in the "Dominion Line".

EAST ran down and sank the American tug JOE MAC (U 13301, 42 tons register) near Cole's Light in the St. Lawrence in 1875. EAST did not stop and sustained damage to her upperworks. JOE MAC's crew was rescued by the crew of the schooner she had been towing. After being repaired, EAST re-entered service until she was seized by the American authorities on the St. Lawrence River in November 1876. At that time she was supposedly owned by "McCelland and others".

Although only 13 years old, she was cut down to a coal barge in 1877 while owned by Seymour & Co. of Ogdensburg New York. They renamed her KENT (U 47123, 318.36 tons gross). In 1875 Seymour & Co. had been the owners of JOE MAC. They got the steamer in settlement of their legal action. Her 1884 owner was the Ogdensburg Coal and Towing Co. She foundered on a bar near Ogdensburg about 1885 and was blown up on 2 June 1906.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Lake Vessel Register 1866](#) and [1869](#); Board of Lake Underwriters [Marine Register 1878](#); Canada [List of Shipping 1877](#); Canadian Heritage Ship Information Database;

Classification of Lake Vessels and Barges 1871; Lake Vessel Register 1866 (Buffalo); Lytle Holdcamper List (Merchant Steam Vessels of the United States 1790-1868); Marine Museum of the Great Lakes Canadian Ship Registers on line; Merchant Vessels of the United States 1886; New Mills List; *British Whig* 15 November 1879; *Canadian Railway & Marine World* July 1906; *Chicago Times* 10 April 1865; *Cleveland Herald* 26 December 1878; *Detroit Free Press* 2 December 1870; *Detroit Tribune* 9 November 1876; *Kingston Daily News* 11 June 1864, 4 April 1865, 11 June and 17 August 1867, 16 April and 12 November 1868, 21 April 1869, 17 December 1873 and 25 February 1874; *Toronto Globe* 26 August 1875.

- 21 **ELFIN** wooden tug (later C100726 as JULIA and even later C116603 as ALBERTA). 1869-80. Original: 10.11 tons. As remeasured: 108.24 tons gross, 66.77 tons net, 85.33'. as rebuilt 1873: 113 gross tons. As rebuilt 1893: 91 tons gross, 51 net, 93.8'. As rebuilt 1905: 125 tons gross, 62 tons net, 96.4'. Built by and for J.B. Auger at Montreal in 1864. Originally square, later round stern. 39 hp, Twin screw. 1866 and 1869 assessed at \$6,000 and rated A1. 1873 rated A2 and valued at \$10,000. 1878 rated A2 and valued at \$7,500. 1884 rated A2.

J.B. Auger, one of the founders of Montreal Transportation Co., sold ELFIN to the firm at its beginning in 1869. Montreal Transportation Co. had her rebuilt in 1873. She burned in the Lachine Canal in 1874 but was repaired. On both the 16 and 17 May 1877, the *Daily News* reported that she had mechanical problems while towing four barges through the Galops Rapids on the St. Lawrence (see Montreal Transportation Co. barge WHEAT BIN listing). Montreal Transportation Co. sold her to G.M. Kinghorn (who was an Montreal Transportation Co. director) who bought her on behalf of the Ottawa Forwarding Co. in 1880 to run in the timber trade between Ottawa and Whitehall Vermont. She was rebuilt in 1882. In 1882 - 1890 her owners were D. Murphy & Co. of Montreal. She sank in Lake Ontario in 1883 but was raised and put back in service. In 1885, she lost control of her tow in Montreal harbour during a gale. The tow struck and sank a dredge.

In 1892, her owner was McNaughton & Co. She was rebuilt and renamed JULIA in 1893. She burned again, this time off Wolfe Island at the head of the St. Lawrence, on 25 February 1895. She was rebuilt at Sorel Quebec and given the official number C100726. By that time, her owner was Sincennes-McNaughton. She burned a third time in 1905 and was rebuilt yet again at Sorel. After this rebuild she was renamed ALBERTA with the new official number C116603. In 1912, her owner was still Sincennes-McNaughton Towing but when she was broken up in 1915, her owner was given as Cie. Generale d'Enterprises Publique of Levis Quebec. JULIA was removed from the register on 18 March 1920.

ELFIN is the correct spelling for the tug's name, sometimes reported as "Elgin" or "Elphin".

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Lake Vessel Register 1866, 1869 and 1873; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Classification of Lake Vessels and Barges 1871; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register 1890; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897; New Mills List; *British Whig* 17 and 25 November_1880; *Kingston Daily News* various; *Marine Record* 12 November 1885.

- 22 **EMERSON** steel tug (C 116592). 1904-1917. 276 tons gross, 188 tons net, 108.0'. She was launched at the Collingwood Shipyard on 18 November 1903. Yard #5. Electric light. Three-cylinder triple expansion = 90.8 nominal horsepower. Cost \$48,000. 1906 value \$43,000. 1908-1916 value \$40,000. 1917 value \$150,000.

This large tug often towed the Standard Oil Co. barge S.O. No. 86 (U 116872, 954 tons gross) or towed coal barges from Port Dalhousie to Kingston and river ports. She went ashore at the east end of Main Duck Island in Lake Ontario near Kingston at 2345 on 10 September 1915 with the Montreal Transportation Co. barge QUEBEC in tow. She was sold French on 13 March 1917 for \$200,000 and her Canadian registry was cancelled on 11 August.

EMERSON became an auxiliary patrol vessel in the French Navy and was renamed PEAU ROUGE. She was sold Italian in 1925 and renamed PELLEROSA by her commercial owner Alfredo Neri of Livorno. In 1930 she was renamed FRATELLI NERI with the same owners. She became a coastal freighter in 1941 while owned by Luigi Bosco fu Antonio but was sunk during an Allied air raid at Savona on 12 August 1944 while under German control. She was refloated by the Germans but they scuttled her in January 1945 when they left. She was refloated again and renamed GIULIANOVA later in 1945. GIULIANOVA was stranded at Punta Sardegna in the Maddalena archipelago on 18 December 1947 and broke her back on 8 January 1948.

Montreal Transportation Co. Annual Directors' Reports 1904, 1906, 1908, 1910 and 1913-18; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 19 January 1905 and 2 August 1917; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1912 and 1918; Canadian Heritage Ship Information Database; Gillham Ships of Collingwood; Lewis and Neilson The River Palace; Lloyd's Register 1905 and 1916; Metcalfe Canvas and Steam on Quinte Waters; Miramar Ship Index; New Mills List; Detroit Marine Historian April 1952.

- 23 **ESCORT** wooden canal tug (C 97010). 1917-1921. 40 tons gross, 27 net, 44.66'. Built by William Ross at Port Colborne Ontario and launched on 4 April 1894. Non-condensing compound steeple engine = 112 rated horsepower. 1917-18 value \$7,500. 1919 value \$6,562. 1920 value \$5,906.25.

ESCORT was built for the Welland Canal Tug Co. (de Witt Carter). She was fitted with a new boiler in 1905. On 23 November 1907 she was in collision with the schooner barge BENJAMIN HARRISON (U 3424, 535 tons gross) that was being towed by Montreal Transportation Co.'s canaller WESTMOUNT (1) off Port Dalhousie Ontario. This happened during a race for the last tow of the season. ESCORT sank and three men were killed. She was raised but sank again. She was raised yet again using pontoons and docked and rebuilt at Port Dalhousie in 1908. Montreal Transportation Co. bought her at that point. In the fall of 1918, she and the Montreal Transportation Co. barge BROOKDALE collided with the Niagara, St. Catharines and Toronto lift bridge over the Welland Canal. The bridge was closed at the time and therefore ESCORT's master was found to be at fault. Canada Steamship Lines got her from Montreal Transportation Co. in 1920. Canada Steamship Lines sold her to the Harrigan Tug Line for \$15,000 in March 1921 as part of a package with the tugs ALERT and P.B. McNAUGHTON. ESCORT sank for a fourth time after a collision with the American bulk carrier STEEL CHEMIST (U 225935, 1,694 tons gross) in the canal near the town of Welland Ontario in October 1927. She was raised and repaired but was finally abandoned and stripped above Lock One at Port Dalhousie in 1937. Removed from the register in 1938.

This very small tug had been specifically built to handle the Montreal Transportation Co. barge MINNEDOSA in the restricted space of the Welland Canal locks.

Montreal Transportation Co. Annual Directors' Reports 1917-20; Montreal Transportation Co. Directors' Minutes 3 May 1917 and 11 January and 11 November 1921; Alpena Public Library Great Lakes Maritime Database; Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#) and [1915](#); Canada [List of Shipping 1918](#) and [1937](#); Canadian Heritage Ship Information Database; [Lloyd's Register 1930](#); [Mercantile Navy List 1923](#) and [1925](#); [Merchant Vessels of the United States 1903](#); New Mills List; *Buffalo Evening News* 4 January 1908; *Canadian Railway & Marine World* February 1908 and February 1919; *Detroit Marine Historian* April 1952; *Scanner* December 1977; *Watertown Herald* 12 May 1917.

24 **FAIRMOUNT** steel canaller (C 112276). 1903-1915. 1,895 tons gross, 1,184 net, 248.6' (between perpendiculars), 255' (overall). Launched on 30 April 1903 at Newcastle (Wallsend) England by C.S. Swan & Hunter. Yard #288. Fitted with electric light 1904. Had a tall forward superstructure that was located aft of her raised fo'c'stle. Triple expansion = 230 rated horsepower. 1903 value \$125,000. 1906 value \$115,000. 1908 value \$110,000. 1910 value \$107,000. 1912 value \$106,000. 1913 value \$104,000. 1914 value \$103,000. 1914 insurance rating = 100/100.

This canaller was a sister to WESTMOUNT and a near sister to NEWMOUNT. In 1905, FAIRMOUNT was chartered for two trips to Pulley Island. On 19 November 1906, she had two plates loosened during a storm on Lake Superior. Repairs were done at the lakehead [see definitions]. On 9

December 1906, she was ashore on Snake Island in Lake Ontario near Kingston and was pulled off with small damage after being lightered [see definitions]. She was hit in the stern by KENORA (C 124235, 1,955 tons gross) near the entrance to the Lachine Canal on 12 July 1913.

In February 1915, she was chartered to the Inter-American Steamship Co. of New York City for 4 months @ \$6,500 per month + operating costs. In the meantime, she was put up for sale with an asking price of \$150,000 but before a sale could take place she was wrecked on 23 August 1915 on the Plana Cays, 12 nautical miles from Acklin Island in the Bahamas. She had been en route from Newport News Virginia to Cienfuegos Cuba with a cargo of coal. There was no loss of life. The expected insurance payment was \$132,872.25. Her registry was closed on 14 September 1915.

FAIRMOUNT's sister WESTMOUNT is named after a Montreal suburb. There is a street named Fairmount in the Montreal suburb of Outremont, but no other likely association was found.

Montreal Transportation Co. Annual Directors' Reports 1903, 1904, 1906, 1908, 1910 and 1912-1915; Montreal Transportation Co. Directors' Minutes 19 January and 15 March 1905, 18 February 1915, 21 July and 21 September 1915; Montreal Transportation Co. Kingston Grain Ledgers 25 April-27 November 1903, 13 June-7 Dec 1903, 21 May-17 Dec 1904, 5 Aug-17 Dec 1904, 27 April-28 Sept 1905, 28 Sept-6 Dec 1905, 22 April-28 May 1906, 17 Oct-4 November 1911, 1 May-24 November 1913, 22 April-31 Oct 1914, 22 June-14 November 1914; Alpena Public Library Great Lakes Maritime Database; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#) and [1915](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Greenwood [Namesakes 1910-1919](#); [Lloyd's Register 1905](#) and [1914](#); [Mercantile Navy List 1904](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; [Salmon British Built Canadian Vessels](#); University of Detroit Mercy Dowling website; *Canadian Railway & Marine World* January and May 1907 and October 1913.

- 25 **FIRE FLY** aka MOUCH-A-FEU, aka FIREFLY iron paddle tug and ferry (C 33438 after 1855) (signal letters RFJD). 1854-1858. Original: 92 "inland" tons. After 1855 rebuild: 214 tons gross, 130 register, 108.3'. Remeasured 1877 after another rebuild: 214.41 tons gross, 129.82 tons register. Built by W. Parkyn (St. Mary's Foundry) at Montreal 1844. 30 rated horsepower. In 1857 Flynn gave a value of \$12,000 for her.

FIRE FLY's first owner was Rbt. Holmes and then in 1846 it was the Lake St. Peter Navigation Ltd. (John Holmes). In 1853, she was owned by M.K. Dickinson et al and was part of a line operated by P. Farrell. It was also reported that her 1853 owners were McMartin & McNaughton. She was damaged in a collision in 1853. In 1854, she was operating on the Rideau, owned or managed by J. & F. McCuaig. In early 1855, Hugh McLennan owned 32/64 and the remainder was split between P. Farrell (16/64) and four or five others. She mostly served as ferry on the Rideau in 1855-57 when she was

licensed for 300 passengers. She was rebuilt in 1855-56 at Anglin's yard in Kingston Canada West and shortened 1' to fit the Rideau Canal locks more easily. During 1855-58 her owners were H. & J. McLennan. She carried the Governor General to Kingston Mills on 30 July 1856. In July 1857 she was on the marine railway in Kingston. In 1858, she was owned by R. Moodie of Toronto and served as a tug 1859-64.

On one Sunday in October 1864, she set out to tow a dredge from Toronto to Hamilton Canada West but had to cut it loose and it drifted ashore. The *Kingston Daily News* commented "... the propriety of allowing a dredge to be taken out of harbour on the Sabbath was much animadverted [sic] upon". The Richelieu Co. was her owner in 1865. She was damaged by fire at Sorel Canada East on 9 April 1867. In 1871-82, she was owned by Anglin of Kingston, but was serving as a passenger vessel between St. Francis and Sorel in Quebec. Anglin rebuilt her in 1876. Between 1898 and 1910 (when she was broken up), she was owned by the Richelieu and Ontario Co.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Lake Vessel Register 1866 and 1869; Canada List of Shipping 1877 and 1910; Canadian Heritage Ship Information Database; Flynn's Directory 1857; Inland Lloyd's Vessel Register Canadian Hulls 1890; Mercantile Navy List 1882 and 1897; New Mills List; *Kingston Daily News* 27 March, 18 April and 18 May 1855, 18 April and 1 August 1856, 7 July 1857 and 20 May 1858.

- 26 **FRANK E. PEREW** wooden tug (C 70287 ex U 9154). 1883-1886. 43.02 tons gross, 24 register, 72.6'. Built at Buffalo New York by Van Slyke & Notter (Canadian Heritage Ship Information Database and Lake Vessel Register 1878 both said R. Mills & Co., while Classification of Lake Vessels and Barges 1871 and Marine Interests of the Great Lakes 1884 both said Mills & Walsh) in 1867. Metal-sheathed bow. Round stern. Single-cylinder engine = 110 rated horsepower. 1869 rated A2 and valued at \$10,000. 1884-88 rated A2½.

The tug PEREW was aground on Bird Island Reef near Buffalo in April 1869. In June that year she was damaged by collision at Buffalo and then she lost three scows in a gale on Lake Erie that October. She was again damaged by collision at Buffalo and lost her pilothouse while towing near Buffalo in 1871 in the same or another incident. She lost an anchor at the mouth of the Niagara River the same year. Her 1871 owners were Hand and David of Buffalo. In 1874 her owners, Maytham Bros., sold her to the Montreal Towing Association for \$10,000. The tug, her captain and crew all came to the St. Lawrence and Chicago Forwarding Co. at Kingston in 1877.

She blew the head of her cylinder when she was just above the Edwardsburg Canal on the St. Lawrence in 1879 and the three barges she was towing then went down the rapids themselves. The tug was towed to the Kingston Foundry by the St. Lawrence & Chicago Forwarding Co. tug JESSIE HALL for

repairs. She got a new stem at Portsmouth Ontario in the winter of 1881-82. She came to Montreal Transportation Co. in 1883 when they took over St. Lawrence & Chicago Forwarding Co. Repairs at Kingston in 1883-84 included a new boiler, which was said to be not as good as her previous one. She was again on the ways at Kingston in 1885 and she got more repairs in 1886 before being sold to a Morrisburg Ontario dredging firm. She was resold to Port Arthur the next year and was put in a Buffalo New York dry dock for "light" repairs en route to the west. Her owner from 1888 to 1901 was Archibald Stewart of Montreal. She was owned by the Dominion Ministry of Railways and Canals 1904-31 and was removed from the register on 7 September 1932.

Frank Perew was a prominent Buffalo shipowner.

J. Gaskin letterbook 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Lake Vessel Register 1869](#); Board of Lake Underwriters Lake Vessel Register 1878; Canada [List of Shipping 1877, 1895, 1910, 1915, 1918 and 1931](#); Canadian Heritage Ship Information Database; [Classification of Lake Vessels and Barges 1871](#); [Directory of the Marine Interests of the Great Lakes 1884](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897](#); [Marine Directory of the Great Lakes 1888](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1882, 1897, 1904, 1907, 1923 and 1925](#); [Merchant Vessels of the United States 1871 and 1873](#); New Mills List; *British Whig* 14 and 15 August 1879, 24 March 1881, 20 March 1885, 5 April 1886 and 4 June 1887; *Buffalo Commercial Advertiser* 1 August 1874; *Kingston Daily News* 1 May and 1 October 1869, 1 March and 1 November 1871, 29 May 1876, 27 May 1878 and 16 August 1879; *Marine Review* 2 June 1887.

- 27 **GEORGE A. GRAHAM** ex MARINA steel bulk carrier (C 131051 ex U 92282). 1917. Original: 2,431.72 tons gross, 1,992.03 net. As of 1913 her Canadian measurements were: 2,409 tons gross and 1,577 tons register, 292.0' (between perpendiculars), 310.5' (overall). Launched on 14 March 1891 by the Chicago Shipbuilding Co. Yard #1. Double bottom. Round stern. Lapped plate hull. Electric light. Her pilot house was aft of her raised fo'c'stle and her foremast rose out of the top of the pilot house. Triple expansion = 1,200 indicated horsepower, 241 nominal horsepower. 1914 insurance rating = 95/100. 1917 value \$210,000.

James Pickands of Cleveland was this steamer's first owner. She was ashore in fog near Two Harbors Minnesota on 1 August 1891 and ran aground again in fog at Whitefish Point in Lake Superior on 17 August 1893. By 1898 her owner was the Minnesota Steamship Co. (a subsidiary of Minnesota Iron Mining Co., Pickands Mather managers). She stranded near Raspberry Island in Lake Superior in 1898, damaging 175 bottom plates. During repairs at Lorain Ohio she got some new bottom plates and frames. Her next owner was Federal Steel in 1900. That firm was taken over by US Steel in 1901 and her ownership was transferred to their subsidiary Pittsburgh Steamship Co. She was sold to Lakewood Steamship Co. (C.L. Hutchinson managers) in 1910 and

then to Masaba Steamship Co. in 1912. They quickly sold her on 12 June 1912 (US registry was cancelled on 30 September 1912) to F.S. Wiley (also reported as James Whalen) of Port Arthur Ontario who transferred her to Canadian registry on 28 June 1912.

She was renamed on 16 September 1912 and her ownership was changed to Canadian Northwest Steamship Co. She came to Montreal Transportation Co. when they took over that firm in 1917 and was wrecked on Fitzwilliam Island near South Bay, Manitoulin Island on 7 October that year. She was abandoned to the underwriters. Salvaged bit-by-bit, her remaining metal was sold for scrap in 1937.

George A. Graham was publisher of the Fort William Ontario *Times Journal*, a shipowner, an investor in lumber businesses and mayor of Fort William in 1912-13.

Montreal Transportation Co. Annual Directors' Reports 1917-18; Montreal Transportation Co. Charter (1917) Schedule B; Montreal Transportation Co. Directors' Minutes 14 April and 11 December 1917; Alpena Public Library Great Lakes Maritime Database; American Shipmaster's Association [Record of American and Foreign Shipping 1898](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Beeson [Steam Vessels of The Northwstern Lakes](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#) and [1915](#); Canada [List of Shipping 1918](#); Canada Sessional Papers Vol XLVII 31 December 1913; Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); [Green's Marine Directory of the Great Lakes 1916](#); Greenwood [Namesakes 1910-1919](#); [Lloyd's Register 1900](#) and [1905](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Merchant Vessels of the United States 1894](#) and [1896](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Marine Review* 30 June and 7 July 1898.

- 28 **GLENGARRY** ex ARGYLE wooden steam barge ex package freighter (C 90537). 1885-1903. Original: 625.85 tons gross, 396.91 net, 135'. After 1886: 732 tons gross, 438 tons register, 168.5'. The New Mills List and the Canada [List of Shipping 1912](#) both said 509 tons gross, 215 tons register. The Canadian Heritage Ship Information Database gave 509 gross and 372 net after reconstruction. The Canada [List of Shipping 1915](#) gave her registered tonnage as a barge as 373. Capacity 25,000 bushels. Launched at St. Catharines Ontario by J. Shickluna in 1872 as a passenger and package freight steamer. Round stern. Original: single-cylinder engine = 300 rated horsepower. After 1910: compound steeple engine = 380 indicated horsepower. 1897 rated A2 and valued at \$22,000.

ARGYLE was built for R.C. Graham and Geo. Campbell. On 16 August 1872, she went ashore on Grenadier Island in the St. Lawrence. In 1873-80 she ran Montreal - Chicago in the "Merchant's Line". John E. Graham of St. Catharines was her owner in 1874-77. She was holed and then sank after hitting a pier while coming into Port Burwell Ontario on 3 September 1877. She was raised

but on 5 May 1884 was wrecked at Michipicoten on Lake Superior when loaded with supplies for Canadian Pacific Railway construction crews. She was scuttled to protect her hull and then later raised and laid up at Collingwood. Later yet in 1884 the wreck was bought from J.E. Graham by Rorie McLennan of Prince Arthur's Landing.

John Gaskin of Montreal Transportation Co. discussed offering \$3,500 for her and splicing 30' into her plus a steel keelson and 14" wide steel strapping. She was bought by Montreal Transportation Co. in the last week of September 1885. Gaskin wrote (on 1 October 1885) "... boat is bent somewhat but not as bad as expected ... Somewhat decayed" at ends and alongside boiler. "... her cabin is in bad shape". She was rebuilt as a steam barge at Montreal Transportation Co.'s Kingston yard (lengthened 35', widened 3', cut down 1'), renamed and relaunched on 21 April 1886. There were 100 men working on her in March and April to get her ready. Reconstruction involved building solid sides and fitting a steel arch to strengthen her for service on the upper lakes. Her keelson was also strengthened with wood and steel. She was given timber holes and new stanchions. They considered compounding her engine at that point but apparently did not do it. She had owners' cabins. She was brightly painted blue, yellow and green. Further reconstruction happened during the winter of 1886-87.

In August 1888, she was in collision during a gale in Charlotte (Rochester) New York harbour with the American paddle steamer SYLVAN STREAM (U 22795, 349 gross tons) and she was hauled out at Montreal Transportation Co.'s Kingston yard for repairs in the winter of 1888-89. During those repairs, her stern was altered and she was given a new \$7,000 boiler made at the Kingston Locomotive Works. She was relaunched in April 1889 but later that year she was in Muir's Dry Dock at Port Dalhousie for repairs to her shoe. She was on the ways at Kingston again for repairs in December 1890.

She often towed the consort barges JOHN GASKIN and GLENORA (the "three G"s). In April 1892, she lost the barge GLENORA while in tow on Lake Superior and GLENGARRY herself went aground with the towline around her propeller. Her after cabin burned while at Kingston in 1892 (one woman was killed) and she was consequently rebuilt again in 1893, this time with her pilot house moved forward and with three masts. On 29 April 1898 she was in collision with the American dredge CLINTON (U 127245, 124 tons) near Toledo. GLENGARRY sank in 1903 and was rebuilt a third time and then sold. Her new owner was the Melbourne Steamship Co. of Montreal. She was sold again in 1906 to A. Lomer of Montreal who then resold her to grain dealer James Richardson and Sons of Kingston who owned her 1908-13.

She struck a pier of Montreal's Victoria Bridge and sank on 14 August 1909. After being rebuilt at Sorel Quebec in 1912, she was in collision with the

canaller J.H. PLUMMER (C 114447, 1,582 tons gross) on 26 October 1915. GLENGARRY's owner at the time was Alphonse A. Laroque of Montreal (Sincennes-McNaughton). After that, she was cut down to a barge. She was waterlogged at the entrance to the Berthier Channel of the St. Lawrence River in 1920 when still owned by Sincennes-McNaughton. She was then abandoned.

Note that Montreal Transportation Co.'s founding McLennan brothers grew up in Glengarry County and that Montreal Transportation Co. had a tow barge with the same name 1872-1910.

J. Gaskin letterbook 1884-86; Montreal Transportation Co. Kingston Grain Ledgers 30 May 1902-4 May 1903, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 30 May 1902-4 May 1903 and 14 July-12 Aug 1902; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1913](#) and [1915](#); Canada [List of Shipping 1877, 1895, 1910, 1912](#) and [1915](#); Canadian Heritage Ship Information Database; Gillham [Ships in Trouble Great Lakes 1850-1930](#); [Green's Marine Directory of the Great Lakes 1916](#); Greenwood [Namesakes 1920-1929](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890](#) and [1897](#); [Lloyd's Register 1900](#) and [1910](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1897](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *British Whig* 22 February, 21 April and 25 June 1886, 12 January 1887, 18 February, 15 August and 7 December 1888, 23 January, 8 and 16 April and 6 May 1889, 3, 9, 10 and 15 December 1890; *Buffalo Commercial Advertiser* 27 April 1872; *Buffalo Enquirer* 3 June 1892; *Buffalo Evening News* 16 August 1909; *Canadian Railway and Marine World* September 1909; *Duluth Daily News* 24 April 1892; Neilson "Montreal Transportation Company" [Freshwater](#) 1989; *Oswego Palladium* 13 August 1888.

- 29 **GLENMOUNT** (1) steel canaller (C 122408 later U 214644) (signal letters HPMF). 1907-1916. 1,957 tons gross, 1,246 net, 249.1' (Bascom and Gillham said 258.5', that may be overall). Launched on 3 April 1907 at Dumbarton Scotland by A. McMillan & Son. Yard #414. Double bottom. Electric light. Pilot house on raised fo'c'stle. Triple expansion = 1200 indicated horsepower, 202 rated horsepower. 1908 value \$120,000. 1910 value \$119,000. 1912 value \$118,000. 1913 value \$116,000. 1914-15 value \$115,000. 1914 insurance rating = 100/100.

This vessel was a sister to STORMOUNT, and like her, was ordered by Montreal Transportation Co. to fill a contract to carry steel rails from Sydney Nova Scotia to Fort William Ontario, probably for the Canadian Pacific Railway. She was also a near sister to NEWMOUNT. GLENMOUNT sailed for Canada on 16 May 1907 with a cargo of 2,800 tons of ore bound for Sydney Nova Scotia. She was aground off Oak Point on the St. Lawrence River on 2 May 1911 and then entered the Dominion Dry Dock at Kingston for repairs.

GLENMOUNT was part of a corporate contract to carry rails from Sydney Nova Scotia to the lakehead [see definitions] in the summer of 1914, probably for the Canadian Northern Railway.

In February 1915 she was chartered to the Manson Line of New York City for 4 months @ \$6,500 per month + operating costs. She went aground on a shoal off Round Island in the St. Lawrence River on 30 April 1915 while on passage from Fort William Ontario to Montreal. The subsequent inquiry found her pilot to be at fault, but could not suspend his license because he did not have one! Her second officer was censured for having left the Pilot House. In September of 1915 she was chartered to Dominion Coal @ \$8,000 per month until mid-November, and then to Inter-American Steamship Co. until the last half of May 1916. She was chartered to Dominion Coal again from mid May 1916 to mid-November @ \$16,000 a month. Under that charter, she could be sent to the West Indies for an additional \$3,000 a month.

She was sold to the Oriental Navigation Co. of New York City on 22 December 1916 for \$512,500 (she was on the company books for \$115,000), transferred on 22 December and subsequently renamed GORIZIA, which might indicate an Italian connection. Her Canadian registry closed on 29 December 1916. She was subsequently resold to Oriental Navigation Co. of Montevideo Uruguay. A possible link between these two firms and the Oriental Navigation Co. of Nantes France could not be found. That French firm bought a large amount of American and Canadian Great Lakes tonnage in 1917. GORIZIA was sunk by a bomb on 30 April 1917 in pos. 50° 36' N, 2° 53' W (Lyme Bay area) after being stopped by the German submarine UC-61 in the English Channel while on passage New York City - Le Havre France with a cargo of brass.

Montreal Transportation Co. Annual Directors' Reports 1908, 1910, 1912-16; Montreal Transportation Co. Directors' Minutes 20 May 1907, 18 February and 21 September 1915, 16 February and 29 December 1916; Montreal Transportation Co. Kingston Grain Ledgers 1 May-24 November 1913, 22 April-31 Oct 1914, 22 June-14 November 1914; Montreal Transportation Co. Kingston Letter Book May 1914; Alpena Public Library Great Lakes Maritime Collection; Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#) and [1915](#); Canada Annual Report of Department of Marine and Fisheries 1915; Canada [List of Shipping 1912](#) and [1918](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Greenwood [Namesakes 1910-1919](#); [Lloyd's Register 1910](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Salmon [British Built Canadian Vessels](#); [uboat.net](#), [Wrecksite.eu](#); *Canadian Railway and Marine World* May 1907, August 1914 and November 1917; *Detroit Marine Historian* April 1952; *New York Times* 2 May 1917.

- 30 **GLENMOUNT** (2) ex OMEGA ex FAYETTE BROWN composite bulk carrier (C 138235 ex U 120682). 1917-1921. Original: 1,740.55 tons gross and 1,515.76 net, 252.6' (between perpendiculars), 266' (overall). Lengthened by her builders in 1896: she was then 2,080.92 tons gross and 1,217.42 tons net, 306.3' (overall). In 1920 was: 2,111 tons gross and 1,207 net (Canadian measurement). 291.2' (between perpendiculars?). Capacity (1918) 118,000 bushels of wheat at 17' 8" draft or also given as 120,000 bushels of wheat =

3,600 tons on 20' draft. Launched on 14 May 1887 at Wyandotte Michigan by the Detroit Dry Dock Co. Yard #78. Bottom was wood over steel frames; upper part of hull was steel. Had electric light by 1921. Three-cylinder triple expansion = 1,000 indicated horsepower, 800 rated horsepower. 1913 insurance rating = 95. 1914 insurance rating = 90. 1917 value \$150,000. 1918 value \$131,250. 1919 value \$116,250. 1920 value \$107,531.25.

FAYETTE BROWN's first owner was the Northwestern Transportation Co. of Detroit. She collided with and sank the American tug O.W. CHENEY (U 155034, 41.39 tons gross) near Sault Ste. Marie in 1894. She damaged her lower hull in ice at Duluth Minnesota in November 1896 after which she was rebuilt and lengthened. She was again damaged by ice on Lake Superior on 3 December 1897. She was ashore near Point Pelee on Lake Erie in December 1898 and beached at Lorain Ohio on 30 September 1906. On 5 May 1911 her ownership was transferred to Omega Transportation and she was renamed OMEGA. Another transfer, to the Dakota Transit Co. happened in 1916. All her American owners were parts of the H.H. Brown interests.

In 1917 Montreal Transportation Co. bought her by buying the stock of the Dakota Transit Co. for \$75,000. She was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet, and was laid up at Midland Ontario in 1923. In 1928 she was broken up on Wye Beach near Tiffin Ontario after an unsuccessful attempt to rebuild her hull as a dry dock.

Mr. Fayette Brown (1823-1910) was involved in the American iron ore business and was a vessel operator.

Montreal Transportation Co. Annual Directors' Reports 1917-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 November 1916, 15 April 1917 and 11 November 1921; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of The Northwestern Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1913, 1914 and 1915; Canada List of Shipping 1920, 1925 and 1927; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Greenwood Namesakes 1920-29; Lloyd's Register 1900, 1920, 1921, 1927-28 and 1928-29; Mercantile Navy List 1923 and 1928; Merchant Vessels of the United States 1894, 1896 and 1911; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Canadian Railway & Marine World* April 1917; *Scanner* February 1999; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

- 31 **GLIDE** wooden river tug (later C152971). 1869-1920. 73 tons gross, 37 tons register and 60.16 tons "Custom House". 71.2'. Launched at Brockville Canada West by N. Anderson (Chaffey Bros.) in June 1866. Bow sheathed in iron at some point. First engine was high-pressure single-cylinder = 340 indicated horsepower, 32.7 nominal horsepower. Third engine (1918) was fore & aft compound = 240 indicated horsepower. 1866 rated A1 and valued

at \$12,000. 1869 rated A1 and valued at \$8,500. 1873 rated A2 and valued at \$8,000. 1873 again rated A2 and valued at \$7,500. 1878 rated B1 and valued at \$7,000. 1884 rated A2. In 1890 she was again rated A2 and valued at \$6,800. 1897 rated B1 and valued at \$3,900. 1903 value \$10,000. 1906 value \$8,000. 1908 value \$7,000. 1910-12 value \$7,500. 1913 value \$7,000. 1914 value \$6,500. 1915 value \$6,000. 1916 value \$5,000. 1917 value \$6,000. 1918 value \$5,250. 1919 value \$4,500. 1920 value \$4,050.

Chaffey Brothers built GLIDE for themselves but she was sold to M.G. Kinghorn (a director of Montreal Transportation Co.) in 1868. She broke her shaft in August 1869 and was repaired at Brockville. Ownership was transferred from Kinghorn to Montreal Transportation Co. in 1869.

GLIDE broke her piston near Quebec Head (the foot of Wolfe Island) in 1873 and was repaired at the Kingston Foundry. One of the barges she was towing was in collision with another tow near Sister Light 18 miles above Brockville in the fall of 1875. GLIDE was lashed to the Montreal Transportation Co. tug H.F. BRONSON at the time. She was rebuilt in 1875 and got a new boiler and engine by Kingston Foundry in 1882 at a cost of \$5,000-\$6,000. The tug was almost swamped by a heavy sea off Oswego New York in July that year, and lost part of her propeller on a rock near Gananoque Ontario in October. She ran aground in 1884; both her captain and mate were asleep at the time.

In 1886 John Gaskin described GLIDE as "...our most economical boat ... and she will be the last boat laid up [for the season] in the company". Her propeller was replaced on the Davis floating dry dock in Kingston during the winter of 1886-87. She got a new stem, another new propeller etc. in the same dock in 1889. She was rebuilt in 1907.

The tug GLIDE was anchored on Lac St. Francis in a nest with the Montreal Transportation Co. barges UNGAVA, DORCHESTER and BRIGHTON at night on 12 November 1908 when DORCHESTER and BRIGHTON were hit by the steamship CUBA (C 71153, 647 tons). CUBA, on passage Oswego - Quebec City with a cargo of coal, did not stop. The subsequent Board of Inquiry lamented the lack of qualified personnel, including CUBA's pilot. GLIDE was rebuilt again in 1918.

In April 1920, GLIDE was sold to J.E. Russell Construction of Toronto for \$7,000. She was rebuilt for the third time in 1925. Russell sold her to National Sand Co. of Welland sometime between 1925 and 1927. She was abandoned near Port Dalhousie about 1929 (Bascom and Gillham said about 1933) but was retained on the registry to at least 1948.

Lake Vessel Register 1874 and some issues of Kingston newspapers spelled her name "Glyde".

J. Gaskin letterbook 1884-86; Montreal Transportation Co. Annual Directors' Reports 1903, 1906 and 1912-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 20 April 1920; Montreal Transportation Co. Ship's Log of Glide 2 May-15 Dec 1919; Alpena Public Library Great Lakes Marine Database; Association of Canadian Lake Underwriters Lake Vessel Register 1866, 1869 and 1873; Bascom and Gillham Early Ships of Canada Steamship Lines; Board of Lake Underwriters Lake Vessel Register 1878; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1915; Canada List of Shipping 1877, 1895, 1910, 1918, 1926, 1929, 1939, and 1948; Canadian Heritage Ship Information Database; Classification of Lake Vessels and Barges 1871; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Miramar Ship Index; New Mills List; *British Whig* 28 October 1881, 6 June, 22 July and 11 and 12 October 1882, 2 December 1886 and 16 July 1889; *Canadian Railway & Marine World* March 1909; *Detroit Marine Historian* April 1952; *Gananoque Reporter* 30 October 1875; *Kingston Daily News* 2 May 1868, 12 August 1869 and 22 August 1873; *Scanner* March 2012.

GRACE see LAURA GRACE

GRAHAM see GEORGE A. GRAHAM

32 **H.F. BRONSON** composite river tug (later C141472). 1871-1921. Original: 137 tons gross, 70 register, 91.8'. After 1919 rebuild: 199 tons gross, 35 tons net, 99.5'. Built by J.B. Auger at Montreal in 1870 (*Detroit Marine Historian* and Bascom and Gillham both said at Sorel Quebec). Fore & aft compound engines = 420 indicated horsepower, 57.2 rated horsepower. Twin screw. Cost \$30,000. 1873 rated A1 and valued at \$14,500. 1878 rated A2 and valued at \$10,000. 1884 rated A2½. 1903 value \$9,500. 1906 value \$8,000. 1908 value \$7,000. 1910-12 value \$6,000. 1913 value \$5,500. 1914-16 value \$5,000. 1917 value \$6,000. 1918 value \$10,405.26. 1919 value \$5,250. 1920 value \$72,250.

Originally built for H. & J. McLennan in 1870, BRONSON's ownership was transferred to Montreal Transportation Co. later that year. She got a new propeller in 1876. She lost her tow of five barges in the Galops Rapids of the St. Lawrence on 7 September 1880. In 1881 she was working Kingston Ontario - Montreal. She was rebuilt at Montreal Transportation Co.'s Portsmouth Ontario yard in 1886-87 with a new bottom, bow and cabin and repairs to her boiler for a total cost of \$3,000. She may have also had her engine replaced at this time (see JAMES WALKER below). She was hauled out for repairs and the installation of a new boiler in 1890 at Montreal Transportation Co.'s Kingston yard on Anglin Bay. She burned at Warner's Island on 23 June 1899, two men drowned. She was rebuilt in 1903 and rebuilt yet again at Kingston in 1919 (completed on 12 Oct.). She lost a total of four propellers that fall.

Ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet and she was operated by Reid Towing & Wrecking of Sarnia Ontario in 1922. She was transferred to Dominion Towing and Salvage of Port Arthur Ontario in 1925. That firm became part of Sin-Mac tugs in 1929. She was taken off the register in 1936 or 1937.

H.F. Bronson (1817-1889) was a prominent American lumberman who operated in New York State, the Ottawa Valley and California. He was a promoter of the Upper Ottawa Steamship Co. in 1868. Note that in addition to this one owned by Montreal Transportation Co., the Upper Ottawa Improvement Co. also named a tug after him (1895-1917).

J. Gaskin letterbook 1884-86; Montreal Transportation Co. Annual Directors' Reports 1903, 1906, 1908, 1910 and 1912-20; Montreal Transportation Co. Cash Book H.F. Bronson October 1919; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors Minutes 11 November 1921; Montreal Transportation Co. Engineer's Log Oatland 3 Sept 1917-3 June 1918; Montreal Transportation Co. Fleet List 1921; Montreal Transportation Co. Ships' Logs Glide 2 May-15 Dec 1919 and Mary 4 May 1917-8 Oct 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; Association of Canadian Lake Underwriters Lake Vessel Register 1874; Bascom and Gillham Early Ships of Canada Steamship Lines; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1918, 1925, 1927, 1930, 1933 and 1935; Dictionary of Canadian Biography; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890 and 1897; Lloyd's Register 1920 and 1921; Mercantile Navy List 1923 and 1925; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *British Whig* 8 and 11 September 1880, 1 April 1887, 17 April, 2 and 4 November, 3 and 9 December 1890; *Canadian Railway & Marine World* June 1922; *Detroit Marine Historian* February 1952; *Kingston Daily News* 6 September 1871 and 31 August 1876.

HALL see JESSIE HALL or MARY P. HALL

HELENA steel tug (C 133758) (Signal letters VYNR). 1907. 264 tons gross, 179 net. By 1947 was 299 gross and 204 net, 108.8' (between perpendiculars), 115' (overall). Launched by Collingwood Shipbuilding on 11 April 1907. Yard #12. Electric light. Triple expansion = 116 rated horsepower. 1956-74= 900 brake horsepower. Post 1974 = 1,300 brake horsepower.

Although ordered by Montreal Transportation Co., this tug was sold to the Dominion Department of Public Works before entering service. The government based her in Halifax Nova Scotia and Saint John New Brunswick for many years. She was taken over by the Royal Canadian Navy 1940-45, even though chartered to Dominion Steel and Coal for most of that time. She was not formally commissioned in the navy until 1945. Dominion Shipping Co. was her commercial operator later in 1945. By 1947 she was owned by F.H. Ellis of Hamilton Ontario. Her 1954-56 owner was the Helena Shipping. Co. Ltd. of Hamilton, which was owned by F.H. Ellis. In 1956 she capsized at

Chicago. Her 1956-66 owner was the Waubaushene Navigation Co. She was rebuilt and renamed in 1957 as HELEN M.B. with a diesel power plant. In 1966, she was sold to McAllister Towing of Montreal with the name DANIEL McALLISTER. Re-engined again 1974. In 1999 she was transferred to the Bernier Museum. Her registry was closed on 10 July 2008.

Alpena Public Library Great Lakes Maritime Database; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1915](#); Canada [List of Shipping 1939-41, 1947-48, 1950, 1951, 1954, 1956, 1959, 1961-65, 1971 and 1976](#); Gillham [Ships of Collingwood](#); [Green's Marine Directory of the Great Lakes 1939](#); [Lloyd's Register of Shipping 1913, 1927-28, 1956 and 1959](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1923 and 1925](#); Miramar Ship Index; New Mills List; University of Detroit Mercy Dowling website.

IDA see RELIEF

33 **INDIA** composite canaller (C 107735). 1914-1921. 976 tons gross, 572.83 net, 215.9' (between perpendiculars) (Bascom and Gillham said 228', presumably overall). Capacity 40,000 bushels of wheat = 1,200 tons on 14' draft. Launched at Garden Island Ontario on 4 January 1899 for the Calvin Co. Iron frame. Three-cylinder triple expansion engine built at Garden Island = 865.9 indicated horsepower, 126 rated horsepower. 1914 value \$14,000. 1914 insurance rating 95/100. 1915 value \$13,000. 1916 value \$10,000. 1917 value \$30,000. 1918 value \$26,250. 1919 value \$23,250. 1920 value \$21,506.85.

The Calvin Co.'s canaller INDIA went ashore 8 miles west of Port Colborne Ontario in August 1899 due to dense smoke from forest fires. Her cargo of iron ore was lightered [see definitions] by her consort barge AUGUSTUS and INDIA was then pulled off. She was repaired in 1910. On 23 May 1912 her propeller was fouled by a line and she was beached.

She was cut down to her 'tween deck [see definitions], which had been fitted for the lumber trade, after her purchase by Montreal Transportation Co. on 16 July 1914. The 'tween deck [see definitions] was useful when carrying timber but cutting her down made her more suitable for the grain trade. To an observer, the result of the reconstruction was that she then had a raised fo'c'stle and quarterdeck.

She stranded near Cascade Point in Lac St. Louis on 19 August 1915 while on passage Port Colborne Ontario - Montreal but got off without difficulty. Large repairs were made to her in the spring of 1918 in the Kingston Ontario dry dock.

In 1918 she was sold to Angel B. Lagueruela of Havana Cuba for \$110,000 (deposit \$25,000). The buyer defaulted and Montreal Transportation Co. took

her back. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet.

She was a constructive total loss after she hit a Welland Canal lock gate, broke through to the lock below and sank on 16 June 1922. There was \$12,000 damage done to the canal. Although INDIA was refloated four days later, she was abandoned to the underwriters. She was bought in 1923 by Reid Wrecking of Sarnia Ontario (by then associated with Canada Steamship Lines) and repaired (but the Canada [List of Shipping 1924](#) shows her still owned by Canada Steamship Lines). She was owned by the India Navigation Co. (managers Crawford & Co.) 1923-25 for service as a collier. "Crawford" was Crawford Fuels of Kingston. According to Bascom & Gillham, she often delivered coal to Toronto. She was then laid up at Kingston. INDIA was returned to service 1925-28 by her next owners the Ramsey Steamship Co. of Sault Ste. Marie Ontario. On 4 September 1928, she stranded near West St. Mary Island in the North Channel 8 miles east of Little Current Ontario with a cargo of wood pulp. She caught fire under her boiler the next day and burned to the waterline.

Montreal Transportation Co. Annual Directors' Reports 1914-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 3 July 1914, 10 August and 10 September 1918 and 11 November 1921; Montreal Transportation Co. Engineers' Logs [India](#) 4 Sept-4 Dec 1917 and 25 April-1 June 1918 and [R.G.A. Weaver](#) 1 May-14 Oct 1917; Montreal Transportation Co. Kingston Grain Ledgers 20 July-18 November 1917, 30 Aug-16 November 1917; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping [Great Lakes Register 1919](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#); Canada [Annual Report of Department of Marine and Fisheries 1915-16](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Canada [List of Shipping 1912, 1918, 1924, 1925](#) and [1927](#); Greenwood [Namesakes 1920-1929](#); [Lloyd's Register 1905, 1919](#) and [1921](#); [Mercantile Navy List 1923](#) and [1925](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Swainson [A Shipping Empire: Garden Island](#); University of Detroit Mercy Dowling website; *Canadian Railway & Marine News* July 1922; *Detroit Marine Historian* April 1952; *Marine Record* 17 and 24 August 1899; *Marine Review* 15 January 1899; *Scanner* November 1972, April 1976 and December 1981; Schell "[Canada Steamship Lines](#)" [Belgian Shiplover](#) 2/73.

34 **JAMES A. WALKER** screw wooden tug (C 92383). 1887-1899. 170 "new" tons, 184 tons gross, 98 net, 105.6'. Launched at Kingston by Henry Roney (normally the Calvin's builder) in August 1887. Had a steel keelson and steel straps outside her frames. Steel boiler, fore & aft compound engine possibly taken from the Montreal Transportation Co. tug H.F. BRONSON. Cost \$25,000. In 1890 was rated A1 and valued at \$20,000.

WALKER was designed by Harry W. Granger of Detroit and was described in the *Marine Record* 1887 as the "most powerful tug in Canada". She broke her propeller above Lachine Quebec in 1887. In May 1888, she received a new iron propeller that was manufactured at the Kingston Locomotive Works but

installed at Oswego New York. She broke her propeller again in September 1888 while towing near Chicago. It was to be replaced at Port Dalhousie Ontario. On 1 October 1888, she was towing the Montreal Transportation Co. barges BRANDON, JENNIE and REGINA in a bad storm on Lake Superior. They were 40 miles away from their destination at Duluth Minnesota when BRANDON sank and JENNIE and REGINA were "waterlogged".

The tug had to be dry docked in November 1888 after a collision on 29 October with the freighter MINNEAPOLIS (U 90524, 1,072.22 tons gross). During 1889-98 she was usually in the Oswego coal trade, but she also often went to Port Arthur Ontario For grain. She was ashore on the Barriefield Ontario beach during a gale on 10 January 1889 and was then pulled off by the Montreal Transportation Co. tug ACTIVE. WALKER was also aground at Port Huron Michigan in 1889. Her pilot house and Captain's cabin were raised in 1889 and her bottom was caulked in 1894.

She foundered on 22 October 1898 100 yards off Nicholson's Island near Brighton Ontario while en route Oswego - Montreal with the Montreal Transportation Co. coal barges HECTOR and KILDONAN. They had been driven off course by a SE gale. One man was lost off one of the barges. Ten of the tug's crew got off in the WALKER's lifeboat and the eleventh man floated to shore on the roof of the pilot house. The tug's hull was raised by Donnelly in June of 1899 and her engine was removed. Montreal Transportation Co. had often employed her in grain trade to head of the lakes with the consort barges MINNEDOSA and KILDONAN.

Mr. James Walker was an employee of Hugh McLennan's.

Alpena Public Library Great Lakes Maritime Database; Bowling Green Great Lakes Vessels Online Index; Canada [List of Shipping 1895](#); Canadian Heritage Ship Information Database; [Inland Lloyd's Vessel Register Canadian Hulls 1897](#); [Merchant Vessels of the United States 1890](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1897](#); New Mills List; University of Detroit Mercy Dowling website; *British Whig* 23 November 1886, 1 April, 18 and 31 October and 29 November 1887, 20 April, 3 May, 10 September and 5 October 1888, 1, 11 and 23 January, 13 April and 7 October 1889; *Marine Record* 7 April 1887 and 5 June 1899; *Marine Review* 28 July 1887; Neilson "Montreal Transportation Company" *Freshwater* 1989.

- 35 **JESSIE HALL** screw wooden river tug (C 70288 ex U 13300). 1883-1909. 56.54 tons gross, 29 net, 83.5'. Built by Van Slyke & G.H. Notter at Buffalo New York in 1867. Her first engine was a single-cylinder, 100 hp. Second engine was a compound fore & aft ([Green 1920](#) said steeple) = 95 indicated horsepower, 120 rated horsepower. 1878 rated B1 and valued at \$7,500. 1884 was rated B1. 1884 was rated B1. 1890 was rated A2 and valued at \$9,000. 1897 noted required repairs. 1903 value \$3,000. 1906 value \$1,500. 1908 value \$1,000.

In 1871 Hall & Gardiner of Ogdensburg New York were JESSIE HALL's owners. The St. Lawrence & Chicago Forwarding Co. bought her from Buffalo owners and she came to Canadian registry in 1874. She sank on a shoal off Refugee Island in the St. Lawrence River (just above Brockville Ontario) in May of 1878, but was raised by Donnelly (who was working for Calvin & Breck at that point) and taken to Montreal. She was aground again in late July 1878 without damage. She broke her shaft and eccentric in 1879. Large repairs were done in 1880. She was in collision with the American schooner EMERALD (U 36340, 286.77 tons gross), which lost her bowsprit, in October 1880.

This tug was refitted in March 1881 and again in May 1882. She burst her cylinder head four miles below Brockville in June 1883 and the Montreal Transportation Co. tug GLIDE towed her back to Kingston for repairs. JESSIE HALL was rebuilt in 1889 when she got a new boiler and her engine was compounded by the Kingston Locomotive Works.

In 1909 Montreal Transportation Co. sold her to Sault Ste. Marie Ontario owner Thomas Ganley for \$2,000. Her 1914 owner was Matthew F. Griffith of Sault Ste. Marie. She was owned by Charles W. Cox of Port Arthur Ontario at least 1915-35. In 1936 her owner was the Pulpwood Co. of Appleton Wisconsin although she was registered in Sault Ste. Marie Ontario. She foundered in Thunder Bay, Lake Superior, on 1 October 1936.

J. Gaskin letterbook 1884-86; Montreal Transportation Co. Annual Directors' Reports 1903, 1906 and 1908; Montreal Transportation Co. Directors' Minutes 5 April 1909; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Bureau Veritas Great Lakes Register 1915; Canada List of Shipping 1877, 1895, 1910, 1912, 1915, 1929 and 1935; Canadian Heritage Ship Information Database; Green's Directory of the Great Lakes 1920; Inland Lloyd's Vessel Register Canadian Hulls 1890; Lytle-Holdcamper List (Merchant Steam Vessels of the United States 1790-1868); Marine Museum of the Great Lakes Canadian Ship Registers on line; Marine Interests of the Great Lakes 1884; Mercantile Navy List 1913, 1914, 1923 and 1925; Merchant Vessels of the United States 1871 and 1873; New Mills List; *British Whig* 4-6 October 1876, 1 August 1878, 6 October 1879, 18 October 1880, 24 March 1881, 14 May 1882, 1 July 1883 and 23 January, 18 April and 9 May 1889; *Brockville Recorder* 1 August 1876; *Kingston Daily News* 28 August 1876, 8, 20 and 27 May and 1 and 2 August 1878; *Marine Record* 9 June 1883.

36 **JOHN BRIGHT** screw wooden harbour tug (C 61130). 1872. 29.95 tons gross, 13.77 tons net, 53.6'. Built at Buffalo by G.H. Notter in 1869. Bow plated with iron. Elliptical stern. 35 rated horsepower. 1873 rated A2 and valued at \$4,000. 1874 rated A2 and valued at \$3,800.

BRIGHT came to Canadian registry in 1869 when she was bought by Gibson of Morrisburg Ontario. In 1870 she was towing between Montreal and Kingston Ontario. She was laid up at Kingston during the winters of 1871-72 and 1872-73 where she broke the harbour ice in April 1872. The *Kingston Daily News* said she "belongs to the Montreal Transportation Company" and quoted John

Gaskin's boasts about her ice-breaking effectiveness. In 1873-74 she was owned by Andrews of Montreal. W. Jones of Brockville Ontario was her owner in 1874-77 when she was working in the Bay of Quinte. She was probably later owned by W. Long of Belleville Ontario but not used. BRIGHT burned (arson) at Belleville in October 1879. Her hull was raised and taken to Mill Point (Deseronto Ontario) where it was rebuilt as the tug NELLIE CUTHBERT (C 71099, 59 tons gross). Her registry (as JOHN BRIGHT) was closed 21 March 1887. NELLIE CUTHBERT was condemned in 1900.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Marine Register 1873](#) and [1874](#); Canada [Board of Steamboat Inspectors 1870](#) and [1872-75](#); Canada [List of Shipping 1877](#); Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; New Mills List; *Kingston Daily News* 19 April, 7 July and 16 December 1872.

- 37 **JOHN C. MANN** steel harbour tug (C 137987 ex U 77292). 1919-1921. Original: 33 tons gross, 16 tons net, 60'. After 1917: 34 tons gross, 23 tons net, 61.7'. Built at Ashland Wisconsin in 1898. Had a crew of three. Non-condensing single-cylinder engine = 595 indicated horsepower, 9 rated horsepower. 1918 value \$8,147.36. 1919 value \$7,128.94. 1920 value \$6,416.05.

In 1903 this tug's owner was Geo. C. Carter (by 1916 A.E. Carter & Sons) of Ludington Michigan. In 1916 she was registered at Grand Haven Michigan and was rebuilt there in 1917. Montreal Transportation Co. bought her for \$6,316. Her registry was changed to Kingston Ontario under Montreal Transportation Co. ownership on 18 March 1919. She was transferred to Canada Steamship Lines as part of the final winding up of the Montreal Transportation Co. fleet in 1921. Canada Steamship Lines kept her until 1926. She was then owned by Pyke Towing and Salvage of Kingston but was soon abandoned in 1927.

Montreal Transportation Co. Annual Directors' Reports 1919-20; Montreal Transportation Co. Directors Minutes 14 May 1918 and 11 November 1921; Montreal Transportation Co. Engineer's Log [John C. Mann](#) June-Sept 1919; Montreal Transportation Co. Ship's Log [Mary P. Hall](#); Alpena Public Library Great Lakes Maritime Database; [Beeson's Marine Directory 1917](#), Bowling Green Great Lakes Vessels Online Index; Canada [List of Shipping 1925](#); Marine Museum of the Great Lakes Website – shipowners list; Mercantile [Navy List 1923](#) and [1925](#); [Merchant Vessels of the United States 1916](#); New Mills List; *Marine Record* 22 January 1899.

- 38 **JOYLAND** ex WILLIAM A. HASKELL wooden package freighter (C 138108 ex U 81025). 1917-1921. Original: 1,530.89 tons gross, 1,440.78 tons net, 242.66' (between perpendiculars), 255' (overall). Capacity 42,000 bushels of wheat = 1,250 tons. After 1917, Canadian measurements were; 1,845 tons gross, 1,070 net, 250.4'. Launched on 10 April 1884 by Detroit Dry Dock at Wyandotte Michigan. Yard #67. Diagonally strapped. Had two funnels aft and abreast. Fore & aft compound engine = 725 indicated horsepower, 800 rated horsepower. 1914-19 insurance rating = 90. 1917 value \$85,000. 1918 value \$74,375. 1919 value \$65,875. 1920 value \$60,934.37.

HASKELL's first owner was the Ogdensburg Transportation Co., the shipping arm of the Ogdensburg & Lake Champlain Railroad, which was, in turn, operated by the Central Vermont Railroad. The purpose of the shipping company was to bring western grain to Ogdensburg New York for eastward shipment by rail and to move manufactured goods and building stone west. Among other vessels, HASKELL was a running mate to WILLIAM J. AVERELL (later Montreal Transportation Co.'s OATLAND) and A. McVITTIE (also later owned by Montreal Transportation Co.).

HASKELL hit a rock in the St. Lawrence River on 10 December 1884. She was aground in Lake Erie on 15 September 1887. On 30 November 1889, she was ashore near Cape Vincent New York. Her bottom was caulked in 1893. In October 1896, she was ashore on Squaw Island in Lake Michigan. In 1899 her ownership was transferred to Rutland Transit (Rutland Railroad, later part of the New York Central system) when it took control of the Central Vermont Railroad. She was laid up about 1910 but returned to service and was repaired in 1911 and in 1913. The American Panama Canal legislation of 1915 forced the railways to sell their Great Lakes fleets. Her ownership was therefore transferred to the Great Lakes Transit Co. in 1916.

Later in 1916 she came to Canadian registry under the ownership of the Lake & River Transportation Co. of Montreal (Canada Shipping Co. - Hackett managers) and was renamed. Lake & River Transp. was owned by Roy M. Wolvin who also had control of Montreal Transportation Co. at that point. She was lengthened 7' by Cantin's Dry Dock at Montreal. Montreal Transportation Co. bought Lake & River Transp. in 1917. Normally she took Canada Steamship Lines package freight upbound and Montreal Transportation Co. grain cargoes downbound. She was in a dry dock at Buffalo in September 1917. In October 1917 she was towing the Montreal Transportation Co. barge HAMILTON when the barge went ashore on the Point Peninsula. HASKELL stranded near Kingston in October 1920. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the MTCO fleet. She was a constructive total loss on 22 April 1922 after grounding near Little Round Island in the St. Lawrence (near Clayton New York) on passage Port Colborne Ontario - Montreal with a cargo of corn. She was abandoned to the underwriters on 1 May 1922 then refloated by Russell of Toronto and repaired at Kingston Dry dock, Toronto Dry dock and at Port Dalhousie Ontario.

JOYLAND was sold to Aube Steamship Co. of Montreal (Mapes and Ferdon managers) in 1922 and was converted to a sandsucker in 1924 for new owners Maitland Sand and Gravel Co. (Fox Island Gravel Co. of Detroit managers but was registered in Windsor Ontario). In 1925, her owner was listed as M.D. Nicholson of Goderich Ontario but the Canada List of Shipping

1927 still shows Maitland Sand and Gravel as owners. She went aground and was abandoned at Little Burnt Island Harbour on Manitoulin Island in 1926. She was not removed from the register until 1940.

Montreal Transportation Co. Annual Directors' Reports 1918-20; Montreal Transportation Co. Charter (1917) Schedule B; Montreal Transportation Co. Directors' Minutes 14 April 1917 and 11 November 1921; Montreal Transportation Co. Kingston Grain Ledgers 20 July-18 November 1917, 30 Aug-16 November 1917, 6 May-15 November 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of The Northwestern Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1913, 1914 and 1915; Canada List of Shipping 1924, 1925 and 1927; Canadian Heritage Ship Information Database; Greenwood Namesakes 1930-1955; Lewis and Neilson The River Palace; Mercantile Navy List 1923; Merchant Vessels of the United States 1896; Miramar Ship Index; New Mills List; University of Detroit Mercy Dowling website; *Canadian Railway & Marine News* June, July and October 1922; *Detroit Marine Historian* September 1949; *Scanner* December 1972 and April 2000; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73,.

- 39 **KINMOUNT** steel canaller (C 128218) (signal letters HNCG). 1908-1916. 2,112 tons gross, 1,598 net, 249.0' (between perpendiculars). Launched by A. McMillan & Son at Dumbarton Scotland on 3 August 1908. Yard #421. Double bottom. Electric light. Her Pilot House was on a raised fo'c'stle but she did not have a raised quarterdeck. Triple expansion = 950 indicated horsepower, 92 nominal horsepower. 1908 value \$126,000. 1910 value \$119,000. 1912 value \$118,000. 1913 value \$116,000. 1914-15 value \$115,000. 1914 insurance rating = 100/100.

KINMOUNT was registered at Glasgow Scotland until 1912. She had originally been laid down for Wheeler et al of Cleveland Ohio but they could not make the payments. Montreal Transportation Co. bought her on the stocks for \$25,250. She crossed the Atlantic with a cargo of ingot moulds for Dominion Iron & Steel at Sydney Nova Scotia. She was then to take a cargo of rails to the Canadian lakehead [see definitions] before entering the grain trade. During the summer of 1914, she was part of a corporate contract to carry rails from Sydney to Port Arthur for the Canadian Northern Railway. She was chartered to Dominion Coal for the Sydney - St. Lawrence traffic in 1915 @ \$7,000 per month and could trade as far as Saint John New Brunswick for \$500 more per month. She was chartered to the Inter-American Steamship Co. of New York City from mid November 1915 to the last half of May 1916 @ \$8,000 per month. She struck bottom in the Welland Canal in November 1915 but was repaired in 1916. She was next chartered to Dominion Coal from mid May 1916 to mid-November 1916 @ \$16,000 a month. Following that, she was sold to the Gov't of France for \$408,096 with delivery to be on 4 January 1917.

The French renamed her FINISTERE and put her under the management of Compagnie Generale Transatlantique (The French Line). She sailed on 9 June 1918 from Cardiff Wales to Bordeaux France with a cargo of coal and was presumed missing on 11 June 1918. She had a crew of 23 on board.

Montreal Transportation Co. Annual Directors' Reports 1908, 1910 and 1912-16; Montreal Transportation Co. Directors' Minutes 7 July 1907, 5 August 1908, 17 May and 21 September 1915, 16 February and 12 May 1916, 18 January 1917; Montreal Transportation Co. Kingston Grain Ledgers 1 May-24 November 1913, 22 April-31 Oct 1914, 22 June-14 November 1914, 8 Oct-27 November 1915; Montreal Transportation Co. Kingston Letter Book June 1914; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#) and [1915](#); Canada [List of Shipping 1912](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Greenwood [Namesakes 1910-1919](#); [Lloyd's Register 1910](#) and [1912](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Salmon [British Built Canadian Vessels](#); University of Detroit Mercy Dowling website; *Canadian Railway and Marine World* October 1908 and August 1914; *Marine Review* February 1916.

- 40 **LAURA GRACE** wooden tug (C 107171). 1918. 86 tons gross, 58 tons net, 76'. Launched at Collingwood Ontario on 3 June 1901. In 1914 she had a license for 100 passengers. Compound steeple engine (1890) from MARY ANN (87 tons gross), 16 rated horsepower.

This tug was built for the Pigeon River Lumber Co. of Port Arthur Ontario who almost immediately sold her to James Whalen's Lake Superior Tug Co. Montreal Transportation Co. bought her from them for \$24,500. She was lost on Grandview Beach near Charlotte (Rochester) New York on 6 December 1918. All nine men and a woman on board were saved.

Montreal Transportation Co. Annual Directors' Reports 1919-20; Montreal Transportation Co. Cash Book [Laura Grace](#) May-Dec 1918; Montreal Transportation Co. Directors' Minutes 14 May 1918; Montreal Transportation Co. Engineer's Log [India](#) 25 April-1 June 1918; Montreal Transportation Co. Ship's Log [Mary P. Hall](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1919](#); Canada [List of Shipping 1910](#), [1912](#) and [1915](#); Canadian Heritage Ship Information Database; [Green's Marine Directory of the Great Lakes 1920](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; New Mills List; *Detroit Marine Historian* September 1952; *Scanner* February 1979.

McNAUGHTON see P.B. McNAUGHTON

McVITTIE see A. McVITTIE

MANN see JOHN C. MANN

- 41 **MANOLA** steel bulk freighter (C 141836 ex U 92170) (signal letters TPSJ). 1919-1920. Original: 2,326 tons gross, 1,836 tons net. In 1915: 2,725.99 tons gross, 1,835.86 net, 282.4'. In 1919-23: 2,404 tons gross, 1,333 net, 249.7'. Post 1923: 3,100 tons gross, 1,671 net, 356'. Launched on 21 January 1890

at Cleveland Ohio by Globe Iron Works. Yard #30. Electric light by 1921. Three masts. Triple expansion = 1,200 indicated horsepower, 241 rated horsepower. 1920 value \$303,401.51.

In the early 1890s the Minnesota Steamship Co. (Col. James Pickands) ordered MANOLA and five sister ships for the Lake Superior iron ore trade. On 5 September 1894, she went aground at Red Stack near the mouth of the US Sault Ste. Marie Canal and subsequently received temporary repairs in a Cleveland dry dock. She was in a South Chicago dry dock in 1895 for \$10,000 worth of repairs including the replacement of 15 hull plates.

In 1901 her owner was absorbed by US Steel and her operator became the Pittsburgh Steamship Co. MANOLA was sold to the US Shipping Board on 25 January 1918. They cut her in two for transit through the St. Lawrence Canals in order to move her to salt water, but the forward section sank west of Main Duck Island (near Kingston Ontario) on 3 December 1918 with the loss of 11 or 12 lives. She had been under tow by the American tug MICHIGAN (U 211745, 98 tons gross). MANOLA's stern section was bought by Montreal Transportation Co. from Charles A. Barnard KC who was counsel to Montreal Transportation Co. and also a member of the Canada Steamship Lines syndicate. How Barnard came to be the owner, or agent for her owner, is unknown.

In 1920 Davie Shipbuilding of Lauzon gave her a new forward section for \$187,950. Her engines and auxiliaries were refitted for salt-water operation an enlarged bridge was placed almost amidships and she was reduced to "canaller" length. Despite these changes, intended so that she could operate on the ocean, after reconstruction she only operated on the Great Lakes.

She was sold to Canada Steamship Lines in 1920 for \$303,401.51 and was renamed MAPLEDAWN. She was lengthened at Collingwood in 1923 and her Pilot House was moved to just aft of her forward hatch. On 1 June 1923, she was in collision with Century Coal's (a Canada Steamship Lines subsidiary) barge BROOKDALE (C 137968 ex U 91986, 1,067 tons gross) (ex Montreal Transportation Co.) off Alexandria Pier in Montreal. BROOKDALE sank.

MAPLEDAWN was wrecked during a snowstorm on Quai des Roches in 20' of water, 100 yards off the west side of Christian Island (near Penetanguishene Ontario) in Georgian Bay on 30 November 1924. She was en route from Fort William Ontario to Midland Ontario with a cargo of barley. 75,000 bushels and some machinery were recovered. Much of her hull was recovered for its scrap value in 1942.

MANOLA's name fit the pattern for bulk carriers of the Minnesota Steamship Co. that had one-word names that began with "M" and ended with "a".

Montreal Transportation Co. Directors' Minutes 17 February and 22 June 1920; Montreal Transportation Co. Fleet List 1921; Alpena Public Library Great Lakes Maritime Database; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of the Northwestern Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1915; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Gillham Ships in Trouble 1850-1930; Kohl Kingston's Shipwrecks; Lloyd's Register 1900, 1905, 1910 and 1922; Marcil Tall Ships and Tankers; Mercantile Navy List 1921 and 1923; Merchant Vessels of the United States 1896 and 1916; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Collingwood Record* 23 January 1919; *Marine Record* 13 September 1894 and 30 May 1915; Neilson "Montreal Transportation Company" *Freshwater* 1989; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73 p 189.

42 **MAPLEGULF** ex PAWNEE wooden steam barge (C 141753 ex U 150455). 1920. US measurement 639.9 tons gross, 475.02 tons net, 174' between perpendiculars. Canadian measurement 621 tons gross, 453 net, 175.1'. Built at Marine City Michigan and completed in October 1888. Well deck, steel arches, bow sheathed for protection against ice. Compound steeple engine 80 hp.

PAWNEE's first owner was the Toledo and Saginaw Transportation Co. She was sold to Curtis and Brainerd of Toledo and entered service for them in 1889. In 1900 she went aground on Gull Island reef while towing three barges. Coincidentally, two of the barges involved, J.R. EDWARDS and MINNIE E. ORTON, were also later owned by Montreal Transportation Co. PAWNEE had extensive repairs in 1910.

Bascom and Gillham state that Canada Steamship Lines acquired PAWNEE in 1919 from the Reid Wrecking Co. and Miramar says that it was the Port Huron Michigan branch of the firm. The *Canadian Railway & Marine World*, on the other hand, reported in June of 1920 that Montreal Transportation Co. had bought this steamer from H. McMorrان of Michigan, also the owner of the two barges noted above that were later bought by Montreal Transportation Co. Both the New Mills List and Miramar give her first Canadian owner as Thomas (Tom) Ranger Enderby who in 1919 was the secretary treasurer of Montreal Transportation Co. and in 1919-20 was the managing director of Canada Steamship Lines. She was not found in the Montreal Transportation Co. board minutes.

Regardless of her actual ownership, MAPLEGULF was operated by Canada Steamship Lines during all her time in Canadian registry. She broke her back on Lake Ontario 15 November 1920 during a storm and was laid up at Kingston. In 1925, the hull was sacrificed during successful attempts to raise the sandsucker KELLEY ISLAND (U 212301, 414 tons gross) near Point Pelee in Lake Erie.

Bascom and Gillham Early Ships of Canada Steamship Lines; Canada List of Shipping 1920; Merchant Vessels of the United States 1891; Miramar Ship Index; New Mills List; *Canadian Railway & Marine World* June 1920 and March 1922; *Detroit Free Press* 16 October 1900.

MARIE BARNARD auxiliary wooden five-masted schooner (C 138690) (signal letters TMSN). 1917-20. 1,476 tons gross, 1,327 tons under deck, 1,235 tons net, 243'. Launched on 29 September 1917 by Wallace Shipyard (later North Vancouver Shipyard) in North Vancouver British Columbia. Yard #97. Hardwood treenails. Salted. Electric light. Two 4-cylinder Bolinder semi-diesels 160 brake horse power (also noted as 94 nominal horsepower). 1920 rated †12A1 by Lloyd's.

Montreal Transportation Co. did not own MARIE BARNARD but rather held \$95,000 worth of bonds on her. She was owned by the Canadian West Coast Navigation Co. that was organized by R.M. Wolvin. She was one of a group of 12 similar vessels called the "MABLE BROWN" type that were designed by J.H. Price. These vessels were built to export timber and coal from BC to South America and Australasia. The demand for the service was due to the wartime shortage of shipping. They cost about \$150,000 each. MARIE BARNARD was the last of a group built for Canadian West Coast Navigation but others of essentially the same design were built in British Columbia for foreign owners. The Americans built similar vessels.

The engines for these Canadian-built vessels were to come from Sweden and there were inevitably delays in their arrival in BC. It was forecast that several of them, including MARIE BARNARD, would make their first voyages under sail alone.

She made at least one trip to Australia in 1918 with a cargo of timber and apparently returned to San Francisco with general cargo. She cleared Astoria Oregon for Shanghai, presumably with a cargo of timber, on 23 January 1919.

Montreal Transportation Co. sold their bonds in 1920 at par (\$95,000), the same year that she was sold to Hadzikyriakos Bros. of Piræus Greece and renamed AGAPI. In 1925 she had a new owner, G. Goulandris. She was broken up in 1926.

Most of the MABEL BROWN type schooners, including MARIE BARNARD, were named after the wives of various directors of the owning company, all of whom had associations with Canada Steamship Lines.

Montreal Transportation Co. director's minutes 11 January 1921; Canada List of Shipping 1918; Greene Personality Shipping of British Columbia; Lloyd's Register 1921, 1924 and 1925; Miles Slow Boat on Rum Row, Miramar Ship Index; *Canadian Railway and Marine World* October and November 1917; *Scanner* Summer 1981; *Sydney Morning Herald* 21 May 1918.

- 43 **MARY** tug (C 71214 ex U 90739). 1906-1921. As remeasured in 1886: 62 tons gross, 28 tons net. After 1901: 53 tons gross, 31 tons net, 64.5'. Built by Geo. Hardison at Port Huron Michigan for his own account. Launched on 7 September 1874. First engine single-cylinder, 45 indicated horsepower. Second engine fore and aft compound (from 1890) = 200 indicated horsepower and 37.8 rated horsepower. 1908 value \$7,500. 1910-12 value \$7,000. 1913 value \$6,500. 1914-15 value \$6,000. 1916-17 value \$5,000. 1918 value \$4,375. 1919 value \$3,750. 1920 value \$3,375.

MARY came to Canadian registry in 1875. Between 1877 and 1897 she was owned by John Matthews et al of Port Colborne Ontario. She sank in Lake Erie on 5 September 1894 but was salvaged. In 1901, her owner was P. Larkin of St. Catharines Ontario. New boiler fitted 1901. Montreal Transportation Co. chartered her early in 1906 prior to buying her in June for \$2,500. She was rebuilt in 1907. She sprang a leak and sank at Pine Tree Point on the St. Lawrence below Iroquois Ontario on 17 November 1918 but was raised. In 1921, she was sold to J. Donnelly as part of a \$9,000 package with the barge MAMIE. MARY was removed from the register in 1946, as she had been broken up.

Montreal Transportation Co. Annual Directors' Reports 1908, 1910 and 1912-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 20 May and 26 June 1907, 11 January 1921; Montreal Transportation Co. Engineer's Log Oatland 3 Sept 1917-3 June 1918; Montreal Transportation Co. Ship's Log Mary May 1918-Dec 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Canada List of Shipping 1877, 1895, 1897, 1910, 1918 and 1939; Canadian Heritage Ship Information Database; Mercantile Navy List 1882, 1892, 1897, 1923 and 1925; Milwaukee Public Library Great Lakes Marine Collection; New Mills List; Brockville Recorder & Times 27 April 1921; Canadian Railway & Marine World November 1918; Detroit Marine Historian October 1952.

- 44 **MARY P. HALL** wooden river tug (C 121825 ex U 92892). 1906-1921. Original: 104 tons gross, 43 tons net, 82.2' (overall), 80.5' (waterline?). After 1917: 104 tons gross, 43 net, 82.2'. Built in 1898 by and for George Hall at the St. Lawrence Marine Railway Co. in Ogdensburg New York. Bow metal-sheathed. Crew of nine. Fore & aft compound engine = 297 indicated horsepower, 42.6 rated horsepower. In 1906 valued at \$12,000. 1906 value \$13,000. 1908-12 value \$12,000. 1913-15 value \$10,000. 1916 value \$8,000. 1917 value \$20,000. 1918 value \$17,500. 1919 value \$15,000. 1920 value \$13,500.

The George Hall Coal Co. of Ogdensburg was the first owner of MARY P. HALL. She was given a new boiler in 1903. Montreal Transportation Co. bought her from Hall for \$13,000. She was rebuilt at Kingston in 1917. She sank in Rapide du Plat on the St. Lawrence near Morrisburg Ontario in August of 1920. After she was raised she ran aground near Iroquois Ontario while salvaging Canada Steamship Lines's CITY OF HAMILTON (C 126526, 1,367 tons gross) in July 1921. Shortly after that, she was sold to J. Donnelly of Kingston. In 1929 she was re-sold to Sin-Mac and was abandoned in 1934.

Originally, she appeared in the registers as a yacht.

Montreal Transportation Co. Annual Directors' Reports 1906, 1908, 1910 and 1912-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 15 January 1906; Montreal Transportation Co. Engineer's Log R.G.A. Weaver 1 May-14 Oct 1917; Montreal Transportation Co. Ships' Logs Mary P. Hall June 1917-Dec 1918, Glide 2 May-15 Dec 1919 and D.G. Thomson 30 Aug-14 Dec 1919; American Bureau of Shipping Great Lakes Register 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Canada List of Shipping 1918 and 1934; Canadian Heritage Ship Information Database; McCormick Wishbone Fleet; Mercantile Navy List 1923; Merchant Vessels of the United States 1904; New Mills List; *Canadian Railway & Marine World* March and July 1906, July 1907 and November 1921; *Detroit Marine Historian* April 1952, March and April 1958; *Kingston Whig Standard* 15 March 1973.

- 45 **MATILDA** wooden paddle tug. 1869. 139 tons gross, 74 tons register, 86 tons "Custom House". Also given as 86 tons gross and 24 tons register, 91.3'. Built by J.B. Auger at Montreal Canada East in 1866. Her engine came from the steamer ST. LAURENT (62 register tons, 1853). 1869 valued at \$9,000 and rated A1. 1874 valued at \$10,000 and rated A2.

Initially MATILDA was owned by Jean Baptiste Auger who employed her on the Ottawa River and all steamboat inspection references found had her on the Montreal-Ottawa route. In 1869, her owner was given as McLennan. In 1874-77 she was owned by Owens of Stonefield Quebec. She was retired in 1882.

Note that the McLennan brothers had earlier owned a barge of the same name 1863-66.

Association of Canadian Lake Underwriters Lake Vessel Register 1869 and 1874 (title varies); Canada Board of Steamship Inspectors 1870-76; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; New Mills List.

- 46 **MEDEA** wooden paddle tug ex WILLIAM BIRKBECK (C 51683). 1869-1874. 83.84 tons gross, 22.82 tons net, 92.7'. Built by B. Gaylord at Whitehall New York in 1853. 50 hp. 1869 valued at \$4,500 and rated B1.

MEDEA came to Canadian registry in 1867. J.B. Auger was MEDEA's owner prior to her ownership by the McLennans in 1869-74. The sold her back to American ownership.

Her original name possibly came from William Birkbeck who was associated with the Fulton Foundry in Jersey City NJ. The foundry made marine engines.

Association of Canadian Lake Underwriters Lake Vessel Register 1869 and 1873 (title varies); Canadian Heritage Ship Information Database; Lytle-Holdcamper List (Merchant Steam Vessels)

[of the United States 1790-1868](#)); Marine Museum of the Great Lakes Canadian Ship Registers on line; New Mills List.

MOUCH-A-FEU see FIRE FLY.

NEEBING steel canaller (C 118618) (signal letters VFCJ). 1917-1919. 1,879 tons gross, 1,155 tons net, 247.6' (between perpendiculars). Launched on 27 July 1903 and finished that August by Armstrong Whitworth at the Low Walker yard in Newcastle-on-Tyne England. Yard #745. Three masts. Had been fitted with wireless by 1920. Three-cylinder triple expansion = 162 rated horsepower.

Registered in Newcastle until 1925, NEEBING was one of the very first vessels built to the maximum dimensions that would fit the enlarged St. Lawrence canals. Her first owner was Neebing Navigation (G.T. Marks) but in 1906 she was transferred to the parent Canadian Northwest Steamship Co. of Fort William Ontario. NEEBING was held up at Welland Ontario on 1 June 1908 for non-payment of wages. She was requisitioned in 1915 for British salt-water service with Swift Steamship Co. Ltd. as managers. She came to Montreal Transportation Co. ownership when they took over Canadian Northwest Steamships on 13 April 1917 but she remained under British management and never returned to Canada.

In 1919-22 she was owned by Silverdale Steamship Co. (Stephen Jones manager) but was leased by Soviet interests in 1921 and then was purchased by them on 1 September 1922. Her 1923-24 owner was Arcos Ltd. of Newcastle (Capt. V. Socovsky CB manager). At the beginning of 1925 her owner was the All Russian Co-operative Society Ltd. of London (Socovsky remained manager). She was renamed TOMP later in 1925 and her owner became Sovtorgflot, registered in Odessa. She was renamed JAN TOMP in 1932. She spent at least some of her time under Soviet ownership importing railway locomotives.

JAN TOMP was torpedoed by the German "E boat" S-28 in company with S-102 on 30 August 1942 near Novorossiysk in the Black Sea and sank in position 43° 44' N, 39° 29' E. Five men died.

NEEBING was named after a rural area south of Port Arthur, most of which later became part of the City of Fort William where the Canadian Northwest Steamships head office was located.

Alpena Public Library Great Lakes Maritime Database; Axis History Factbook online; Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); [Green's Marine Directory of the Great Lakes 1916](#); Greenwood [Namesakes 1910-1919](#); [Lloyd's Register 1918, 1920, 1922-25, 1927, 1930 and 1942](#); [Mercantile Navy List 1923 and 1925](#); Milwaukee Public Library Great

Lakes Marine Collection; Miramar Ship Index; New Mills List; Wrecksite.eu; *Buffalo Evening News* 17 August 1903; *Canadian Railway & Marine News* July 1908; *Detroit Marine Historian* October 1952.

NEWMOUNT steel canaller (C 118615) (signal letters VDMR). 1,889 tons gross, 1,201 net, 248.6' (between perpendiculars). Launched on 7 July 1903 by C.S. Swan & Hunter at Newcastle (Wallsend) England. Yard #292. Pilot House aft of raised fo'c'stle, low quarterdeck. Two masts. Clinker hull. Elliptical stern. Triple expansion = 175 nominal horsepower.

Most sources say that Montreal Transportation Co. ordered this near sister to FAIRMOUNT and WESTMOUNT but then refused to accept her from the builders. However, the February 1999 issue of *Scanner* stated that she was built on speculation and given the name as it was hoped to sell her to Montreal Transportation Co., who it turned out did not want her. She does not appear in the Montreal Transportation Co. director's minutes.

In any case, her builders sold her to Charles A. Farrar of Meaford Ontario who set up a new company, Farrar Transportation, to operate her. She was renamed MEAFORD in 1906. She was on a short-term charter to Nova Scotia Steel and Coal in 1915 and then was requisitioned and sent to salt water in 1916. She was transferred to Canadian registry on 5 June 1916. Mills says that she sank a U-Boat by gunfire near Sicily on 12 June 1916, which information presumably came from *Canadian Railway and Marine World* October 1917. The magazine said that she was under French charter at the time and struck the submarine with the third shot. The story continues that the gun crew were given a \$500 reward. However, no confirmation of this event could be found in any other sources. She was torpedoed by the German submarine U-53 in the Bay of Biscay on 2 April 1918 while on passage from Bougie Algeria to Belfast Northern Ireland (had sailed on 27 March) with a cargo of phosphates. MEAFORD sank with all hands. Her registry was closed on 17 September 1918.

Alpena Public Library Great Lakes Maritime Database; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914 and 1915; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Greenwood Namesakes 1910-1919; Lloyd's Register 1910 and 1918; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; University of Detroit Mercy Dowling website; uboat.net; Wrecksite.eu; *Canadian Railway & Marine World* October 1917 and April 1919; *Scanner* March 1979, December 1993 and February 1999.

47 **NICARAGUA** wooden steam barge (C 140963 ex U 130669). 1919-1921. Original: 1,201.64 tons gross and 911.04 tons net. Capacity 1,300,000 board feet of lumber. By 1920: 1,723.7 tons gross and 1,042 net, 248.0' (between perpendiculars) (Bascom and Gillham said 249.75'). Built by James Davidson (New Mills List said F.W. Wheeler) at West Bay City Michigan in 1894 for his own account. Yard #61. Single deck with built up sides, diagonally strapped.

Steel arches. Three- cylinder triple expansion = 400 indicated horsepower, 100 rated horsepower. 1913-14 insurance rating = 90 coarse freight only. 1919 value \$35,000. 1920 value \$32,375.

NICARAGUA was originally built to carry timber. In 1905 James Davidson sold her to the Ogdensburg Coal and Towing Co. for \$29,500. On 12 September 1905 she hit and damaged the Canada Atlantic Railway bridge across the Soulanges Canal at Coteau Landing Quebec Her boiler was replaced about 1906 and her bottom was caulked in 1913. In May of 1914 she was aground at Point Vivian between Clayton and Alexandria Bay New York while downbound with a cargo of coal. She was sold to Oswego Navigation (R.M. Wolvin) about 1917 and was chartered to Montreal Transportation Co. (also then controlled by R.M. Wolvin) 1917-18 to move coal. Montreal Transportation Co. bought her in 1919 as part of an \$186,000 package with MELVIN S. BACON, JEREMIAH GODFREY and AVON.

She hit the gates of Lock 18 of the Cornwall Canal on 8 June 1920 and later sank at the LaSalle Causeway in Kingston's inner harbour. Her hull was declared unseaworthy by March 1921. Her ownership was transferred to Canada Steamship Lines a little later that year and then she was raised and her engine was removed. That engine was later used to power the Canada Steamship Lines ex Montreal Transportation Co. barge THUNDER BAY. NICARAGUA's registry was closed in 1923. Kohl says that her hull was towed to Montreal where she was presumably broken up.

Montreal Transportation Co. Annual Directors' Report 1920; Montreal Transportation Co. Directors' Minutes 8 October 1917, 11 June 1918, 18 February 1919 and 11 November 1921; Montreal Transportation Co. Engineer's Log Nicaragua 20 Apr-26 Aug 1919; Montreal Transportation Co. Ship's Log Nicaragua 20 May-1 Sept 1919; Alpena Public Library Great Lakes Maritime Database; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1913, 1914 and 1915; Canadian Heritage Ship Information Database; Detroit Dry Dock Company Around the Lakes 1894, Devendorf Great Lakes Bulk Carriers 1869-1985; Greenwood Namesakes 1920-1929; Kohl Kingston's Shipwrecks; Lewis and Neilson The River Palace; Lloyd's Register 1920 and 1921; Mercantile Navy List 1923; Merchant Vessels of the United States 1896; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; Moore Kingston Inner Harbour Survey; New Mills List; *Buffalo Evening News* 10 March 1905; *Canadian Railway and Marine World* April 1907, July 1920 and September 1921; *Detroit Marine Historian* November 1952; *Ogdensburg Journal* 20 April 1911; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

- 48 **NORTH** wooden propeller ex SIMCOE. 1864-1869. Original: 335.38 tons register, 137.08'. Capacity 15,000 bushels. After 1870: 345 tons gross, 236 tons net, 138.8'. Capacity 25,000 bushels. Built by A. Cantin or Charles Tate at Montreal in 1864. One mast. Round stern. Engine developed 45 indicated horsepower. Cost \$28,000. 1864 rated A and valued at \$24,000. 1866 rated A1 and valued at \$18,000.

This steamer was a near sister to EAST. According to *Canadian Railway & Marine World*, she was one of four (NORTH, EAST, SOUTH and WEST) built to be British-registered blockade runners to the Confederate States. One report of her purchase by the McLennans dates from April 1864. She ran Montreal - Chicago. During 1865-66 she was apparently chartered to Glassford & Jones forwarders of Kingston Ontario. She was hung up on Mohawk Reef near Racine Wisconsin on 22 May of 1865 with a cargo of bagged flour. She broke her rudder and then went aground at Racine again in May 1866 with \$2,000 damage. She burned and sank in 20' of water at Baby Point in the St. Clair River (near Sarnia Ontario) on 8 November 1868.

The McLennans then sold her. She was raised and rebuilt at Wallaceburg Ontario by J.E. Wood during 1869-70. Her owner at the time was Mackenzie of Sarnia. It was about then that she was renamed MARY WARD. She was holed and stranded in the Lachine Canal for 10 days in July 1870. In 1872 her owner was Forhan et al of Owen Sound Ontario. On 14 June 1872 she went aground at the mouth of the Thames River. She was wrecked on Nottawasaga Island Reef in Georgian Bay (near Collingwood Ontario) on 24 November 1872 while en route from Owen Sound to Collingwood Ontario. Eight people died. Her registry was closed on 3 January 1878. Her ownership was apparently never transferred from the McLennan brothers to Montreal Transportation Co.

Alpena Public Library Great Lakes Maritime Database; Bowling Green Great Lakes Vessels Online Index; Canadian Heritage Ship Information Database; Lake Vessel Register 1866 (Buffalo); Marine Museum of the Great Lakes Canadian Ship Registers on line; Milwaukee Public Library Great Lakes Marine Collection; New Mills List; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *Buffalo Commercial Advertiser* 1 June 1868; *Chicago Times* 10 April 1865; *Canadian Railway & Marine World* July 1906; *Detroit Free Press* 22 December 1865 and 19 December 1866; *Kingston Daily News* 20 October and 24 November 1864 and 17 March 1865.

- 49 **NORTHMOUNT** ex PRINCE RUPERT ex CATARAQUI steel canaller (C 124260) (signal letters HMNB). 1913-1915. 1,908 tons gross, 1,172 net, 248.6' (between perpendiculars) 257.25' (overall). Launched on 19 February 1908 at Dumbarton Scotland by A. McMillan & Sons. Yard #422. Her Pilot House was on her raised fo'c'stle. She did not have a raised quarterdeck. Double bottom, electric light. Triple expansion = 950 indicated horsepower, 171 nominal horsepower. 1914 insurance rating = 100/100. 1914 value \$118,000.

The Calvin Co. and the Point Anne Quarries Co. were originally joint owners of PRINCE RUPERT. Her name was first to have been CATARAQUI, but it was changed prior to her launch. Originally intended for the pulpwood trade, she was soon engaged in the grain run from the lakehead [see definitions] to Montreal. She ran aground at the foot of Garden Island Ontario in April 1909

when leaving for the lakehead [see definitions] with a cargo of ice. In early 1914 she carried a load of 1,900 tons of steel rails from Sydney Nova Scotia to Port Arthur Ontario for the Canadian Northern Railway. She was transferred to Canadian from British registry in October 1910. Her ownership was changed to the Calvins' Kingston Shipping Co. Ltd. in 1913. She was in collision with the American bulk carrier W.D. REES (U 81535, 3,760 tons gross) above the Canadian Sault Ste. Marie lock on 30 September 1913. PRINCE RUPERT sustained little damage but repairs to REES cost \$35,000. She was bought by Montreal Transportation Co. in September 1913 for \$120,000 in Montreal Transportation Co. shares. Her registry was transferred on 12 January 1914 and she was renamed that February (but was still being called "Prince Rupert" in Montreal Transportation Co. records during May).

NORTHMOUNT was aground on Point Vivian in the St. Lawrence below Clayton New York in August 1914. In February 1915 she was chartered to the Manson Line of New York City for 4 months @ \$6,500 per month + operating costs. She was then chartered to the Inter-American Steamship Co. of New York City from mid November 1915 to the last half of May 1916 @ \$8,000 per month but was quickly sold to them in 1915 before that charter had really started. The net profit to Montreal Transportation Co. from the sale was \$15,783.36.

NORTHMOUNT foundered in a gale on 18 December 1915 in pos 34° 40' N, 74° 45' W while on passage from Newport News Virginia to Port of Spain Trinidad with a cargo of coal. There was no loss of life.

The Marine Museum of the Great Lakes at Kingston has a very large builder's half model of PRINCE RUPERT. A possible explanation of her original name is that at the time of her construction the GTP Railway had just announced that Prince Rupert British Columbia would be the western terminus of Canada's second transcontinental railway, and the Calvin Co. had a habit of naming vessels after places where newsworthy things were happening at the time of their construction.

Montreal Transportation Co. Annual Directors' Reports 1914 and 1915; Montreal Transportation Co. Directors' Minutes 20 September 1913, 18 February 1915 and 21 September 1915; Montreal Transportation Co. Kingston Grain Ledgers 22 April-31 Oct 1914, 8 Oct-27 November 1915; Montreal Transportation Co. Kingston Letter Book May 1914; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#); Canada [Annual Report of Department of Marine and Fisheries 1915](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Greenwood [Namesakes 1910-1919](#); Lewis and Neilson [The River Palace](#); [Lloyd's Register of Shipping 1910](#); Marine Museum of the Great Lakes Shipowners List; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Buffalo Evening News* 20 April 1909; *Canadian Railway & Marine World* April and July 1908 and January 1911, November 1913 and May and August 1914; *Scanner* November 1972 and April 1973.

50 **OATLAND** ex WILLIAM J. AVERELL wooden package freighter (C 138107 ex U 81027). 1917-1921. Original: 1,603.14 tons gross and 1,425.43 net, 242.6' (between perpendiculars). 250' overall. Capacity 43,000 bushels of wheat = 1,450 tons on 14' draft. By 1898: 1,531 tons gross and 1,441 net. By 1918 Canadian measurement was 1,854 tons gross and 1,063 net. Launched on 29 March 1884 by Detroit Dry Dock at Wyandotte Michigan. Yard #68. Had two funnels abreast aft. Diagonal strapping. Fore & aft compound engine = 725 indicated horsepower, 800 rated horsepower. Cost \$70,000. 1913-19 insurance rating = 90. 1917 value \$85,000. 1918 value \$74,375. 1919 value \$65,875. 1920 value \$60,934.37.

AVERELL's first owner was the Ogdensburg Transportation Co., the shipping arm of the Ogdensburg & Lake Champlain Railroad, which was in turn, owned by the Central Vermont Railroad. The purpose of the shipping company was to bring western grain to Ogdensburg New York for eastward shipment by rail and to move manufactured goods and building stone from the east to the west. Among other vessels, she was a running mate to WILLIAM A. HASKELL (later JOYLAND) and A. McVITTIE, which both later ran for Montreal Transportation Co. AVERELL's owners defaulted to her builders on 29 March 1885 and then she was laid up that July for lack of business. She was repaired during the winter of 1885-86. In 1886 she ran in the "Ogdensburg Line" on her former route. On 13 June 1890 she grounded on South Manitou Island in Lake Michigan. She received a new propeller in 1894.

In 1899 her ownership was transferred to Rutland Transit (Rutland Railroad, later part of the New York Central system) when it took control of the Central Vermont Railroad. She was caulked in 1907 but laid up about 1910. The American Panama Canal legislation of 1915 forced the railways to sell their Great Lakes fleets. Her ownership was therefore transferred to the Great Lakes Transit Co. in 1916 and she came to Canadian registry later that year. The Lake & River Transportation Co. of Montreal (Canada Shipping Co. – Hackett managers) were her new owners. Lake & River Transportation was owned by Roy M. Wolvin who got de facto control of Montreal Transportation Co. at about the same time. She was then lengthened by Cantin's Dry Dock at Montreal and renamed before being transferred to Montreal Transportation Co. ownership.

She normally took Canada Steamship Lines package freight upbound and brought Montreal Transportation Co. grain downbound. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet and she was abandoned at Kingston in 1925. She was partly dismantled in 1930 and her hull was scuttled in Lake Ontario near Cape Vincent New York in 1931.

Montreal Transportation Co. Annual Directors' Report 1918; Montreal Transportation Co. Charter (1917) Schedule B; Montreal Transportation Co. Directors' Minutes 14 April 1917 and 11 November 1921; Montreal Transportation Co. Engineer's Log Oatland 3 Sept 1917-3 June 1918; Montreal Transportation Co. Kingston Grain Ledgers 20 July-18 November 1917, 6 May-15 November 1918, 22 May-24 November 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of The Northwstern Lakes; Bowling Green Great Lakes Online Index; Bureau Veritas Great Lakes Register 1913, 1914 and 1915; Canada List of Shipping 1918 and 1924; Canadian Heritage Ship Information Database; Greenwood Namesakes 1930-1955; Mercantile Navy List 1923; Merchant Vessels of the United States 1896; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; University of Detroit Mercy Dowling website; *British Whig* 6 February 1885 and 16 and 20 June 1890; *Detroit Marine Historian* September 1949, November 1952 and May 1976; *Marine Record* 3 April 1884, 30 July and 24 December 1885 and 30 August 1894; *Scanner* December 1972; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73,.

- 51 **P.B. McNAUGHTON** ex W.S. CARKIN wooden canal tug (C 134516 ex U 81198). 1918-1921. Original: 63.87 tons gross and 31.94 tons net, 77.2'. By 1918: 67 tons gross, 30 tons net, 66'. Built by C. Stickney at East Saginaw Michigan in 1888. Crew of three. Compound engine 10 indicated horsepower, 11 rated horsepower. 1919 value \$9,187.50. 1920 value \$8,268.75.

The first owners of W.S. CARKIN were Carkin, Stickney and Cram of Saginaw. She was renamed in 1896 after her new owner Pliny B. McNaughton who still owned her in 1903. She lost a scow on 1 July 1907 when it was rammed by another vessel. She was transferred to Canadian registry in 1916 by her new owner C.E. Millard of Sarnia Ontario and collided with a barge in the Bay of Quinte $\frac{3}{4}$ of a mile east of the Murray Canal entrance on 7 November 1916 while on passage from Port Dalhousie to Kingston. Damage was slight.

Montreal Transportation Co. bought her in 1918 for \$10,500. They sold her to the Harrigan Tug Line in 1921 as part of a package with ALERT and ESCORT for \$15,000. Harrigan renamed her JOSEPH H. in 1922. She was one of two small tugs wrecked on 5 December 1924 near Port Colborne when they were pushed against a reef by the bulk carrier MIDLAND PRINCE (C 116669, 6,636 tons gross). The other tug crushed was HOME RULE that was formerly owned by Canadian Northwest Steamships.

Montreal Transportation Co. Annual Directors' Reports 1919-20; Montreal Transportation Co. Directors' Minutes 14 May 1918 and 11 January and 11 November 1921; Montreal Transportation Co. Ships' Logs P.B. McNaughton May-Sept 1918 and Mary P. Hall; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of the Northwstern Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914; Canada Annual Report of the Department of Marine and Fisheries 1915/16; Canada List of Shipping 1918; Canadian Heritage Ship Information Database; Mercantile Navy List 1917, 1918 and 1923; Merchant Vessels of the United States 1896, 1899 and 1910; New Mills List; *Buffalo Morning Express* 10 July 1907.

- 52 **PAIPOONGE** ex CORONA steel bulk carrier (C 130870 ex U 126505, 1927-40 Latvian ON 105) (Canadian signal letters TPWR, 1940 British signal letters MNZN). 1917-1919. Original US measurement: 2,408.17 gross and 1,828.20 tons net, 292' (between perpendiculars), 312' (overall). Capacity 2,800 tons at 15½' draft. Original Canadian measurement: 2,517.0 tons gross and 1,564.99 tons net, 299.5' (overall). In 1920: 2,545 tons gross and 1,478 tons net, 300.8'. In 1937: 2,439 tons gross and 1,305 net, 299.2'. In 1940: 2,420 tons gross and 1,474 net, 300.8'. Launched 3 pm on 13 June 1888 by Globe Ironworks at Cleveland Ohio. Yard #18. Double bottom. Electric light. Counter stern, straight bow with sheer forward. Four masts. One or two doghouses (sources differ). Pilot house was aft of #1 hatch. Three-cylinder triple expansion = 1,200 indicated horsepower, 191.36 rated horsepower. 1888 value \$190,000. 1914 insurance rating = 90/100. 1917 value \$220,000. 1918 value \$192,500.

CORONA's first owner was the Mutual Transportation Co. (M.A. Hanna managers). Her normal employment was in the iron ore trades. She went aground at Grosse Pointe Michigan 2 September 1888. She lost her shoe in this incident and was holed. Twenty-six days later she was aground midchannel in Lake St. Clair and on 14 October 1888 she hit a wharf at Detroit. Two of her four masts were removed in 1889. On 28 September 1890 she was aground at Grosse Isle and was lightered [see definitions] of 406 tons of ore by Detroit River passenger ferries!

She was in dry dock during the winter of 1894-95 to be modified with a steel forward deck (she got a slight turtleback) and was to be docked in 1895 because of bottom damage incurred during bad weather in Poverty Passage (Green Bay Lake Michigan). She was in collision with the American schooner SMITH & POST (U 23527, 212 tons gross) in the Detroit River in May 1896. The schooner received \$3,000 damage to her port quarter. CORONA went to the Union Dry Dock yard at Buffalo for general repairs in 1897 and that December she was docked in Cleveland to repair bottom damage. She was aground on a shoal near Mackinaw City Michigan in 1898 and got a new funnel that year. By 1912 the doghouse(s) had been removed from her deck, most of the enclosed bulwarks had been replaced by open rails and her after mast had been moved aft of the funnel. She received an enlarged pilot house about 1912. In 1899 National Steel became her owners but in 1901 they were absorbed into US Steel and so her owner became Pittsburgh Steamship Co.

On 25 June 1903 she struck Round Island en route from Duluth Minnesota to Ashtabula Ohio in fog. She was lightered [see definitions] of 100 tons of ore and pulled off. On 17 October 1907 she was damaged in a storm of Ashtabula. CORONA struck the middle ground in the St. Clair River 19 July 1912.

She was transferred to Canadian registry in 1913 at the same time as the barge MALTA (renamed THUNDER BAY) by James Whalen and was operated by the Canadian Northwest Steamship Co. Her name was changed when she came to Canadian registry. She frequently towed a consort barge.

According to *Scanner*, PAIPOONGE's first Canadian cargo was probably grain from Fort William Ontario to Goderich Ontario. She came to Montreal Transportation Co. ownership when they took over Canadian Northwest Steamships on 13 April 1917. She received new boilers in 1918. On 9 October 1918 she was sold to Angel B. Lagueruela of Havana Cuba for \$400,000 (deposit \$50,000). The steamer WESTERIAN and barge THUNDER BAY were sold to Lagueruela at the same time. It is unclear whether Lagueruela represented sugar interests or if he was a broker. PAIPOONGE's Canadian registry was closed on 17 October 1918. She was then cut in two at Collingwood for passage through the St. Lawrence canals in order to reach salt water. Her buyer got into difficulty and the pieces were tied up at Port Huron Michigan. The bow and stern were then resold to Raymond van Hemelryck who planned to reattach them to each other in December 1918-February 1919. He then also got into difficulty, so the pieces were put up for auction at Port Huron Michigan on 7 March 1919. Montreal Transportation Co. and Collingwood Shipbuilding (H.B. Smith) jointly bought them back for \$20,000. She was to be offered back to van Hemelryck for \$100,000 on condition that he pay all outstanding claims against the barge THUNDER BAY. That did not happen.

In 1919 PAIPOONGE was sold to Knox Bros. Lumber of Montreal for \$125,000. Her pieces were towed to salt water in October-November 1919 and she was re-assembled as an ocean-going steamer at Montreal in 1920. Marcil, on the other hand, stated that her 1918 sale and 1920 re-assembly were both under the ownership of Charles A. Barnard K.C., who was Montreal Transportation Co.'s counsel and also a member of the Canada Steamship Lines syndicate. In 1921 her owner was listed in Lloyd's Register of Shipping as Victor W. Scott of Montreal. He was the Montreal manager of the Home Bank and took the ship as security on loans.

The ship grounded and had a fire en route from Sydney Nova Scotia to New York City. Her hull was reported to be in bad condition when she arrived at New York. Fraser-Brace refitted her in 1921 and she was repaired at Newport News Virginia in 1922 due to hull leaks.

In 1923-24 her owner was the British Dominion Holding & Investment Co. Ltd. and, as already stated, she was part of the assets of the by then defunct Home Bank of Canada. By that time she was fitted with wireless. Reportedly sold for scrap on 11 July 1924, she actually saw continued service under the Danish flag and was renamed DORTE JENSEN, owner A/S B/S Dorte Jensen

(Hans Jensen). In 1925-26 she traded between Windsor Nova Scotia and New York City, presumably with gypsum. By 1927 her owner was controlled by Chr. Jensen and the ship's registry was transferred to Tvaik. Sab. Dorte Jensen of Riga Latvia. She was renamed KAUPØ. The ship returned to Danish registry sometime in 1939/40 and after the fall of Denmark was taken over by the British Ministry of Shipping under the management of Hall Brothers of Newcastle. On 10 June 1940 she was one of three ships scuttled as blockships in the harbour area of Dieppe France. Her hull was cut down to the waterline in 1947.

Like NEEBING, PAIPOONGE was named for a rural area adjacent to Fort William where the head office of Canadian Northwest Steamship Co. was located.

Canada Steamship Lines papers Queen's University Archives; Montreal Transportation Co. Annual Directors' Reports 1917-19; Montreal Transportation Co. Charter (1917) Schedule B; Montreal Transportation Co. Directors' Minutes 14 April 1917, 10 August, 10 September and 8 October 1918 and 18 January, 11 March and 13 May 1919; Montreal Transportation Co. Ships' Logs Paipoonge 22 May-1914-Oct 1918, D.G. Thomson 30 Aug-14 Dec 1919 and Glide 2 May-15 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of the Northwestern Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914; Canada Sessional Papers Vol XI - No 16 - 31 December 1913; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes 1910-1919; Lloyd's Register of Shipping 1905, 1918, 1921/22, 1924, 1925, 1927, 1937 and 1940; Marcil Tall Ships and Tankers; Mercantile Navy List 1923; Merchant Vessels of the United States 1894 and 1896; Miramar Ship Index; New Mills List; *Canadian Railway & Marine World* November 1918, September 1919 and August 1924; *Detroit Marine Historian* November 1952; *Marine Record* 7 June and 9 August 1888, 16 December 1892, 24 January, 23 May and 5 December 1895, 14 May 1896, 15 April 1897, 13 and October 1898; *Marine Review* 27 July 1899; *Scanner* March and April 2015; www.wrecksite.eu.

PEREW see FRANK E. PEREW

PRINCE RUPERT see NORTHMOUNT

53 **R.G.A. WEAVER** ex ROBERT GIRDWOOD ALLAN WEAVER ex NELLIE REID wooden tug (C 90544). 1917-21. Original: 55 tons gross, 28 net, 70' 5" (Bascom and Gillham and the Alpena Public Library Great Lakes Maritime Database both said 78'). As rebuilt 1912: 81 tons gross, 30 tons net, 61.6'. Built by John Hickler at Buffalo New York in 1886. Round stern. First engine one-cylinder. After 1912 fore & aft compound engine = 260 indicated horsepower, 8 rated horsepower. 1919 value \$13,125. 1920 value \$11,812.50.

NELLIE REID's first owners were either Reid & Fleming of Port Colborne Ontario or R.G. Reid of Lachine Quebec Her 1895-97 owner was William T.

Muir of Montreal and her 1899 owner was A. Lomer & Co. of Montreal. She was bought by the Canadian Forwarding and Export Co. of Montreal by 1901. In 1903 she was being operated by J. Donnelly of Kingston Ontario. Weddell Dredging of Trenton Ontario bought her by 1910 and rebuilt her at Port Dalhousie Ontario in 1912. She was renamed on 26 August 1912 and her name was apparently shortened on 26 March 1913.

Montreal Transportation Co. paid \$15,000 for her in 1917. She was rebuilt again by Davie Dry Dock of Lauzon Quebec in 1918. Canada Steamship Lines became her owner in 1921 as part of the final winding up of the Montreal Transportation Co. fleet. She was sold to Wallaceburg Sand and Gravel (J.T. Reid?) in 1924 but was abandoned in Otter Creek near Wallaceburg Ontario in 1925. Her engine was taken out to be put into JEAN FRASER (C 116490, 99 tons gross) built in 1926. WEAVER's registry was cancelled on 7 December 1925.

Montreal Transportation Co. Annual Directors' Reports 1919-20; Montreal Transportation Co. Directors' Minutes 14 May 1918 and 11 November 1921; Montreal Transportation Co. Engineer's Log R.G.A. Weaver 1 May-14 Oct 1917; Montreal Transportation Co. Ships' Logs R.G.A. Weaver May-Dec 1917 and Apr-Dec 1919 and Glide 2 May-15 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Canada List of Shipping 1895, 1910, 1912, 1915, 1918 and 1920; Canadian Heritage Ship Information Database; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897 and 1923; New Mills List; *Canadian Railway & Marine World* May 1910 and May 1913; *Detroit Marine Historian* February 1953.

- 54 **RELIEF** ex IDA wooden paddle tug (C 33488). 1869-1873. After 1865: 87 gross and 17 tons register, 92.6'. Built by A. Cantin (Thomas said by Auger) at Montreal in 1851. 1864 rated Æ and valued at \$9,000. 1866-69 rated A1 and still valued at \$9,000. 1874 rated A2 and valued at \$7,000.

IDA's first owner was Captain George Smith of Montreal. She operated in the Kingston-Montreal towing trade in the fall of 1851. Her 1860 owner was S. Smith of Montreal and her 1863-64 owner was McNaughton & Co. of Sorel Canada East. She burned at Como Canada East (also reported as on the Lake of Two Mountains about five miles above the St. Ann's Lock, which amounts to roughly the same thing) on 29 May 1865.

Owned by Auger at the time of the fire, she was under charter to the Montreal and Ottawa Forwarding Co. She was rebuilt by Auger at Montreal in 1865 and presumably given her official number at that point. She was renamed RELIEF. According to Mills, Auger owned her at least 1865-77 although she was usually chartered out to other operators.

Others have been listed as her owners in the 1866-74 period. In 1866 her owner was again listed as George Smith. She capsized in a gale at Sorel Quebec on 5 May 1868. Two men died. She was salvaged and in 1869 her owners were given as "McLennan & Co." 1873 was the last year that newspaper reports were found associating her with Montreal Transportation Co. tows. She was renamed IDA again in 1874 when her owners were shown as "Auger and Son". She operated between Montreal and Ottawa until she was broken up in 1876.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Lake Vessel Register 1866, 1869 and 1874](#) (title varies); Bowling Green Great Lakes Vessels Online Index; Canada [List of Shipping 1874](#); Canada [Report of the Chairman of the Board of Steamboat Inspectors 1874](#); Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Miramar Ship Index; New Mills List; [Register of British Ships Inland Waters 1854](#); Thomas [Register of the Ships of the Lakes and river St. Lawrence 1864](#); *Kingston Daily News* 15 November 1851 and 2 June 1865.

- 55 **ROSEMOUNT** steel canaller (C 103565) (British signal letters HKGX, French signal letters OCQE). 1896-1916. 1,580 tons gross, 989.27 tons net, 244.3'. Launched at Newcastle-on-Tyne (Bill Quay) England by Wood, Skinner & Co. on 10 June 1896. Yard #63. Elliptical stern. Clinker hull. Double bottom. Three masts. Pilot House between hatches one and two. Aft superstructure and funnel between hatches two and three. Electric light by 1920. Three-cylinder triple expansion = 900 indicated horsepower, 161 rated horsepower. Cost \$110,000. 1897 rated A1 and valued at \$115,000. 1903-08 value \$85,000. 1910 value \$79,000. 1912 value \$75,000. 1913 value \$72,000. 1914-16 value \$70,000. 1914 insurance rating = 100/100.

ROSEMOUNT was a near sister of BANNOCKBURN. In 1901 ROSEMOUNT sustained \$4,000 damage when she went aground near Kingston. She was aground again near Fort William Ontario on 28 November 1905 and yet again 12 miles below the DeTour Michigan lighthouse on 10 September 1906 while up bound for Fort William Ontario with a cargo of coal. Visibility was restricted at the time by smoke from forest fires. She was docked at Sault Ste. Marie where 17 plates were replaced. She was aground again on 10 November 1908 at the entrance to the west Neebish channel in the St. Mary's River not far below Sault Ste. Marie. After lightering 100,000 bushels she was pulled off the next day. On 21 May 1910 she went ashore in fog with her consort barge HAMILTON. This time the location was 9 miles west of Port Colborne Ontario. Five tugs pulled her off. ROSEMOUNT was docked for repairs at Kingston 16 September 1910 after grounding on a shoal near Alexandria Bay New York. She needed minor repairs after hitting a Lachine Canal lock gate on 3 May 1915. On 9 July 1915 she went aground on the south shore of the St. Lawrence about two miles above the Richelieu Rapids (opposite Lotbiniere Quebec). She got off easily with about \$2,000 damage.

In 1915 Montreal Transportation Co. received an offer to buy her for \$80,000 by the Marine Transport Service Corp. of New York City, but the possible sale fell through. ROSEMOUNT was chartered to Nova Scotia Steel and Coal for the Sydney Nova Scotia-St. Lawrence traffic in 1915 @ \$5,750 per month. She could be sent as far as Saint John New Brunswick for \$500 more. She went aground with \$2,000 damage off Lotbiniere Quebec on 9 July 1915 while on passage from Montreal to Sydney. She was aground again on 7 October 1915 at Knapp's Point (also reported as Brophy's Point) on Wolfe Island Ontario while on passage from Fort William Ontario to Montréal. Knapp's Point was the location of the lighthouse; Brophy's Point is next to it. The light's location was also commonly referred to as Brown's Point. The most correct location of the grounding could not be determined. Because of the accident, she went to the nearby Kingston Dry Dock with 44 damaged plates and needing new propeller blades. In December 1915 Inter-American Steamship Co. of New York City chartered her @ \$7,000 a month. In 1916 she was chartered to go to the West Indies for Inter-American @ \$15,000 per month for the round trip and in July 1916 she was chartered to Inter-American for 4 months @ \$18,500 per month.

The steamer was then sold to the French Government for \$297,303.71 with delivery to be on 4 January 1917. Her Canadian registry was cancelled on 13 January 1917. She was put under the management of Compagnie Generale Transatlantique (The French Line), registered at Le Havre France and renamed AUBE. Sometime after the war she was laid up at St. Nazaire France before coming back to Canadian registry in late 1922 under the ownership of Canada Steamship Lines. They named her ROSEMOUNT again but Aube Steamship Co. of Montreal soon bought her and changed her name back to AUBE. D.H. Mapes Jr. was her manager 1923-24, Mapes & Ferdon were her managers 1925-30.

She was aground off Carleton Island (near Cape Vincent New York) in the St. Lawrence on 25 September 1922 and was repaired at Kingston in 1923-24. She grounded in the Brockville Ontario Narrows in 1926 and was again repaired in the Kingston Dry Dock. She was in collision with a Porter Construction scow in the Welland Canal in 1928. The scow sank. AUBE was once again repaired in the Kingston Dry Dock. She suffered storm damage in June 1930 and was yet again repaired at Kingston. She was laid up at Lachine Quebec on 18 July 1930 but was reactivated for the 1931 season. She grounded twice on her last trip down of the season in 1931. Her owner was bankrupt so she was laid up at Lachine again in December 1931. In 1932 her ownership was transferred to Sin-Mac tugs to pay a debt of \$2,800 although the List of Shipping showed her 1932 owner as Aube Steamship Co. and her 1933 owner as Canadian Trust Co. She was shown in the List of Shipping 1934 and 1935 as a barge owned by Sin-Mac. She was laid up and finally

broken up at Sorel Quebec in 1937. Her registry was closed on 15 August 1938.

“Rosemount” was the family home of William Watson Ogilvie, a member of the Montreal Transportation Co. board, whose family’s Montreal flour mills were large customers of Montreal Transportation Co.

Montreal Transportation Co. Annual Directors’ Reports 1903, 1906, 1908, 1910 and 1912-16; Montreal Transportation Co. Directors’ Minutes 18 February, 21 April, 17 May, 21 July, 3 November and 15 December 1915, 26 May and 5 July 1916, 18 January 1917; Montreal Transportation Co. Kingston Grain Ledgers 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 12 May 1902-2 May 1903, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 April-27 November 1903, 13 June-7 Dec 1903, 7 Dec 1903, 21 May-17 Dec 1904, 5 Aug-17 Dec 1904, 27 April-28 Sept 1905, 28 Sept-6 Dec 1905, 17 Oct-4 November 1911, 1 May-24 November 1913 and 22 June-14 November 1914; Alpena Public Library Great Lakes Maritime Database; Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#); Canada [Annual Report of the Department of Marine and Fisheries 1915](#); Canada [List of Shipping 1910, 1924, 1932, 1933, 1934 and 1937](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Gillham [Ships In Trouble 1880-1950](#); [Inland Lloyd’s Vessel Register Canadian Hulls 1897](#); [Lloyd’s Register 1900, 1905, 1910, 1912, 1920, 1923-25 and 1930](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1923](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Summerskill (ed) [Life on Edge](#); [Buffalo Evening News](#) 29 November 1905, 12 September 1906 and 23 May 1910; [Canadian Railway & Marine World](#) October 1906, May 1907, December 1908 and October 1910; [Detroit Marine Historian](#) December 1952; [Marine Record](#) 2 July 1896; [Marine Review](#) 2 January 1902 and February 1916; [Scanner](#) February 1980 and April 2004.

- 56 **SIMLA** wooden canaller (C 112114). 1914-1921. Original measurement: 1,490 tons gross, 973 net. As remeasured 1912: 1,196.87 tons gross, 730.94 net. Capacity 40,000 bushels of wheat – 1,200 tons on 14’ draft. 225.6’ (between perpendiculars), 230.75’ (overall). Launched at Garden Island Ontario at 1445 on 9 May 1903. Round stern. Three-cylinder triple expansion = 750 indicated horsepower, 400 rated horsepower installed by Polson Ironworks in Toronto. [Lloyd’s Register 1906](#) rated her A1*, their highest category, and valued her at \$70,000. 1914 value \$22,000. 1914 insurance rating = 100/100. 1915-16 valued at \$20,000 (\$3,000 in improvements 1916). 1917 value \$50,000. 1918 value \$43,750. 1919 value \$38,750. 1920 value \$35,843.75.

The Calvin Co. built almost all of their own ships, including this canaller. She was placed in the ore trade between Deseronto and Sault Ste. Marie Ontario in 1908. She underwent large repairs in 1911 after being aground on Longue Pointe near Montreal on 6 May. Montreal Transportation Co. bought her from H.A. Calvin on 16 July 1914. She stranded on Isle Perreault in Lake St. Louis on 4 November 1915 while on passage from Montreal to Port Colborne Ontario. She was in collision with FAIRFAX (C 111966, 1,367 tons gross) and Montreal Transportation Co.’s steamer ADVANCE in the Lachine Canal on 21

August 1916 and was repaired. SIMLA hit a shoal off Coronation Island 2 miles above Brockville Ontario on 3 October 1916 and sank. She was salvaged by Donnelly and taken to the Kingston Dry Dock for major repairs.

Along with several other Montreal Transportation Co. vessels she was sold to Angel B. Lagueruela of Havana Cuba in 1918 for \$110,000 (deposit \$50,000). The buyer defaulted. Continuing under Montreal Transportation Co. ownership, she was towing the Montreal Transportation Co. (ex Calvin) barge BURMA at Port Dalhousie Ontario on 31 March 1919 when BURMA hit the west entrance pier and sank.

SIMLA was transferred to Canada Steamship Lines ownership in 1921 as part of the final winding up of the Montreal Transportation Co. fleet. Canada Steamship Lines owned her 1921-26. They did not use her much and by 1926 she was laid up at Portsmouth Ontario. She burned to the waterline at her layup berth on 18 November (also reported as 23 November) 1926. Her engines were removed and installed in the Canada Steamship Lines freighter MAPLEHEATH ex TOILER (C 129767) in 1929. MAPLEHEATH kept them until 1959. SIMLA was removed from the register in 1929. She subsequently sank but was raised on 6 September 1937 and scuttled in deep water off Kingston that November.

SIMLA may have been the last wooden bulk carrier in existence on the lakes (Devendorf). Her name (that of a city in India) may relate to the diplomatic efforts being made about Tibet at the time of her construction. These diplomatic moves eventually resulted in the Simla Convention of 1914.

Montreal Transportation Co. Annual Directors' Reports 1914-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 3 July 1914, 10 August and 10 September 1918 and 11 November 1921; Montreal Transportation Co. Kingston Grain Ledgers 12 May-24 November 1917, 20 July-18 November 1917, 30 Aug-16 November 1917; Montreal Transportation Co. Kingston Letter Book May 1914; Montreal Transportation Co. Ship's Log Glide 2 May-15 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914; Canada Annual Report of the Department of Marine and Fisheries 1916; Canada List of Shipping 1918 and 1927; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Greenwood Namesakes 1920-1929; Kohl Kingston's Shipwrecks; Lloyd's Register 1905, 1918, 1920 and 1921; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1923; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Swainson A Shipping Empire: Garden Island; Buffalo Daily Courier 5 and 16 October 1916; Canadian Railway and Marine World October 1908, August 1911 and July 1919; Detroit Marine Historian January 1953; Marine Museum of the Great Lakes vertical files; Scanner November 1972 and April 1976; Schell "Canada Steamship Lines" Belgian Shiplover 2/73.

- 57 **STORMOUNT** (1) steel canaller (C 122409) (signal letters HPMD). 1907-1916. 1,955 tons gross, 1,231 net, 249.1' (between perpendiculars?) 257.5'

(overall?). Launched 9 May 1907 at Dumbarton Scotland by A. McMillan & Son. Yard #415. Double bottom, electric light. Triple expansion = 1,200 indicated horsepower. 1908 value \$120,000. 1910 value \$119,000. 1912 value \$118,000. 1913 value \$116,000. 1914-15 value \$115,000. 1914 insurance rating = 100/100.

Like her sister GLENMOUNT (1), STORMOUNT (1) was built to fulfill a charter to take steel rails from Sydney Nova Scotia to Fort William Ontario, probably for the Canadian Pacific Railway. The first three years of this steamer's service appear to have been uneventful. STORMOUNT grounded on Grosse Isle between Longue Pointe and Point aux Trembles during fog on 5 May 1911 (her pilot was found to be responsible) and grounded again during fog on Lac St. Louis on 20 August 1913. She went to dry dock in Levis Quebec for repairs after the second grounding.

STORMOUNT was part of another corporate contract to carry rails from Sydney Nova Scotia to the lakehead [see definitions], this time for the Canadian Northern Railway, in the summer of 1914.

In February 1915 she was chartered to the Manson Line of New York City for 4 months @ \$6,500 per month + operating costs. In September 1915 she was chartered to Dominion Coal @ \$8,000 per month until mid-November, and then to Inter-American Steamship Co. from mid November 1915 to the last half of May 1916. In January 1916 she was repaired in a New York City dry dock to meet insurance requirements because of "canal damage on her sides and bilges". The repairs cost \$86,000. She was chartered to Dominion Coal from mid May 1916 to mid-November @ \$16,000 a month. She could be sent to the West Indies for an additional \$3,000 per month but was wrecked in fog on 20 June 1916 on Gull Ledge off Marie Joseph Island Nova Scotia while on passage from Philadelphia to Sydney in ballast. No lives were lost. She was insured for \$262,541.53 which was \$147,541.53 over book value. She was abandoned to the underwriters on 20 July 1916. Her registry was closed on 24 August 1916.

Stormount County was in Eastern Ontario adjacent to Glengarry County where the McLennan boys grew up.

Montreal Transportation Co. Annual Directors' Reports 1908, 1910, 1912-14 and 1916; Montreal Transportation Co. Directors' Minutes 29 August 1913, 18 February and 21 September 1915, 20 January, 16 February, 27 March, 5 July and 15 September 1916; Montreal Transportation Co. Kingston Grain Ledgers 22 April-31 Oct 1914, 22 June-14 November 1914; Alpena Public Library Great Lakes Maritime Database; Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#); Canada Wreck Commissioner's Report re: 5 May 1911 grounding; Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Greenwood [Namesakes 1910-1919](#); [Lloyd's Register 1910](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Salmon

- 58 **STORMOUNT** (2) ex AVON wooden steam barge (C 140962 ex U 105733). 1919-1920. Original: 1,702.33 tons gross, 1,538.84 tons net. As of 1902: 1,417 gross, 1,147 net, 251.1' (between perpendiculars) 259' (overall). As of 1919: 1,180.41 tons gross, 703.6 net, 254.3'. Launched on 29 August 1877 at Union Dry Dock of Buffalo New York. Yard #17. Built as a well-deck package freighter/passenger steamer with machinery aft. Compound steeple engine, two-cylinder = 600 indicated horsepower, 500 nominal horsepower. 1883 rated A1* and valued at \$130,000. 1901 rated A1 with a value of \$18,000. 1913 insurance rating 80 coarse freight only. 1914 insurance rating = 75 coarse freight only. 1915 insurance rating = 80. 1919 value \$126,093.75. 1920 value \$116,636.72.

AVON's first owner was the Union Steamboat Co. That company was owned by the Erie Railroad. She went aground at the mouth of the Detroit River on her maiden voyage and was aground opposite the "Indian Burial Ground" on the same river in June 1878. She was in collision with the American steam barge THOMAS A. SCOTT (U 24785, 1,150.32 tons) at Milwaukee in 1880 and sustained \$4,000 damages. Five years later the courts found AVON had been at fault. She went aground on the Middle Ground at Port Huron Michigan in 1880 and was aground again near Buffalo in November 1883 in a gale. In 1884 she was at Union Dry Dock in Buffalo for repairs that cost \$6,000. She lost her rudder off Beaver Island in Lake Michigan during a gale in November 1884 resulting in \$1,500 damage. She was at Union Dry Dock again to have steel arches fitted in 1886. She was in collision with a schooner in Buffalo harbour in 1887 and sprang a leak that November that may have been related to her grounding on Stag Island near Port Huron. On 7 June 1888 she collided with and sank the small American steam barge MT. CLEMENS (U 130224, 156 tons gross) in the Detroit River. On the night of 23 August 1888 AVON was in collision with a lumber schooner on Lake Michigan. AVON's port bow was damaged. In April 1889 her engine was disabled while on Lake Superior. She was repaired and her bottom was caulked in 1890.

The Union Transit Co. was AVON's owner in 1892. She went aground near Sault Ste. Marie when her steering failed in 1893. She struck bottom and was heavily damaged at the Lime Kiln Crossing of the Detroit River in September 1897. She went to the yard of Union Dry Dock in Buffalo during December 1897 for general repairs.

In 1898 her owner was H.C. French. She was under repair at the King & Sons yard in Buffalo in February 1898 and was at the Union Dry Dock yard yet again in May 1899 for repairs to her upper works. Machinery repairs were done at Tonawanda New York in 1900 as Buffalo workers were on strike. There was

an explosion on board and she burned in the St. Mary's River near Point aux Pins on 30 June 1901 resulting in \$30,000 damages.

She was bought jointly by Hanna Coal and Ogdensburg Coal and Towing in October 1901. They had her cut down and rebuilt as a bulk carrier, including a new boiler, at Buffalo in 1902. The intention was to use her as a collier. Her consort barge broke loose in a gale while on passage from Buffalo to Ogdensburg New York on 16 December 1902.

It appears that the Ogdensburg Coal and Towing Co. became her sole owner in 1905. She was caulked in 1910 and repaired in 1915. She was chartered by Montreal Transportation Co. 1917-18 (from Oswego Navigation Co. under the name AVON) to move coal. In September 1917 she was aground above the Lachine Rapids in the St. Lawrence. In 1919 Montreal Transportation Co. bought her from Oswego Navigation as part of an \$186,000 package with NICARAGUA, JEREMIAH GODFREY and MELVIN S. BACON. Both Oswego Navigation and Montreal Transportation Co. were controlled by R.M. Wolvin at the time.

Montreal Transportation Co. rebuilt her in 1919 with a "new to her" 1908 boiler and 1877 engine. They renamed her STORMOUNT (2). On 29 April 1920 she struck the upper gates of Lock 3 in the Welland Canal and sustained minimal damage. There was, however, \$7,500 damage to the canal gates and bank. She foundered and was a constructive total loss in the Williamsburg Canals on 4 November 1920 while en route from Port Colborne Ontario to Montreal with a cargo of wheat. She was raised, towed to Kingston and then abandoned in the Cataraqui River. She burned on 23 November 1936. Her remains were towed out by Sin-Mac and scuttled in Lake Ontario off the head of Wolfe Island on 30 September 1937.

Stormount County was in Eastern Ontario adjacent to Glengarry County where the McLennan boys grew up.

Montreal Transportation Co. Annual Directors' Report 1920; Montreal Transportation Co. Directors' Minutes 8 October 1917, 11 June 1918 and 18 February 1919; Montreal Transportation Co. Engineer's Log Stormount 1919-20; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1921; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of the Northwestern Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Steamers 1913, 1914 and 1915; Canadian Heritage Ship Information Database; Greenwood Namesakes 1920-1929; Kohl Kingston's Shipwrecks; Lewis and Neilson The River Palace; Lloyd's Register 1920; Merchant Vessels of the United States 1878, 1885, 1887 and 1896; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; Moore Kingston Inner Harbour Survey; New Mills List; *Buffalo Commercial Advertiser* 29 November 1880; *Buffalo Daily Courier* 17 September 1901; *Buffalo Morning Express* 17 April 1900; *Canadian Railway & Marine World* December 1920; *Cleveland Herald* 25 March 1881; *Detroit Free Press* 25 June 1878, 5 October and 15 December 1901; *Detroit Marine Historian* January 1953; *Marine Record* 14 February,

20 November and 25 December 1884, 15 January and 2 April 1885, 14 January and 4 February 1886, 29 October and 24 November 1887, 18 April 1889 and 10 February 1898; *Marine Review* 1 December 1887 and 30 December 1897; *Toronto Globe* 5 November 1920.

THOMSON see DAVID G. THOMSON

TOILER motor canaller (C 129767) (signal letters HSLG). Original as motor vessel: 1,659 tons gross, 1,334 net, 248' (between perpendiculars) 255.4' (overall). Capacity 2,230 tons or 86,000 bushels. Rebuilt as steamer: 1,692 tons gross, 1,026 net. Rebuilt as salvage barge: 1,686 tons gross. Launched by Swan, Hunter and Wigham Richardson at Newcastle-on-Tyne England 1910. Yard #840. As built she had no "boiler house", no funnel and no booms on her masts. Twin two-cycle reversible four-cylinder Polar diesels of 180 brake horse power (200 indicated horsepower) at 280 rpm.

TOILER's diesel machinery weighed half as much (60 tons) as steam engines and boilers would have been. The diesels also took up less space than a steam plant would have needed. Oil fuel consumption was estimated to be a quarter of what would be achieved with coal. As a result, TOILER had a capacity 15,000 bushels larger than a steam vessel of the same dimensions. TOILER also required a smaller crew than steamships did because she did not need firemen to run a boiler.

This freighter was the first of four diesel or diesel-electric canallers built in the UK close together in time, three of which were by Swan Hunter. When she was built TOILER was the largest motor vessel in the world. She was the first large motor vessel to be built in the UK, the first motor vessel to cross the Atlantic and the first motor vessel on the lakes with the exception of the American ferry MISS VANDENBURG (U 206195, 197 gross tons) that ran across the St. Lawrence between Prescott Ontario and Ogdensburg New York. TOILER was also the first canaller to have twin screws.

In appearance, TOILER was a near sister to CALGARY (C 133514, 1,639 tons), managed by Playfair, which was also built and initially owned by Swan Hunter, but CALGARY had a funnel, "engine house" and booms. More importantly, CALGARY also had more power, with twin 260 brake horse power engines as opposed to the twin 180 brake horse power engines fitted in TOILER. The engines of both vessels were built by Aktiebolaget Diesels Motorer of Stockholm Sweden.

The other two of the first four motor canallers were the package freighter FORDONIAN (C 133077, 2,368 tons) of 1912 and Montreal Transportation Co.'s TYNEMOUNT (see below). FORDONIAN was first fitted with a Belgian Carels design single open four-cylinder two-stroke diesel of 750 brake horse power. She was soon converted to steam. In 1922 an 8 cyl. two-stroke Ansaldo diesel- electric plant was installed and finally in 1934 she received a 6

cylinder four-stroke Bessemer diesel originally built by the Clyde Shipbuilding Co. for Montreal Transportation Co.'s TYNEMOUNT that again came from Swan Hunter.

Montreal Transportation Co. took an option on TOILER in 1910 but the option was dropped only a month later due to her poor performance on trials that were held on the 9th and the 30th September 1910 and later in April 1911. She made 7.2 knots on trial in September while developing 385 brake horse power. She could only make 5.9 knots loaded on her maiden voyage from the Tyne through rough weather to Calais France with a 2,650 ton cargo of coal. She made 8.2 knots on the return trip in ballast, burning an average of 1.7 tons a day for the round trip. "Lack of reduction gearing meant that [her] screw was operated much too fast for efficient performance" (New Mills List).

Her first owner was her builder and she was registered in Newcastle on the 31st March 1911. TOILER's transatlantic voyage was from Middlesbrough England to Montreal with a cargo of pig iron and scoria blocks. It took her 36 days to cross the Atlantic to Halifax Nova Scotia and then a further two weeks to reach Montreal. When she came to the lakes she was still owned by her builders who put her under the management of C.I. de Sola of Montreal. She ran in ballast to Port Colborne Ontario where she loaded a cargo of grain for Montreal. She returned from Montreal to Charlotte (Rochester) New York, then went back to Montreal with coal and wintered at Kingston She was chartered by grain dealers James Richardson & Sons who bought her in 1912 (James Playfair managers) and they ran her with CALGARY. She stranded at the foot of the Galops Rapids in the St. Lawrence on 24 May 1912 due to an engine failure and was towed down the river to Montreal.

"... the oil engine boat TOILER met with an accident early in the fall [sic] while manoeuvring in the locks below Kingston, one of her cylinders on the starboard engine breaking at the housing near the bedplate from some cause not yet explained. The steamer [sic] lay about three weeks at Montreal while repairs were made on the broken engine. Considerable difficulty, however, was experienced in getting the engine to run again because of the disarrangement of fuel and air valves and setting of same.

After many unsuccessful attempts, the owners cabled Swan & Hunter, builders of the vessel, and they sent out their representative, [but] after several days of effort [he also] failed to start the engine. The TOILER was towed from Montreal to Kingston light, and the owners asked assistance from the American Ship Building Co. of Cleveland Ohio. This was promptly given by two members of their engineering department, who, after an hour or two, located the difficulty so the vessel was able to proceed to Port Dalhousie Ontario and return under her own power.

This vessel seems to be very much underpowered, as she only develops about 360 B.H.P. with both engines and has difficulty with the strong current in the St. Lawrence River. She is also at a disadvantage owing to the absence of a suitable auxiliary air compressor for manoeuvring the main engine when in the locks. The TOILER only makes about six or seven miles an hour. Last fall, the Kingston Ship Building Co. installed a steam boiler and all her auxiliaries were changed over from compressed air to steam, which was found [to be] a decided improvement for lock conditions." (*Marine Review* of August 1912 as quoted by David Asprey in MarHst-L 5 May 2014)

She was rebuilt at Kingston in 1912-13 after having been aground 23-25 November 1912 near Quebec Head at the foot of Wolfe Island. She had been pulled off by the Calvin Co.'s salvage vessel CORNWALL (C 71609, 914 tons) and tug FRONTENAC (C 111767, 111 tons). The work involved converting her to steam with an 1889 fore and aft compound engine of 89 rated horsepower from the steam barge GARGANTUA ex DC WHITNEY (C 123435 ex U 157075, 1,090 tons gross). TOILER emerged from this work with only one engine and one screw.

Between 1913 and 1916 she was owned by Great Lakes Transportation (Playfair). Her 1916-18 owner was the Ontario Transportation and Pulp Co. (Warren Curtis Jr. manager) who bought her for \$90,706 plus the steamer HONOREVA (C 134700, 1,452 tons). In 1918 Ontario Transportation and Pulp sold her to Canada Steamship Lines for \$350,000. She was renamed MAPLEHEATH in 1920. On 8 December of that year she dropped an anchor while entering the St. Gabriel Lock of the Lachine Canal, ran over it, and sank in the lock. She was docked at Kingston for repairs. In 1929 she was re-engined again at Kingston using the triple expansion engine from the Canada Steamship Lines ex Montreal Transportation Co. ex Calvin steam barge SIMLA = 750 indicated horsepower, 400 rated horsepower. She got a new boiler in 1947.

MAPLEHEATH was sold to McAllister Pyke Towing on 29 November 1959. Her forward superstructure and propeller were then removed and she became a salvage barge based at Kingston. She was broken up at Valleyfield in 1993.

TOILER was designed by John Reid of Montreal.

Montreal Transportation Co. Directors' Minutes 1 September and 13 October 1911; Alpena Public Library Great Lakes Maritime Database; MarHst-L 11 May 2013, 5 and 6 May 2014; Bowling Green Great Lakes Vessels Online Index; Canada [List of Shipping 1912](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); [Green's Marine Directory of the Great Lakes 1916](#); Lewis and Neilson [The River Palace](#); [Lloyd's Register 1913-21, 1923 and 1924](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Page "Canada Steamship Lines, The Fleet Develops 1913

to the 1980s"; *Canadian Railway and Marine World* July, October and December 1911, February 1913, April 1914 and January 1921; *Marine Review* August 1914; *Scanner* October and November 1981.

There is a longer history of vessel at

<http://www.maritimehistoryofthegreatlakes.ca/Documents/Scanner/14/01/default.asp?ID=s009> with some additions/corrections in the following issue:

<http://www.maritimehistoryofthegreatlakes.ca/Documents/Scanner/14/02/default.asp?ID=s006>

There are a number of stories of her early years on the Lakes at:

<http://images.maritimehistoryofthegreatlakes.ca/results?dd=1910&q=toiler>

TYNEMOUNT diesel-electric cannaler (British 133544) (signal letters JDPT).

Original: 1,644 tons gross, 1,062 tons net. As rebuilt in 1914: 1,744 tons gross, 1,129 tons net, 250' (between perpendiculars), 257' (overall). Her builder was Swan, Hunter and Wigham Richardson of Newcastle England. Yard #922. Hull built by Smith's Dock at Middlesborough England under subcontract. Their Yard #541. Launched 26 Mar 1913, delivered to Swan Hunter on 18 Apr 1913. Machinery probably installed by Swan Hunter. Delivered to owners 17 Sep 1913. Original: Two 300 brake horse power six-cylinder Mirrless, Bickerton & Day diesel engines of a modified land type, each with a 235 KVA generator by Mavor & Coulson and a single electric motor and propeller. As rebuilt by Smith's Dock Yard: Triple expansion 650 indicated horsepower, 80 rated horsepower.

Swan Hunter charged Montreal Transportation Co. £24,367 for TYNEMOUNT. The price of the hull, presumably what they paid Smith's Dock, was £13,624. Swan Hunter's profit was said to be £1,447.

The Montreal Transportation Co. board had approved construction of an "oil engined screw vessel" for the bulk trades in May 1912. The contract was signed in June. She was to cost £25,600. The contractor was Electric Marine Propulsion Co. Ltd. and the builder was Swan Hunter. It was Ian Buxton, in MarHst-L of 11 and 13 May 2014, who stated that Smith's Dock of Middlesborough were subcontracted to build her hull. It is unclear exactly how much of the original construction work was done by Swan Hunter themselves. Delivery was to be in spring 1913.

When built TYNEMOUNT was claimed to be the first large diesel-electric vessel in the world. She was one of four diesel or diesel electric lake vessels built in Britain in the same period, three of which were by Swan Hunter.

Her electric generators and motor worked well but the diesels were declared "not suited for marine service". The contract was cancelled by Montreal Transportation Co. in August 1913 due to a failure to meet the delivery date.

Electric Marine Propulsion Co. went into liquidation. The legal wrangling went on for over a year.

The vessel went into service in 1914 with Stamp, Mann & Co. as managers. According to the *Canadian Railway and Marine World* January 1914, her first trip was to Santander Spain and she was going to make a number of voyages as a short-sea trader before crossing the Atlantic. Swan Hunter seized the vessel before that happened. They had her rebuilt as a steamship (at Smith's Dock Co.) and sold her to Forwarders Ltd. (Reuben A. McClelland) of Kingston who renamed her PORT DALHOUSIE. She made a 19-day Atlantic crossing beginning 9 July 1914, making 10 knots on her steam engine. She was resold to Nova Scotia Steel and Coal of New Glasgow Nova Scotia on 10 March 1915 and was torpedoed and sunk in the North Atlantic by the German submarine UB-10 on 19 March 1916. She was registered at Newcastle throughout.

Montreal Transportation Co. Annual Directors' Report 1913; Montreal Transportation Co. Directors' Minutes 29 May 1912, 11 March and 28 August 1913, 25 February 1914; Bowling Green Great Lakes Vessels Online Index; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Greenwood Namesakes 1910-1919; Lloyd's Register 1912, 1914 and 1915; MarHst-L 11 and 13 May 2013; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; uboat.net; *Canadian Railway and Marine World* May 1913 and January and September 1914.

- 59 **VALCARTIER** ex WILLIAM HENRY MACK steel bulk carrier (C 116573 ex U 81857). 1920-1921. As of 1909: 3,781 tons gross, 2,923 net, 354'. Capacity 216,000 bushels of wheat = 6,300 tons on 19'9" draft. As remeasured Canadian 1914: 3,755 tons gross, 2,248 tons net, 361'. As of 1920: 3,315 tons gross. Launched by American Shipbuilding Co. at Cleveland Ohio on 7 February 1903, completed that April. Yard #414. Double bottom, electric light. Was fitted with wireless by 1910. Inverted triple expansion = 1,300 indicated horsepower, 191 nominal horsepower. 1921 value \$410,000.

This vessel's first owner was the Mack Steamship Co. with the Jenkins Steamship Co. as managers. She was in collision with a tug in Buffalo harbour in October 1905, damaging the tug's upper works. MACK was sold to the Jenkins Steamship Co. in April 1906. She rammed the bulk carrier JOHN MITCHELL (U 203943, 4,468 tons gross) off Vermillion Point (15 miles west of Whitefish Point) in Lake Superior on 10 July 1911. MITCHELL, carrying coal, sank with the loss of three lives. MACK, in ballast, had her bow stove in and her forward end sank to water level. She was then sold to A.T. Kenny & Co. of Cleveland. On 25 March 1913 she was swept away in the Cuyahoga River at Cleveland and hit a bridge.

In 1914 MACK was sold to Canadian owners (Lake Commerce Ltd), her registry was changed and she was renamed. She was in collision with the American bulk carrier A.W. OSBORNE (U 107267, 3,826 tons gross) on 13 May 1915

when ½ mile above Corsica Shoal lightship in Lake Huron. VALCARTIER's damage was assessed at \$35,000 to her hull and \$125,000 to her grain cargo. She was then sold to Sault Shipping Ltd., which was owned by the Lake Superior Corp. (Algoma Central Railway) on 5 December 1916 (Cunningham says this happened in February of 1917 which may have been her delivery date). She was subsequently operated by the Algoma Steel Corp in 1918, the Algoma Eastern Railway in 1918-19 and the Algoma Central Steamship Co. in 1919-20. Montreal Transportation Co. bought her for \$363,000 on 10 January 1920 (Cunningham says on 4 February, which may have been her delivery date). Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet.

VALCARTIER ran aground three times in one day on the St. Mary's River on 9 July 1922. She was drawing 19' 2" in what was supposed to be a 21' channel. She made an early transit of the new Welland Canal on 26 October 1932 and was scrapped at Midland in 1937.

VALCARTIER was an "upper laker"; too big to go through the Welland Canal at the time she was built. She was named for the new camp near Quebec City where members of the Canadian Expeditionary Force (troops bound for France) were mustered during the First World War.

Montreal Transportation Co. Directors' Minutes 20 January 1920 and 11 November 1921; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping [Great Lakes Register 1919](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#); Canada Department of Marine and Fisheries Report 1915; Canadian Heritage Ship Information Database; Canada [List of Shipping 1918](#) and [1920](#); Cunningham [Algoma Central Corporation, Centennial Anniversary History 1899-1999](#); Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Gillham [Ships of the Algoma Central Corporation](#); Greenwood [Namesakes 1930-1955](#); [Lloyd's Register of Shipping 1905, 1910, 1918, 1920 and 1921](#); [Mercantile Navy List 1923](#); [Merchant Vessels of the United States 1909 and 1916](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Buffalo Evening News* 4 October 1905 and 10 July 1911; *Canadian Railway and Marine World* October 1914, January 1917, March 1920 and August 1922; *Scanner* October 1976, April 1979 and January 1982; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

- 60 **VINMOUNT** ex VULCAN canaller ex steel bulk carrier (C 138859 ex U 161610). 1920-1921. Original: 1,759.08 tons gross, 1,366.72 tons net, 260' (between perpendiculars) 274' overall. Capacity 105,000 bushels of wheat on a draft of 18'. After 1920: 1,799 gross, 1,024 net, 243'. Capacity 1,935 tons deadweight or 64,500 bushels of wheat on a draft of 14.25'. The Canadian Heritage Ship Information Database gave 1,887 tons gross and 1,107 net with a length of 261'. Launched by Globe Iron Works at Cleveland Ohio on 10 July 1889. Yard #26. Double bottom. Electric light (at least by 1920). Originally had three masts. Fore & aft compound engine = 500 indicated horsepower, 107 rated horsepower. 1914 insurance rating = 95. 1919-20 value \$164,221.43. 1921 value \$200,000.

VULCAN's first owner was Lorain Steamship Co. (D. Wallace) of Lorain Ohio. She was holed near Sault Ste. Marie on 10 November 1894 and repaired at Superior Wisconsin. She ran ashore on Lake Michigan's Gravel Island in August 1895. In 1898, her owner was Vulcan Steamship Co. but she was sold to Drake & Mayhew of Cleveland in 1899. There was a fire in her aft end while she was at Lorain Ohio on 16 July 1901. She was repaired and given a new boiler. She was sold to J.C. Gilchrist of Cleveland in 1905. She stranded on the middle ground at Port Huron Michigan on 30 September 1906 and was aground again near Long Point on Lake Erie with a cargo of grain for Buffalo on 18 October 1906.

This steamer was transferred to Gilchrist Transportation in 1909 and then was owned by Atlas Steamship Co. (D.T. Helm) of Duluth Minnesota 1912-15. She ran aground at Sandusky Ohio due to low water on 30 October 1915 and was damaged in collision with the American bulk carrier DANIEL J. MORRELL (U 203507, 7,232 tons gross) on 7 May 1917 off Whitefish Point in Lake Superior near Sault Ste. Marie. VULCAN was wrecked on Point Abbaye on Lake Superior on 30 October 1918, was salvaged and then sank shortly after at Houghton Michigan. At that point she was abandoned to the underwriters.

The wreck was bought by Canadian Towing & Wrecking Co. (50% owned by Montreal Transportation Co.) on 10 June 1919 and salvaged using their tug JAMES WHALEN and barge EMPIRE. Canadian Towing & Wrecking Co. had VULCAN transferred to Canadian registry in 1920 and rebuilt her for \$20,000 at Collingwood at which time she was shortened 27' (to cut her down to a smaller length). In 1920 she was bought by Montreal Transportation Co. for a package of \$120,000 plus the barges MARY E. MACLACHLAN and COTEAU. She was renamed at that point. September of 1920 found her aground at Cascade Point (at the foot of the Soulanges Canal). She was towed to the Kingston dry dock for repairs. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of Montreal Transportation Co.'s fleet. She was laid up at Kingston in 1929 and sold to Chantiers Manseau (Marine Industries Ltd.) of Sorel Quebec to be broken up in 1937 but that did not actually happen until January of 1946.

Montreal Transportation Co. Annual Directors' Report 1920; Montreal Transportation Co. Directors' Minutes 13 December 1919 and 11 November 1921; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes [Register 1919](#); American Shipmaster's Association [Record of American and Foreign Shipping 1898](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Beeson [Steam Vessels of The Northwestern Lakes](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1913, 1914 and 1915](#); Canada [List of Shipping 1931](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Greenwood [Namesakes 1930-1955](#); Lewis and Neilson [The River Palace](#); [Lloyd's Register 1900, 1905, 1910 and 1920](#); [Mercantile Navy List 1923](#); [Merchant Vessels of the United States 1896, 1906 and 1919](#); Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Buffalo Daily*

Courier 18 July 1901; *Buffalo Evening News* 18 October 1906; *Canadian Railway & Marine World* October 1919; *Detroit Marine Historian* February 1953; *Marine Review* February 1916; *Scanner* October 1993; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

WALKER see JAMES A. WALKER

WEAVER see R.G.A. WEAVER

61 **WESTERIAN** iron bulk carrier ex package freighter/passenger vessel ex CITY OF MONTREAL ex CHINA (C 117073 ex U 5972) (Canadian signal letters TPKL). 1917-1918. Original: 1,239.46 tons gross, 931.61 tons net, 210.5' (between perpendiculars), 220' overall. As remeasured Canadian in 1904: 1,554 tons gross, 868 tons net. As rebuilt in 1913: 988 tons gross, 672 net, 217.5'. Lloyd's Register 1924 said 972 tons gross, 561 tons net, 216.8'. Launched on 19 September 1871 as a passenger/freight steamer by Gibson & Craig (aka Craig Shipbuilding), at Buffalo New York, who were subcontractors for the King Iron Works. Yard #6. Iron hull with wooden upperworks. Overlapping hull plates. Round stern. Electric light fitted in about 1885. Her original single-cylinder engine = 130 nominal horsepower was compounded (fore & aft) in 1906 = 550 indicated horsepower, 81 rated horsepower. 1913-14 insurance rating = 90. 1917 value \$90,000. 1918 value \$78,750.

From 1871 to 1904 CHINA ran in the "Anchor Line", initially while owned by Eastern & Western Transportation Co. (Pennsylvania Railroad) of Erie Pennsylvania. Her managers during that period were the Lake Superior Transit Co. She was aground in the St. Clair River Flats in June 1872. On 4 August 1872 she was aground in the Neebish Channel of the St. Mary's River. She sank at Sault Ste. Marie Michigan in November 1872. She got new upperworks in January 1890. In October 1891 she was aground on Pancake Shoal in Lake Superior.

CHINA was bought by Montreal and Lake Erie Steamship Co. (H.L. Hurdman) and brought to Canadian registry in 1904. She left Buffalo New York in 1905 under tow of the American tug MASON en route to Toronto. That was where her engine was compounded. She also got a new boiler and was refitted. At that point there may have been a name change to H.L. HURDMAN but only one source that was consulted noted that. She was soon renamed CITY OF MONTREAL and was part of the "Merchants Mutual Line" running Montreal-Toledo Ohio-Cleveland Ohio-Windsor Ontario-Detroit Michigan. She was damaged by fire at Montreal on 24 March 1913 and was then cut down and rebuilt as a bulk carrier at Kingston Ontario. She was bought by Westerian Transportation Co. Ltd (James H. Hall) of Ottawa in 1913 and was renamed WESTERIAN. The *Canadian Railway and Marine World* reported in September 1914 that Westerian Transportation Co. Ltd. had been incorporated with \$100,000 capital. Montreal Transportation Co. bought the steamer in 1917 for

\$90,000 (\$50,000 cash and \$40,000 Montreal Transportation Co. stock). She ran aground near 1000 Islands Park on 29 May 1918.

WESTERIAN was sold to Angel B. Lagueruela of Havana Cuba in 1918. The Montreal Transportation Co. steamer PAIPOONGE and barge THUNDER BAY were sold to Lagueruela at the same time. It is unclear whether Lagueruela represented sugar interests or if he was a broker. The price paid for WESTERIAN was \$213,750 with a deposit of \$40,000. It was reported in the corporate minutes that the price was paid and the deal completed. That must have been incorrect because when the buyer got into difficulty she was taken back and sold again. After being rebuilt at Halifax Nova Scotia, she had St. John's Newfoundland registry 1919-21 when owned by Job's and then by Westerian Steamship Co. (R.D. Bassett).

In 1922 she was returned to US registry and was owned by A. Hubbard and then by the Sula Steamship Co. of Mobile Alabama in 1923. They renamed her SULA and ran her in the banana trade. Sold in a US Marshall's sale, she returned to Canada and became WESTERIAN again for the International Waterways Navigation Co. of Montreal. Storm damage fractured her hull in 1923 while on her first voyage for them, which was from Orange Bay Newfoundland to Quebec City. She was taken to St. John's where she served as a floating warehouse until she was scuttled off that city on 9 November 1935.

Montreal Transportation Co. Annual Directors' Reports 1918-1; Montreal Transportation Co. Directors' Minutes 14 April 1917 and 8 August, 10 September and 8 October 1918; Montreal Transportation Co. Kingston Grain Ledgers 12 May-24 November 1917, 20 July-18 November 1917, 30 Aug-16 November 1917, 6 May-15 November 1918; Montreal Transportation Co. Ship's Log Westerian Apr-Sept 1917; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of the Northwestern Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1913, 1914 and 1915; Canada List of Shipping 1912 and 1915; Canadian Heritage Ship Information Database; Greenwood Namesakes 1920-1929; Lloyd's Register 1900, 1910 and 1918-1924; Mercantile Navy List 1923 and 1925; Merchant Vessels of the United States 1877 and 1896; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; University of Detroit Mercy Dowling website; *Buffalo Evening News* 1 May 1905; *Canadian Railway and Marine World* April 1907 and September 1914; *Collingwood Bulletin* 2 January 1919; *Detroit Marine Historian* February 1950; *Scanner* April 2015.

- 62 **WESTMOUNT** (1) steel canaller (C 114445) (signal letters TMKJ). 1903-1915. 1,875 tons gross, 1,171 net, 248.7' (between perpendiculars) 255' (overall). Drew 20' 7" with 39,000 bushels of wheat on board. Launched on 2 April 1903 by Swan, Hunter & Wigham Richardson at Newcastle (Wallsend) England. Yard #287. Fitted with electric light by 1904. Triple expansion = 1,200 indicated horsepower, 230 rated horsepower. 1903 value \$125,000. 1906 value \$115,000. 1908 value \$110,000. 1910 value \$107,000. 1912

value \$106,000. 1913 value \$104,000. 1914 value \$103,000. 1914 insurance rating = 100/100.

WESTMOUNT (1) was a sister to FAIRMOUNT and a near sister to NEWMOUNT. An incident that began a long-lasting court case happened on 20 October 1904 when WESTMOUNT "bumped" the steamer NEEPAWAH (C 102579) in the Welland Canal. NEEPAWAH's owners, the New Ontario Navigation Co., sued for damages as NEEPAWAH had lost two blades of her propeller. The case was eventually dismissed with costs. On 25-25 September 1905 that same year WESTMOUNT was aground at Port Colborne due to high winds. It was WESTMOUNT that was towing the Montreal Transportation Co. barges MINNEDOSA and MELROSE on 20 October 1905 when MINNEDOSA was lost. WESTMOUNT was in collision with ACADIAN (C 61157, 596 tons gross) in 1908 and had to be repaired. During September of that same year WESTMOUNT was aground near Sault Ste. Marie and went to Collingwood to be docked and repaired

In February 1915 she was chartered to the Inter-American Steamship Co. of New York City for 4 months @ \$6,500 per month + operating costs. On 13 October 1915 she was sold to the Inter-American Steamship Co. of Toronto for \$150,000. The net profit to Montreal Transportation Co. was reported as \$43,250. She was then renamed WETHERSFIELD. She was sold to the Canadian Maritime Co. of Montreal in 1918 and then sold again in 1920 to E.J. Heinz (London) Ltd of Montreal. She was sold yet again on 26 October 1922 to shipbroker A.B. Mackay of Hamilton Ontario and London UK for \$8,000. He sold her to Arnold Bernstein of Hamburg Germany on 10 May 1923 and she was renamed MAX BERNSTEIN. She was transferred to German registry and her Canadian registration was closed on 26 April 1923.

Bernstein first renamed her FORDSON I in 1926 and then TRACTOR in 1927. During this period she was converted to a car/tractor carrier and visited the Great Lakes at least once again. In 1937, she was sold to Egon Oldendorff of Lubeck and renamed LUDOLF OLDENDORFF. Royal Air Force Beaufighters sank her while she was in convoy near Egersund Norway on 10 September 1944.

Westmount is an exclusive suburb of Montreal.

Montreal Transportation Co. Annual Directors' Reports 1903, 1904, 1906, 1908, 1910, 1912-15; Montreal Transportation Co. Directors' Minutes 19 January 1905, 18 February, 21 July and 22 October 1915; Montreal Transportation Co. Kingston Grain Ledgers 25 April-27 November 1903, 13 June-7 Dec 1903, 21 May-17 Dec 1904, 5 Aug-17 Dec 1904, 27 April-28 Sept 1905, 15 June-26 Sept 1905, 28 Sept-6 Dec 1905, 22 April-28 May 1906, 17 Oct-4 November 1911, 1 May-24 November 1913, 22 April-31 Oct 1914; Alpena Public Library Great Lakes Maritime Database; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#); Canada [List of Shipping 1905, 1910, 1915](#) and [1918](#); Canadian Heritage Ship Information Database; Devendorf [Great Lakes Bulk Carriers 1869-1985](#); Greenwood

Namesakes 1910-1919; Lloyd's Register 1905, 1910 and 1918; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; Salmon British Built Canadian Vessels; University of Detroit Mercy Dowling website; *Canadian Railway & Marine World* April and November 1906, October 1908; *Detroit Marine Historian* February 1953; *Scanner* March 1978 and December 1998.

63 **WESTMOUNT** (2) upper lake steel bulk carrier (C 138232). 1917-1921. 7,392 tons gross, 5,635 net, 536.0' (between perpendiculars), 550.75' (overall). Capacity 400,000 bushels of wheat = 12,000 tons. Launched by Collingwood Shipbuilding Co. on 5 May 1917. Yard #48. Double bottom. Licensed for 10 passengers. Triple expansion = 2,400 indicated horsepower, 217 rated horsepower. 1917 value \$850,000. 1918 value \$743,750. 1919 insurance rating = 100/100. 1919 value \$658,750. 1920 value \$625,804.51. 1921 value \$1,125,000.

WESTMOUNT (2) was the only Montreal Transportation Company vessel not to be painted in full Canada Steamship Lines colours in 1917. Her funnel was repainted but the CSL diamond was not painted on her bows. She was aground near Caribou Island in the St. Mary's River on 30 July 1917 and was released on 4 August after 60,000 bushels of grain had been lightered [see definitions]. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet. She made an early transit of the new Welland Canal on 3 July 1931, over a year before the ceremonial opening.

On 15 May 1963 WESTMOUNT (2) was in collision with the German freighter LOBIVIA (G 5210155, 4,076 tons gross) off Port Huron Michigan. The German ship was part of the Cunard Great Lakes Service. WESTMOUNT (2) was also in collision with the American bulk carrier ROGERS CITY (U 223352, 7,318 tons gross) during the same incident. Later that same summer WESTMOUNT (2) grounded on 4-5 June 1963 two miles below the Bluewater Bridge at Sarnia Ontario close to where the earlier collisions had occurred. She was laid up at Kingston after the 1966 shipping season and arrived at Santander Spain to be broken up on 30 August 1967.

This steamer's sponsor was Mrs. L.L. Henderson, wife of the president of Montreal Transportation Co. The only "upper laker" that Montreal Transportation Co. built rather than bought, she was too big to go through the Welland Canal of the time.

Westmount is an exclusive suburb of Montreal.

Montreal Transportation Co. Annual Directors' Reports 1917-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors Minutes 11 November 1921; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Canada List of Shipping 1918; Canadian Heritage

Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Gillham Ships of Collingwood; Lloyd's Register 1918, 1920, 1921 and 1963; Mercantile Navy List 1923; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Canadian Railway & Marine World* May and September 1917; *Detroit Marine Historian* 1963; *Scanner* January 1974; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

- 64 **WINDSOR** ex IROQUOIS composite steam barge (C 125986 ex U 100524). 1907-1921. Original: 1,698.5 tons gross, 1,469.5 tons net. As of 1908: 1,962 tons gross, 1,276 net, 242' (between perpendiculars), 257.5' (overall). After 1919: 1,769 tons, 1,068 net, 249.5'. Built by David Lester at Marine City Michigan and launched in April 1892 for his own account. Iron frames, steel arches, diagonally strapped, bow sheathed in metal. Three masts. Original fore & aft compound engine replaced prior to 1914 by another one of the same type that developed 350 indicated horsepower, 73 rated horsepower. 1908 value \$48,000. 1909 value \$43,000. 1910 value \$42,000. 1912 value \$40,000. 1913 value \$35,000. 1914 value \$30,000. 1914 insurance rating = 90/100. 1915 value \$20,000. 1916 value \$15,000. 1917 value \$35,000. 1918 value \$30,625. 1919 value \$27,125.

IROQUOIS' first owner was her builder and then she was sold to Curtis and Brainerd of Toledo Ohio. She got a new stem in 1894. She was aground off Geneva Ohio in 1895 because her crew thought a gas flare was a navigation aid. She was in collision in June 1897 with the American freighter INTER OCEAN (U 100046, 1,068.76 tons gross) in the Detroit River and she hit an obstruction there in November 1897. Her 1897 owner was W.C. Richardson of Cleveland Ohio and her 1898 owner was M.P. Lester. She was ashore near Cleveland in 1900 but a tug got into deep water again.

IROQUOIS was bought by Montreal Transportation Co. for \$41,250 plus \$10,312 duty. They took delivery on 10 September 1907 at Windsor Ontario She was then put in the Collingwood Ontario dry dock for repairs and was renamed WINDSOR on 25 October 1907. She was bought for the Lake Ontario - Montreal coal trade. Her bottom was caulked in 1912. Repairs were done and her topsides were caulked in 1913. On 10 August 1914 she suffered \$8,000 damage in an accident at Lock 12 of the Welland Canal.

WINDSOR was rebuilt and shortened at Port Dalhousie Ontario in 1919 after being damaged in the grain elevator explosion at Port Colborne Ontario (Montreal Transportation Co.'s barge QUEBEC (2) was also involved). WINDSOR was wrecked off Main Duck Island near Kingston on 26 November 1920 and salvaged. Her ownership was transferred to Canada Steamship Lines in 1921. She was abandoned just above Lock One of the Welland Canal at Port Dalhousie in 1923 and subsequently sank. Sincennes-McNaughton and Russell raised her in 1929. They removed her engine and boiler at Toronto. She was fully dismantled in 1930. Bascom and Gillham said she became a

barge for Sin-Mac Lines but the source of that information is not known to this compiler.

Montreal Transportation Co. Annual Directors' Reports 1908-10 and 1912-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 26 June and 12 December 1907; Montreal Transportation Co. Engineer's Log R.G.A. Weaver 1 May-14 Oct 1917; Alpena Public Library Great Lakes Maritime Database; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1929; Canadian Heritage Ship Information Database; Devendorf Great Lakes Bulk Carriers 1869-1985; Greenwood Namesakes 1920-1929; Lloyd's Register 1918, 1920 and 1921; Mercantile Navy List 1923; Merchant Vessels of the United States 1890 and 1896; Milwaukee Public Library Great Lakes Marine Collection; Miramar Ship Index; New Mills List; *Canadian Railway & Marine World* October 1907 and September 1914; *Detroit Marine Historian* February 1953; *Marine Record* 11 October 1894; *Marine Review* 26 June, 11 and 18 July and 31 October 1895, 2 December 1897; *Port Huron Daily Times* 14 April 1892; *Saginaw Courier-Herald* 13 September 1900.

ELEVATORS:

The *British Whig* said on 9 May 1883 that Montreal Transportation Co. had four floating elevators in Kingston. These were presumably CERES, #1, #2 and #3. But, on 22 December 1883 the paper mentioned there being only three elevators. A total of nine were found in various sources, one of which may be a case of an elevator having both official and slang names.

- 1 **CERES** (C 72565). 1883-1910. 146.69 tons gross, 69.38 tons net, 77.7'. Launched at Kingston by William Power on 20 April 1875. Round stern. Horizontal 30 horsepower engine.

CERES was overhauled in 1881 when her elevating arm and leg were lengthened. She was owned by the St. Lawrence & Chicago Forwarding Co. and came to Montreal Transportation Co. in 1883 when they took over Saint Lawrence & Chicago. Her machinery was removed about 1895 and she became a barge. See barge listing.

Ceres was the goddess of the harvest.

J. Gaskin letterbook 1884-86; Alpena Public Library Great Lakes Maritime Database; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Mercantile Navy List 1882; *British Whig* 24 May 1881; *Marine Record* 7 April 1887. [also see barge listing below]

- 2 **HOPE** ex BEAGLE? 1870-1872. Original: was possibly a steam barge of 95 tons gross. 90'. Built at Niagara 1843. After 1851: 67 tons gross. 81'. Square stern. Information about her dimensions and tonnage as an elevator could not be found.

The steam barge HOPE was wrecked in 1849 at Port Hope Ontario and rebuilt at Kingston in 1851. She sank at a wharf in 1868 while owned by St. Lawrence and Chicago Forwarding, but was salvaged in 1869 and rebuilt as an elevator in Kingston for the Montreal Transportation Co. She was repaired in 1871-72 at Montreal.

Canadian Heritage Ship Information Database (possibly 9033869); New Mills List; *British Whig* 24 May 1881; *Kingston Daily News* 7 August 1868, 21 April 1869, 19 December 1870 and 14 March and 13 May 1872.

Note: this vessel could also be the steamer of this name built by A. Cantin at Montreal 1862 110.42', 39.79 unit tons as first measured. 139.47 tons gross and 80.77 tons net as rebuilt. Registry closed 10/5/78 as engine had been removed (Marine Museum of the Great Lakes Canadian Ship Registers on line).

Note also that she is not in the Register of British Ships Inland Waters 1854 under either name, but BEAGLE is in the Schedule of Vessels Registered in Canada 1846-1854 as registered in Kingston 1853. 91 tons.

3 **JUMBO.** 1889. "JUMBO, the new elevator owned by the M.T. Company, became disarranged yesterday while discharging a barge" (*British Whig* 1 June 1889). Possibly #8 below.

4 **M.T. CO. NO. 1.** 1871-1910. 148 tons gross, 41 register, 84.2'. Screw propulsion. Built at Montreal in 1871.

The intention to add an elevator was announced in the *Kingston Daily News* 4 September 1871. It is unclear if this referred to M.T. Co. No. 1 or M.T. Co. No. 2. M.T.Co. No. 1 was repaired in 1872 after an accident to her machinery. Her elevating leg was lengthened in 1881 to allow her to work larger vessels. She was repaired again in 1884-85.

J. Gaskin letterbook 1884-86; Canada List of Shipping 1877, 1895 and 1910; Directory of the Marine Interests of the Great Lakes 1884; New Mills List; *British Whig* 25 March 1881; *Kingston Daily News* 13 and 27 May 1872; *Marine Record* 7 April 1887.

5 **M.T.CO. NO. 2.** 1872-1887. Built at Montreal. The intention to add an elevator was announced in the *Kingston Daily News* 4 September 1871. It is unclear if this referred to M.T. Co. No. 1 or M.T. Co. No. 2. No. 2 was to be launched in the first week of June 1872.

At one point in 1872, No. 2 elevated over 100,000 bushels in 48 hours. She was repaired in 1884-85. Dismantled in 1887 when her machinery was transferred to a new hull (see 8 below).

J. Gaskin letterbook 1884-86; *British Whig* 17 August 1887; *Kingston Daily News* 5 and 27 May 1872; *Marine Record* 7 April 1887.

- 6 **NUMBER THREE.** 1883-85. The St. Lawrence & Chicago Forwarding Co. bought this elevator from the Montreal Elevating Co. in 1881. She came to Montreal Transportation Co. in 1883 when they took over St. Lawrence and Chicago Forwarding. She had a fanning mill to clean grain and was to be fitted up to elevate coal in 1884. Whether or not that was done, her machinery was removed in 1885 to run equipment ashore.

J. Gaskin letterbook 1884-86; *British Whig* 25 March 1881, 14 March 1882 and 21 June 1884; *Kingston Daily News* 27 May and 5 June 1872; *Marine Record* 7 April 1887.

- 7 **ORB.** 1883. As barge: 100.74 tons register, 43.79 "unit tons". 94.66'. 7,000 bushel capacity. As elevator: 100.79 "unit tons". 94.67'. Built by A. Cantin at Montreal as a barge in 1853. No masts. Round stern.

ORB was repaired in 1854. From 1854 to 1864 her owner was Geo. Smith. She was rebuilt as a floating elevator in 1864. She sank at Carruthers's Wharf in Kingston in 1869, was raised by Calvin & Breck and taken to Garden Island Ontario for rebuilding. St. Lawrence & Chicago Forwarding (Coulthurst & McPhee) may have bought her from the Montreal Elevating Co. In any case, St. Lawrence and Chicago Forwarding Co. owned her by 1870. She was overhauled in 1872 and 1881 and presumably came to Montreal Transportation Co. in 1883 when they took over St. Lawrence and Chicago Forwarding. However, she was not included John Gaskin's 1884-1886 letterbook, nor in the published 1887 Montreal Transportation Co. fleet list.

Alpena Public Library Great Lakes Maritime Database; Canada [List of Shipping 1877](#); Canadian Heritage Ship Information Database (9023599); [Directory of the Marine Interests of the Great Lakes 1884](#); Marine Museum of the Great Lakes Canadian Registry List; New Mills List; *British Whig* 24 March and 16 May 1881; *Kingston Daily News* 30 July, 10 August and 19 December 1869, 19 December 1870 and 6 and 13 May 1872.

- 8 **Name Unknown.** The *British Whig* of 7 August 1888 referred to a new Montreal Transportation Co. elevator. The machinery came from "M.T.Co. No. 2". The new elevator was capable of elevating 10,000 bushels/hr (*British Whig* 10 September 1887).

- 9 **Name Unknown.** The *British Whig* of 16 May 1890 said that Montreal Transportation Co. had launched a new elevator the day before.

BARGES:

- 1 **A** river barge (C 59874). 1883-1892. 195 tons gross, 144 tons register, 100'. Capacity 11,000 bushels. Built at Quebec City by Cantin in 1868 ([Marine Register 1874](#) said at Batiscan). No masts. 1874 rated 2 and valued at \$2,700. 1878 rated 2 and valued at \$2,800. 1884 rated B1. 1886 and 1887 classed coarse freight only.

In 1868 the owner of this barge was the Montreal Elevating Co. In 1872-74, her owners were shown as Coulthurst & McPhee of Kingston Ontario. Her 1875 owner was Duguld McPhee (St. Lawrence & Chicago Forwarding Co.). She was repaired in 1875 and again in 1877-78. She came to Montreal Transportation Co. when they took over St. Lawrence and Chicago Forwarding Co. in 1883. It does not appear that she was in use by Montreal Transportation Co. in 1884-85, but in 1886 she was quickly repaired and put into service due to a shortage of barges. She was broken up at some later point. Her registry was closed on 11 December 1899.

J. Gaskin Letter Book 1884-86; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests on the Great Lakes 1884; Mercantile Navy List 1875, 1883, 1889, 1892 and 1899; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *British Whig* 24 May 1881 and 2 June 1886; *Kingston Daily News* 28 August 1876; *Marine Record* 7 April 1887.

- 2 **ACADIA** river barge (C 72942). 1883-1911. 420 tons new measurement, 374.69 tons gross. 150.0'. Capacity 24,000 bushels. Built at Quebec City by F. Cantin in 1875. One mast. Round stern. 1878 rated 2 and valued at \$8,000. 1884 rated A2½. 1890 and 1892 again rated A2½ and valued at \$6,000. 1897 rated B1 and valued at \$4,400. 1902 value \$6,000. 1903 value \$5,400. 1906 value \$3,000. 1908 value \$2,250.

ACADIA belonged to Thomas Workman of Montreal in 1876-77 but was in several Montreal Transportation Co. tows during that time. She was owned by St. Lawrence & Chicago Forwarding in 1878 and came to Montreal Transportation Co. in 1883 when they took over that firm. She was repaired in 1885 but nevertheless condemned in 1886. Consequently, she was rebuilt at Portsmouth in 1886-87 with some new frames and outside planking at a cost of \$7,000. She was repaired again in 1889-90 and her bottom was caulked in 1896. She was repaired at Kingston in 1897 when leaking badly after grounding near Alexandria Bay New York in April while being towed by the Montreal Transportation Co. tug ACTIVE. Despite all those repairs, she was rebuilt for a second time in 1901. She sank in the river near Morrisburg New York in 1911 and was sold "as is" to Patrick Doyle of Montreal for \$300. Doyle raised her and was still her owner in 1919. She was sunk for the last time when she was in collision with the steamer TURRET COURT (C 106608, 1,197 tons gross) off Windmill Point at Montreal on 29 May 1921. ACADIA was owned by Century Coal Co. (a Canada Steamship Lines subsidiary) at the time. Her registry was closed on 18 June 1921.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906 and 1908; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Directors' Minutes 16 May 1912; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 1 Jan-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 11 Aug

1900-6 July 1901, 5 Oct-28 Dec 1900, 14 June-24 November 1901, 29 April-12 June 1901, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 March-6 Aug 1903, 25 April-27 November 1903, 28 Aug-7 Dec 1903, 7 May-15 Sept 1904, 29 April-15 June 1905, 29 April-23 June 1905, 19 July-22 November 1905, 22 April-28 May 1906; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878, Canada List of Shipping 1877, 1895, 1910, 1912 and 1918; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892 and 1897; *British Whig* 24 May 1881, 14 March 1882 and 1 April 1887; *Buffalo Evening News* 30 April 1897; *Kingston Daily News* 6 July, 1 August, 5 and 9 October 1876, 1 July and 25 September 1877; *Marine Record* 18 December 1884, 7 April 1887 and 24 March 1898.

- 3 **ADVANCE** river barge. 1870-1890. 243 tons gross, 240 tons "carpenter's measure", 200.54 tons register, 107.3'. Capacity 13,000 bushels. Built by Henry Roney at Garden Island in 1854. No masts. Round stern. 1866 rated 2 and valued at \$2,500. 1874 rated 2 and valued at \$3,000.

E. Berry owned ADVANCE in 1854-66. She was rebuilt in 1863. G.M. Kinghorn (who was a director of Montreal Transportation Co.) owned her in 1868. She was rebuilt again in 1869 and was in some Montreal Transportation Co. tows. Montreal Transportation Co. apparently became her owner on 4 January 1870. She was repaired at Kingston in 1874 and was rebuilt there for the third time in 1883 with some new timbers, new deck and sides. Despite that work, Inland Lloyd's 1890 noted that she required repairs.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866 and 1878; Bush Commercial Navigation on the Rideau Canal; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Classification of Lake Vessels and Barges 1871; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Polk's Marine Directory of the Great Lakes 1888; Register of British Ships Inland Waters 1854; Swainson A Shipping Empire: Garden Island; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *British Whig* 7 May and 18 July 1881, 18 July 1883; *Kingston Daily News* 20 October 1870, 1 September 1873, 15 May and 22 August 1874, 19 August and 3 and 5 October 1876; *Marine Record* 7 April 1881.

- 4 **ALBERT** river barge (C 71606). 1883-1895. 88.98 tons register, 95.9'. Built at Montreal by J.B. Auger in 1873. No masts. Round stern. In 1874 was rated 1 and valued at \$6,800. 1878 rated 1 and valued at \$5,200. 1884 was rated B1. Rated coarse freight only in 1887.

In 1874-77 ALBERT's owner was variously reported as the Montreal Elevating Co. and as the St. Lawrence and Chicago Forwarding Co. Either way, she was sometimes in Montreal Transportation Co. tows and by 1878 she was definitely owned by St. Lawrence & Chicago Forwarding Co. She was caulked at Portsmouth Ontario in 1881 while St. Lawrence and Chicago Forwarding Co.

still leased the yard there. She came to Montreal Transportation Co. ownership in 1883 when they took over St. Lawrence and Chicago Forwarding Co. and was then repaired. She was removed from the register on 18 December 1899.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Marine Register 1874](#); Board of Lake Underwriters [Marine Register 1874](#); [Directory of the Marine Interests of the Great Lakes 1884](#); Canada [List of Shipping 1877](#) and [1895](#); Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; *British Whig* 24 and 30 May 1881 and 14 March 1882; *Kingston Daily News* 27 October 1873 and 21 May 1874; *Marine Record* 7 April 1887.

- 5 **ALBERTA** river barge (C 100179). 1891-1911. As rebuilt 1891: 328.86 tons gross, 313.92 tons net, 163.5'. Capacity 25,000 bushels. Built at Quebec by Cantin in 1876. No masts. Round stern. 1892 rated A2 and valued at \$9,000. 1897 still rated A2 and valued at \$6,400. 1902 value \$2,000. 1903 value \$1,800. 1906 value \$3,500, 1908 value \$3,000.

ALBERTA was rebuilt by Montreal Transportation Co. at Kingston in 1891 and again in 1906. In 1911 she was sold to the Canadian Import Co. for \$1,500 but her owner was listed as William Quarrier Stobo of Quebec City in 1912-1915. Stobo was associated with the Canada Import Co., Canada Shipping Co., Webster Shipping. Co. and St. Lawrence Stevedoring Co. ALBERTA's registry was closed on 30 March 1917 as she was out of existence.

She might have been named for Princess Louise Alberta, wife of the Governor-General and a daughter of Queen Victoria – as were Lake Louise and the Alberta Territory (part of the NWT) that was a predecessor of the province of Alberta.

Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908 and 1911; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Directors' Minutes 10 May 1911; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 5 Oct-28 Dec 1900, 29 April-12 June 1901, 14 June-24 November 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 7 May-15 Sept 1904, 21 May-17 Dec 1904, 27 April-28 Sept 1905, 29 April-15 June 1905, 29 April-23 June 1905, 9 July-22 November 1905; Bureau Veritas [Great Lakes Register 1914](#); Canada [List of Shipping 1895, 1910](#) and [1912](#); Canadian Heritage Ship Information Database; [Inland Lloyd's Vessel Register Canadian Hulls 1892](#) and [1897](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892](#) and [1896](#); *Marine Review* 24 September 1891, 24 March 1898 and 5 April 1900.

- 6 **ALBINA** river barge (C 92533). 1888-1907. 186 tons gross. 180.34 tons register, 110.9'. Built by Jos. T. Matten at Sorel in 1887. No masts. Round stern.

ALBINA was repaired and caulked in 1894. In 1897-1907, her owner was George T. Benson of Montreal who was probably a Montreal Transportation Co. agent, or, in 1897 was Reid & Co. of Montreal, but either way she continually showed up in Montreal Transportation Co. corporate minutes as if owned by them. She was eventually wrecked on Glassford's Shoal below the Galops Rapids in the St. Lawrence River and was removed from the register on 26 February 1907.

Canada [List of Shipping 1895](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897](#); Marine Museum of the Great Lakes [Canadian Ship Registers on line](#); [Mercantile Navy List 1888, 1896 and 1907](#); Mills [Barges and Scows Before 1890](#); *British Whig* 25 November 1890.

- 7 **ALFRED** river barge. 1883-1886. 226 tons new measurement, 190 tons register, 100.9'. Capacity 14,000 bushels. Built at Quebec City by A. Cantin in 1873. 1874 rated 1 out of a possible 3 and valued at \$6,800. In 1878, she was rated 1 and valued at \$5,000. In 1884 she was rated B1.

This barge was in a Montreal Transportation Co. tow in 1873. In 1874 her owner was given as "Elevating Co." (the Montreal Elevating and Warehousing Co.?). Her 1877 owner was T. McCarthy of Prescott Ontario. His occupation was given as a brewer. The Grenville Brewery in Prescott was owned by John McCarthy (1827-93), so the initial "T" might be incorrect, or possibly they were two different men both involved in the family business.

ALFRED's ownership was transferred to St. Lawrence & Chicago Forwarding by 1879, then to Montreal Transportation Co. in 1883 when they took over the firm. Montreal Transportation Co. rebuilt her in 1883-84 but she was not in the published 1887 Montreal Transportation Co. fleet list. In 1895 her owner was Joseph Kerr of Farran's Point Ontario. She was broken up and was removed from the register on 18 March 1897.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Marine Register 1874](#); Board of Lake Underwriters [Lake Vessel Register 1878](#); Canada [List of Shipping 1874, 1877 and 1895](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); [Gates Breweries of Kingston & the St. Lawrence Valley](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890 and 1892](#); Mills [Barges and Scows Before 1890](#); *British Whig* 24 May 1881 and 14 March 1882; *Kingston Daily News* 14 June, 11 August, 10 September and 18 November 1873, 19 December 1874, 29 May and 28 August 1876; *Marine Record* 7 May 1887.

- 8 **AMAZON** river barge (scow). 1869-1874. 129 tons register, 101.1'. Capacity 10,000 bushels. Built at Riviere-du-Loup in 1869. In 1874 she was rated 2 out of a possible 3 and valued at \$2,200.

In 1877-84 AMAZON's owner was the Canada Shipping Co. (W.Q. Stobo) of Montreal. She was eventually broken up.

Association of Canadian Lake Underwriters Marine Register 1874; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; *Kingston Daily News* 19 December 1869, 19 December 1870, 13 May and 7 June 1872, 17 December 1873, 7 May and 1 August 1874.

- 9 **ANT** river/harbour barge 1883. 120 tons. Built by G. Tait at Montreal 1870. Her 1884 listing gave no insurance rating and showed her as owned by St. Lawrence & Chicago Forwarding Co. although that company no longer existed. She presumably came to Montreal Transportation Co. in 1883.

Directory of the Marine Interests of the Great Lakes 1884.

- 10 **ARTHUR** river barge (C 103347). 1883-1884. 185.98 tons gross, 178.76 tons register, 104.4'. Capacity 14,000 bushels. Built at Quebec City by Cantin in 1873. No masts. Round stern. 1874 rated 1 out of a possible 3 and valued at \$6,800. 1878 rated 1 and valued at \$5,000. 1884 rated B1.

ARTHUR was a Montreal Elevating & Warehousing Co. barge in 1874-77. In 1878-83 she was owned by the St. Lawrence & Chicago Forwarding Co. although she was included in Montreal Transportation Co. tows on many occasions. ARTHUR was one of seven St. Lawrence and Chicago Forwarding Co. barges involved when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock Two in the Lachine Canal in 1880. She came to Montreal Transportation Co. when they took over St. Lawrence and Chicago Forwarding Co. but apparently did not fit out for Montreal Transportation Co. in 1885 or 1886. By 1892 she had been sold to J. Gagnon of St. Henri Quebec and was renamed BALMORAL in 1894. In 1896 she struck a rock in the St. Lawrence, sank and was then raised. Her rudder was reported as defective in 1897. Gagnon still owned her in the 1915 List of Shipping but she had possibly already been broken up by then. She was removed from the register on 26 August 1916.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1886, 1895, 1912 and 1915; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Mercantile Navy List 1897 and 1907; Mills Barges and Scows Before 1890; *British Whig* 30 June and 2 July 1880, 24 May 1881 and 14 March 1882; *Kingston Daily News* 19, 23 and 24 June, 24 July, 19 September and 27 October 1873, 5 June 1876; *Marine Record* 7 April 1887.

- 11 **AUGUSTUS** schooner barge (C 96919). 1902-1919. 830.62 tons gross, 802.32 tons register, 177.5'. Capacity 900,000 bd.ft. Built by Thomas O'Brien at Garden Island Ontario in 1893 for the Calvin Co. Two masts (1937 photos of her at Portsmouth Ontario show one mast forward). Round stern. 1897 rated A2 and valued at \$24,000. 1903 value \$12,000. 1906 value \$9,000. 1907 value \$12,000 and rated A2. 1908 value \$8,500. 1910 value \$8,000. 1912

value \$9,000. 1913 value \$8,000. 1914 value \$7,000. 1914-15 insurance rating 90. 1915 value \$6,000. 1916 value \$5,000. 1917 value \$10,000. 1918 value \$8,500. 1919 value \$7,000, restricted to Lake Ontario and the St. Lawrence River. 1921 classed as 90.

The Calvin Co. used AUGUSTUS in the timber trade to at least 1898. She was bought by Montreal Transportation Co., docked and caulked in 1902 and was rebuilt in 1906. She needed repairs after striking a rock near Prescott Ontario on 15 August 1909 and was then repaired and caulked again in 1912 probably after being aground at Salmon Point in Prince Edward County. At that time Calvins lightered [see definitions] her load of coal and pulled her off. Montreal Transportation Co. got a 1/3 discount on the \$510 bill because of the close relationship between the two firms.

She was sold to A.A. Larocque for \$7,500. Her registry was transferred on 4 March 1919. In 1920 her owner was the Atlas Transportation Co. Sincennes-McNaughton (that became Sin-Mac in 1929) directly owned her again from 1921 to at least 1934. She was abandoned at Portsmouth Ontario and sank on 15 November 1937 while en route to be scuttled off Snake Island (in Lake Ontario 4 miles south of Kingston) during a cleanup of the harbour.

Alphonse Arsene Larocque (1865-1936) was managing director of Sincennes-McNaughton tugs. He bought control of the firm in 1917. Sincennes-McNaughton owned Consolidated Sand Co., Touzin Sand and Atlas Transportation as well as other companies. Larocque became a director of the Bank of Hochelaga and then president of the Montreal Dry dock and Ship Repair Co. In 1919 he bought AUGUSTUS and ten smaller Montreal Transportation Co. barges (CONDOR, DAKOTA, DORCHESTER, DUNMORE, KINGSTON, LAPWING, MUSKOKA, SELKIRK, VALENCIA and WINNIPEG).

Montreal Transportation Co. Engineers' Log Mary P. Hall 4 May 1917-8 Oct 1918 and John C. Mann; Montreal Transportation Co. Annual Directors' Reports 1903, 1906, 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 20 January 1919; Montreal Transportation Co. Kingston Grain Ledgers 25 March-6 Aug 1903, 25 April-27 November 1903, 15 June-26 Sept 1905, 19 July-22 November 1905, 21 April-24 May 1906, 10 July-29 Oct 1916, 30 Aug-16 November 1917; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database: American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1895, 1910 and 1933; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1920; Inland Lloyd's Vessel Register Canadian Hulls 1897 and 1907; Kohl Kingston's Shipwrecks; Lewis and Neilson The River Palace; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1898, 1919, 1921, 1923 and 1925; Mills Barges and Scows Before 1890; Swainson A Shipping Empire: Garden Island; Canadian Railway & Railway World September 1909 and June 1917; Detroit Marine Historian February 1952; Marine Review 13 March 1902.

- 12 **B** river barge. 1883-1886. 193 tons register, 115.5'. Capacity 12,000 bushels. Built at Batiscan Quebec by Artemis Dunning in 1868. 1874 rated 2 and valued at \$2,900. 1884 rated B1. Rated coarse freight only in 1887.

In 1864 this barge was owned by the Montreal Elevating Co. Beginning in 1874 she was owned by Coulthurst & McPhee (St. Lawrence & Chicago Forwarding Co.). Repaired in 1878, she came to Montreal Transportation Co. in 1883 when they took over St. Lawrence and Chicago Forwarding Co. Montreal Transportation Co. did not consider her to be worth the cost of insurance and apparently did not fit her out in 1885. She was broken up by 1897 and was later removed from the register in 1899.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *British Whig* 24 May 1881; *Kingston Daily News* 19 December 1874 and 29 May 1876; *Marine Record* 7 April 1887.

BACON see MELVIN S. BACON

- 13 **BEAUPORT** river barge (C 66075). 1906. 350 tons gross, 333.75 tons register, 145.6'. Capacity 26,000 bushels. Built at Levis Quebec (also given as Quebec City) by Cantin (also given as François Xavier Marquis) in 1873. No masts. Round stern. 1878 rated 1 and valued at \$8,000. 1884 rated A2½. 1890 rated A2 and valued at \$7,200. 1892 rated A2½ and valued at \$6,800. 1897 rated A2½ and valued at \$5,500.

BEAUPORT's 1874 owners were Miller & Jones. François Xavier Marquis of Levis owned her 1875-77. Ross & Co. of Montreal owned her in 1879. In 1881-1906 her owner was the Kingston & Montreal Forwarding Co. She was partly re-planked at Portsmouth Ontario in the spring of 1885 but struck a rock, broke loose from the Government Tug Line (Calvin Co.) tug TRAVELLER (C 72569, 208 tons gross) and grounded in the Galops Rapids of the St. Lawrence on 12 November that year. She was carrying 400,000' of deals [see definitions]. After that, she was rebuilt at Portsmouth in 1887-88. She was caulked in 1894, repaired in 1897 and came to Montreal Transportation Co. when they bought Kingston & Montreal Forwarding Co. in 1906. She was quickly resold for \$1,200. Her 1907 owner was Jos. E Robillard of Montreal and in 1910-17 she was owned by the Department of Public Works. She was not included in the 1918 List of Shipping.

Presumably named after Beauport Quebec, a shipbuilding suburb of Quebec City.

Montreal Transportation Co. Directors' Minutes 10 October 1906; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874;

Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1912 and 1915; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1875, 1883, 1892, 1897 1907 and 1917; Mills Barges and Scows Before 1890; *British Whig* 25 March 1881, 23 April 1885, 23 November 1887, 28 March 1895 and 2 April 1896; *Canadian Railway & Marine World* April 1906; *Kingston Daily News* 16 November 1875 and 19 August 1876; *Toronto Globe* 14 and 15 November 1885.

- 14 **BELLA** ex CAYUGA river barge (C 88569). 1872-1916. Original: 402 tons gross, 360.89 tons register, 135.3'. 20,000 bushel capacity. As rebuilt: 454.49 tons gross, 434.02 tons register, 166.0'. Built at Garden Island Ontario by Henry Roney in 1870. Never rigged with spars, but had two masts at least as rebuilt. Round stern. 1874 rated 1 out of a possible 3 and valued at \$9,400. 1878 again rated 1 and valued at \$7,500. 1884 rated B1. 1886 and 1890 rated A2 and valued at \$8,000. 1892 rated A2 again but valued at \$7,500. 1896 value \$9,000 rated A2. 1897 rated B1 and valued at \$6,000, required repairs. 1902-03 value \$2,000. 1906 value \$2,500. 1908 value \$2,250. 1910 value \$2,000. 1912 value \$1,000. 1913 value \$500.

CAYUGA's first owner was probably the Calvin Co. but she wintered in 1870-71 at the Montreal Transportation Co. wharf in Kingston. Montreal Transportation Co. owned her by 1872. She was repaired in 1881 and rebuilt, lengthened and given a steel keelson in 1884-85. She was renamed at that time. She was rebuilt again in 1903. In the 1916 Montreal Transportation Co. reports she was noted as being for sale, but she foundered off the north end of Canada Island (Galops Rapids in the St. Lawrence) on 29 June 1916.

Her original name, like those of several of the other Calvin barges, was one of the tribes of the Iroquoian group. She was renamed after John Gaskin's daughter Isabella who was born in 1872.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913; Montreal Transportation Co. Directors' minutes 26 May 1916; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 14 June-24 November 1901, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 7 May-15 Sept 1904, 21 May-17 Dec 1904, 29 April-15 June 1905, 29 April-23 June 1905, 19 July-22 November 1905, 21 April-24 May 1906; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada Department of Marine and Fisheries Annual Report 1916; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892, 1896 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897 and 1917; Mills Barges and Scows Before 1890; Swainson A Shipping Empire: Garden Island; *British Whig* 28 May and 1 October 1884 and 21 November 1887; *Kingston Daily News* 19 December 1869, 19 December 1870, 2 October 1872, 3 June 1873, 7 May and 29 June 1874, 5 November 1875, 8 June, 1 August and 9 October 1876 and 1 June 1877; *Marine Review* 24 March 1898.

BELLE sees COTEAU

- 15 **BISMARCK** aka BISMARCK river barge ex schooner (C 72578). 1906. 332.26 tons gross, 302.04 tons net, 131.7'. 25,000 bushel capacity. Launched at Port Dalhousie Ontario by S.D. Andrews & Son in April of 1871. Three masts. Square stern. In 1878 and 1884 she was rated A2. 1892 rated A2½ and valued at \$6,800. 1897 rated B1 and valued at \$3,000.

BISMARCK was either built for the timber trade or was soon modified for it. In September 1871 she was in collision with the schooner E. HARMON (possibly C 71256, 29 tons register) at Port Colborne Ontario and then a little later went ashore near Sheboygan Michigan. She was ashore again at North Harbor reef on Lake Erie in September 1873 and then broke loose from her Garden Island Ontario anchorage and went ashore on Ferguson Point of Wolfe Island in December 1873. Her 1877 owner was E.A. Booth of Garden Island.

In 1878 her owners were Breck et al of Garden Island. On 13 September of that year she stranded near Port Credit Ontario and on 12 August 1879 she was in collision with the propeller PERSIA (C 47013, 757 tons gross) near Presque Isle while on passage from Garden Island to Toledo Ohio. There was \$300 damage to BISMARCK.

L.W. Breck sold her to A. Malone of Garden Island in 1880. She was damaged by ice in the winter of 1880-81. The *Whig* said that in August 1883 BISMARCK was in collision with the schooner MAGGIE BURNS in Hamilton Bay and that BURNS was dismasted in the collision. No record was found of any lake vessel with the name MAGGIE BURNS.

BISMARCK's 1883 owner was the Kingston & Montreal Forwarding Co. They cut her down to a river barge at Portsmouth that year. She got a new stern and was caulked in 1885. In 1890 she was noted as requiring repairs. She was repaired and given a new deck after going ashore near Oswego New York in July 1892 with a cargo of coal while on passage to Montreal. In June 1896 she hit a guard in the Cornwall Canal and sank while on passage from Ogdensburg New York to Montreal with a cargo of coal. In 1897 she was again noted as requiring repairs.

Her ownership was transferred to Montreal Transportation Co. on 26 March 1906 when they took over Kingston & Montreal Forwarding Co. Montreal Transportation Co. quickly sold her for \$2,500. A. Desrosiers of Lanoraie Quebec owned her in 1907-15. She was not in the 1918 List of Shipping.

Presumably named for the German chancellor.

Montreal Transportation Co. Directors' Minutes 10 October 1906; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1886, 1895, 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1897 and 1907; *British Whig* 14 August 1879, 8 November 1880, 9 May 1881, 30 March 1882, 17 and 20 August and 22 December 1883 and 23 April 1885; *Buffalo Commercial Advertiser* 1 October 1873; *Buffalo Enquirer* 19 July 1892; *Canadian Railway & Marine World* April 1906; *Kingston Daily News* 5 December 1873, 29 June 1896; *Montreal Herald* 4 November 1889.

- 16 **BRANDON** schooner barge (C 92535). 1887-1888. 540.54 tons gross, 516.82 tons register, 167'. Launched at the Montreal Transportation Co. yard in Kingston on 22 June 1887 after two earlier unsuccessful attempts (she had only moved 20' the previous day). Round stern. Three masts. Reported to be worth \$15,000-\$20,000 new.

This barge was lost in 600' of water SW of Isle Royale in Lake Superior on 1 October 1888 while on passage to Duluth Minnesota. She had a cargo of 1,100 tons of steel rails and it was speculated that she had been overloaded. John Gaskin said in a newspaper report that he did not think she was insured. Newspapers put the value of her cargo at \$10,000. She had been in tow of the Montreal Transportation Co. tug WALKER together with the barges REGINA and JENNIE, had broken loose and become "waterlogged". Her registry was closed on 26 October 1888.

Presumably named after the grain-shipping centre of Brandon Manitoba.

Alpena Public Library Great Lakes Maritime Database; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; *British Whig* 22 May, 21 and 22 June 1887, 19 December 1887, 9 April and 2 and 5 October 1888; *Marine Record* 11 October 1888.

- 17 **BRIGHTON** steel schooner barge (C 103954). 1897-1920. 634 tons gross, 607 tons net, 179.6'. Capacity 40,000 bushels of wheat = 1,350 tons on 10.7' draft. Launched at Kingston in 1897 by the Canadian Locomotive and Engineering Co. Ltd. Steel frame, upper sides and deck. Planked below the water line. 1902 value \$19,000. 1903 value \$18,000. 1906 and 1908 value \$17,000. 1912 value \$18,400. 1914-15 insurance rating 90 restricted to the St. Lawrence River only. 1915 value \$17,000. 1916 value \$16,500. 1917 value \$42,000. 1918 value \$35,700. 1919 value \$29,400. 1920 value \$26,450. 1921 rated 90, shown on the company books as worth \$36,000.

This barge was a sister to COBOURG. BRIGHTON was hit by the steamer CUBA (C 71153, 647 tons) while anchored at night in Lac St. Francis on 12 November 1908. Her damage was slight. BRIGHTON's Montreal Transportation Co. companion DORCHESTER was also hit while another Montreal Transportation Co. barge, UNGAVA, and their tug GLIDE escaped

damage. CUBA, which was on passage from Oswego to Quebec City with a cargo of coal, did not stop. The subsequent Board of Inquiry lamented the lack of qualified personnel, including CUBA's pilot. BRIGHTON was repaired in 1912. She ran aground in the Brockville Narrows on 19 May 1917 while being towed by the Montreal Transportation Co. tug EMERSON. BRIGHTON was lightered [see definitions] and pulled off the next day. She was sold to Canada Steamship Lines in 1920 for \$39,500 and was operated by Reid Towing & Wrecking of Sarnia (by then associated with Canada Steamship Lines) in 1922. In 1929-49 her owner was listed as Sin-Mac who had her rebuilt as a derrick lighter. They were her last owners. Broken up, probably in 1949.

Named after the Lake Ontario port of Brighton Ontario.

Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913-20; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 22 June 1920; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 1 Jan-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 11 Aug 1900-6 July 1901, 5 Oct-28 Dec 1900, 29 April 1901, 14 June-24 November 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 7 May-15 Sept 1904, 17 Aug-24 November 1904, 29 April-23 June 1905, 15 June-26 Sept 1905, 19 July-22 November 1905, 17 Oct-4 November 1911, 29 November 1912-8 Oct 1914, 22 April-31 Oct 1914, 17 May-24 Oct 1917, 20 July-18 November 1917, 30 Aug-16 November 1917, 6 May-15 November 1918; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1910 and 1948; Canadian Heritage Ship Information Database; Gillham and Onchulenko Beaconsfield, Mohawk and Red Barges; Green's Marine Directory of the Great Lakes 1916 and 1939; Lewis and Neilson The River Palace; Lloyd's Register 1905, 1919, 1920, 1922 and 1930; Mercantile Navy List 1923 and 1928; Canadian Railway & Marine World March 1909 and June 1922; Detroit Marine Historian February 1952; Marine Review 24 March and 7 April 1898; Scanner March 2012; Schell "Canada Steamship Lines" Belgian Shiplover 2/73.

- 18 **BROOKDALE** lake barge ex schooner (C 137968 ex U 91986) ex MORAVIA. 1918-20. 1,067 tons gross, 1,014 net (according to the Record of American Shipping 1898 edition, but the 1921 edition gave 1,165 gross and 1,064 net). 213.3' (Bascom and Gillham said 222', which might have been overall). Capacity 56,000 bushels. Built by F.W. Wheeler at West Bay City Michigan in 1888. Three masts. Crew (as schooner) of six. 1907 valued at \$17,000 and rated A 1½. 1913 insurance rating 90 coarse freight only [see definitions].

Hawgood & Avery Transit were MORAVIA's original owners. Although built as a schooner, not a barge, after completion she served as a consort tow barge. In 1894 she was in collision with her tow vessel, the propeller SERVIA (U

116221, 1,425.44 tons gross) near Alpena Michigan. Caulked in 1895. Her tow vessel, GEORGE W. MORELY (U 85990, 148.75 tons gross), burned to the water line off Evanston Illinois in 1897. MORAVIA was picked up by another tug and was not damaged. Hawgood & Avery sold her to the Tonawanda Iron and Steel Co. by 1899 and she was registered in Niagara Falls New York by 1903. She went ashore at Windmill Point between Crystal Beach Ontario and Fort Erie Ontario on 5 June 1903 when loaded with iron ore. Heavy smoke from forest fires was given as the reason for the grounding. She was docked in 1904. On 11 May 1908 she was holed and sank in the St. Mary's River while loaded with coal. She was caulked in 1910 and rebuilt in 1912. In 1915 the American Interlake Line (R.M. Wolvin) bought her.

She came to Canadian registry and was renamed in 1915 or 1916. Her new owner was the Canada Shipping Co. (Hackett managers) of Montreal. Montreal Transportation Co. bought her in 1918. In the fall of 1918 she was in collision with the Niagara, St. Catharines and Toronto Railway lift bridge across the Welland Canal while being towed by the Montreal Transportation Co. tug ESCORT. The bridge was down at the time. Her ownership was transferred to Canada Steamship Lines in 1920. On 16 July 1920, while under tow by Canada Steamship Lines's steamer MAPLEHURST (C 138230, 1,297 tons gross), she was in collision with the tug MARGARET A. HACKETT (C 131016, 192 tons gross) and the barge GLADYS H. (C 126469, 919 tons net) on Lac St. Pierre. The mate of HACKETT was found to be at fault. Century Coal (a Canada Steamship Lines subsidiary) became BROOKDALE's owner in 1921. She was in collision on 1 June 1923 with Canada Steamship Lines's bulk carrier MAPLEDAWN (C 131846, 2,404 tons net) (ex Montreal Transportation Co.'s MANOLA) off Alexandria Pier in Montreal. BROOKDALE sank, was raised, and was then broken up.

Montreal Transportation Co. Ships' Logs DG Thomson 14 July-2 Oct 1918, Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; American Shipmasters' Association Record of American and Foreign Shipping 1898 and 1900; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson's Sailor's Guide and Inland Marine Handbook 1891; Bureau Veritas Great Lakes Register 1913 and 1914; Canada List of Shipping 1918 and 1920; Gillham Ships In Trouble 1880-1950; Green's Marine Directory of the Great Lakes 1916; Lloyd's Inland Register 1907; Mercantile Navy List 1923; Merchant Vessels of the United States 1896 and 1903; Milwaukee Public Library Great Lakes Marine Collection; Buffalo Evening News 5 June 1903; Canadian Railway & Marine World February 1919 and September 1920; Marine Record 20 December 1894, 31 October 1895, 9 December 1897 and 24 March 1898; Marine Review 13 April 1899.

- 19 **BRUNO** river barge. 1869-1877. 145.55 tons register, 93.25'. Capacity 11,000 bushels. Built at Montreal by Bruno Loignon in 1863. Round stern. 1864 rated A and valued at \$3,500. 1866 rated 1 and valued at \$2,000. 1874 rated 2 out of a possible 3 and valued at \$1,600.

In 1864-66 BRUNO's owner was Bruno Loignon himself. She was removed from the register on 10 March 1880 as she had been broken up.

Note that Montreal Transportation Co. had a steam barge of the same name 1868-70.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *Kingston Daily News* 19 December 1869, 19 December 1870 and 4 May, 7 June and 9 September 1872.

- 20 **BURGESS** river barge. 1869-1874. 196 tons register, 102.3'. Capacity 13,500 bushels. Built by William Saunders (Chaffey Bros.) at Bedford Mills Canada West on the Rideau system in 1862. Round stern. 1863 rated 1. 1864 rated A. 1866 rated 1. Was valued at \$2,500 all three years. 1874 rated 3 out of a possible 3 and valued at \$900.

A former Chaffey vessel, BURGESS had been used on the Rideau. Her 1868 owner was probably George Mathieson Kinghorn of Kingston. Montreal Transportation Co. had sold her by 1877 when she was owned by N. Vigneau of Lachine who was still shown as her owner in 1895.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Board of Lake Underwriters (Buffalo) Marine Register 1863 and 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884 and 1888; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *Kingston Daily News* 31 July 1869 and 6 November 1872.

- 21 **BURMA** composite schooner barge (C 111765). 1913-20. 922.82 tons gross, 884.71 tons register, 187.6' (Bascom and Gillham said 198.4' which might have been overall). Launched at Garden Island Ontario on 11 July 1901. Iron frame. Three masts. Round stern. 1907 value \$15,000 and rated A1. 1913 value \$14,000. 1913-15 rated 100/100 (A1). 1914 rated 100/100 and valued at \$13,500. 1915-16 value \$10,000 (\$2,200 in improvements 1916). 1917 value \$25,000. 1918 value \$21,250. 1919 value \$17,500. 1920 value \$15,750. 1920-21 rated 90.

BURMA was built by and for the Calvin Co. and was intended for the timber trade. She was caulked in 1907, repaired in 1913 and was then bought by Montreal Transportation Co. that September (handed over in October) for \$12,000 worth of Montreal Transportation Co. company stock. Her registry was transferred from Kingston to Montreal on 24 January 1914. She stranded near Morrisburg Ontario on 29 June 1916 along with the Montreal

Transportation Co. barge QUEBEC but was afloat on 5 July and was subsequently repaired. On 31 May 1919, while under tow by the Montreal Transportation Co. steamer SIMLA, she hit the west pier at Port Dalhousie Ontario and settled to the bottom. She was sold to Sincennes-McNaughton in a package with the barge MELROSE for \$20,000. Green's records her 1920 owner as the Atlas Sand Co. (Atlas Transportation) of Montreal. Atlas Sand was owned by Sincennes-McNaughton. She foundered in Lac St. Peter on 4 December 1929 between buoys 87L and 89L while loaded with sand. She was owned by Sincennes-McNaughton at the time.

Montreal Transportation Co. Annual Directors' Reports 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 29 September 1913, 5 and 13 July 1916 and 15 March 1920; Montreal Transportation Co. Engineers' India 4 Sept-4 Dec 1917 and 25 April-1 June 1918, R.G.A. Weaver 1 May-14 Oct 1917, Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 8 Oct-22 November 1915, 10 July-29 Oct 1916, 20 July-18 November 1917, 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Kingston Letter Book Sept 1916; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and D.G. Thomson 30 Aug-14 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914 and 1915; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916 and 1920; Greenwood Namesakes 1920-1929; Inland Lloyd's Vessel Register 1907; Lloyd's Register 1905 and 1920; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1918, 1919, 1920, 1923, 1925 and 1929; Milwaukee Public Library Great Lakes Marine Collection; Swainson A Shipping Empire, Garden Island; Canadian Railway & Marine World June 1917 and July 1919; Detroit Marine Historian February 1952.

- 22 **C** river barge. 1869-1877. 142.34 tons register, 91.33'. Built at Montreal in 1862 by P.G. Waters. No masts.

In 1864 the owner of C was the Montreal Elevating Co. She was removed from the register on 10 March 1880 as she had been broken up.

Ceres was the goddess of the harvest.

Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; Kingston Daily News 19 December 1869, 19 December 1870, 6 November 1872, 17 November 1873 and 7 May 1874.

- 23 **CANADA** river barge (C 66003). 1883-1886. 376 tons new measurement, 300 tons register, 137.0'. Capacity 20,000 bushels. Built in 1872 at Levis Quebec by F. Cantin. 1878 rated 2 (crossed out and "1" penciled in) and valued at \$6,800. 1884 rated B1.

The barge CANADA was owned by Coulthurst & McPhee (St. Lawrence & Chicago Forwarding Co.) in 1873. She was repaired in 1877. She was one of

seven St. Lawrence and Chicago Forwarding Co. barges involved when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock Two in the Lachine Canal in 1880. She came to Montreal Transportation Co. in 1883 when they took over St. Lawrence and Chicago Forwarding Co. She was not included in the Montreal Transportation Co. fleet list published in the *Marine Record* in 1887. Broken up. Her registry was closed on 11 December 1899.

The McLennan's had a steamer of the same name 1855-56.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Mercantile Navy List 1892 and 1897; *British Whig* 24 May 1881 and 28 August 1884; *Kingston Daily News* 17 July 1873, 8 June 1874; *Marine Record* 7 April 1887.

- 24 **CARRIER** river barge. 1862-1864. 143.54 tons register, 93.33'. Capacity 11,000 bushels. Built in 1862 by P. Coulter (in some sources shown as J.B. Auger) at Montreal. No masts. Round stern. 1863 rated 1 out of a possible 3, 1864 rated A. Valued at \$2,500 both years.

J. & H. McLennan owned CARRIER in 1862-64. She was rebuilt in 1870. In 1870-77 she was owned by St. Lawrence & Chicago Forwarding (Coulthurst & McPhee) and was mentioned as carrying coal from Montreal to Kingston for the gas company. Her last owner was Geo. Chaffey. She sank in the St. Lawrence and her registry was closed on 9 March 1880.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Bush Commercial Navigation of the Rideau Canal; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *Kingston Daily News* 13 July 1869, 27 June and 19 December 1870, 13 May, 17 July and 2 September 1873, 21 May 1872.

CAYUGA see BELLA

- 25 **CERES** river barge ex floating grain elevator (C 72565). 1883-1910. As an elevator was 146.69 tons gross, 69.38 tons net, 77.7'. Launched at Kingston by William Power on 20 April 1875. No masts. Round stern.

This barge was a former St. Lawrence & Chicago Forwarding vessel that came to Montreal Transportation Co. in 1883 when they took over the firm. She was cut down and her machinery (one-cylinder horizontal 30 hp) was removed sometime between 1904 and 1907. She was used as a barge after that and was removed from the register on 10 February 1915 as had been broken up. See elevator listing.

Alpena Public Library Great Lakes Maritime Database; Canada List of Shipping 1910 and 1912; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian

Ship Registers on line; [Mercantile Navy List 1897, 1898, 1904 and 1907](#); Mills [Barges and Scows Before 1890](#); [Also see elevator listing at the end of the steamers list].

- 26 **CEYLON** composite schooner barge (C 96915, renumbered C138222 after 1916 rebuild). 1913-1914. 948.96 tons gross, 907.87 tons register. After being rebuilt in 1916 she was measured at 197.5' and 970 gross tons. She was 870 net tons after a further rebuild in 1918. 205.4' (between perpendiculars) (Bascom and Gillham said 211.5', that may have been overall). Capacity 1,100,000 bd. ft. Launched at Garden Island Ontario by Thomas O'Brien 25 August 1891. Iron frame. Three masts. Round stern. 1907 value \$15,000 and rated A1½. 1913-14 rated 90 (A1½). 1919 rated 85 coarse freight only [see definitions].

CEYLON was built by and for the Calvin Co. She was caulked in 1902, docked in 1904 and repaired in 1910. Montreal Transportation Co. bought her in September 1913 (handed over in October) for \$12,000 worth of Montreal Transportation Co. stock. She was in the Kingston dry dock for repairs to her bottom in October 1913 but almost immediately thereafter went ashore on 23 October 1913 near Gull Pond (5 miles east of Point Petre) in South Marysburgh Township (Prince Edward County Ontario) when valued at \$45,000. She had been in tow of the Montreal Transportation Co. tug BARTLETT along with the barge BURMA en route from Port Colborne Ontario to Montreal with grain. CEYLON was a constructive total loss. She was 75% insured.

The wreck was sold to Donnelly, salvaged, rebuilt at Sorel Quebec and returned to service in 1916. Donnelly sold her to Rene Transportation who renamed her J.G. RENE. In 1920 they, in turn, sold her to Nova Scotia Steel and Coal of New Glasgow Nova Scotia. She was abandoned in 1943. Metcalf said she was hard to steer and "used up 9 rudderstocks in her existence".

Montreal Transportation Co. Directors' Annual Report 1914; Montreal Transportation Co. Directors' Minutes 29 September and 11 December 1913; Alpena Public Library Great Lakes Maritime Database; [American Bureau of Shipping Great Lakes Register 1919 and 1921](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bureau Veritas [Great Lakes Register 1914 and 1915](#); Canada [List of Shipping 1895 and 1918](#); Canadian Heritage Ship Information Database; [Green's Marine Register of Great Lakes 1920](#); Greenwood [Namesakes 1920-1929](#); [Inland Lloyd's Vessel Register Canadian Hulls 1892, 1897 and 1907](#) (title varies); Kohl [Kingston's Shipwrecks](#); [Lloyd's Register 1905](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892, 1897, 1918, 1923 and 1924](#); Metcalfe [Canvas and Steam on Quinte Waters](#); Swainson [A Shipping Empire: Garden Island](#); *British Whig* 8 October 1913; *Marine Review* 24 September 1891; *Detroit Marine Historian* February 1952.

- 27 **CHEROKEE** river barge (C 72566). 1906-10. 382.95 tons gross, 364.96 tons net, 151.0'. Capacity 28,000 bushels. Built in 1875 at Garden Island Ontario by Henry Roney. No masts. Round stern. 1878 rated 1 and valued at \$9,500. 1897 rated A2½ and valued at \$5,600. 1906 value \$1,500.

Although built for Calvin & Breck, CHEROKEE was included in Montreal Transportation Co. tows in 1876 and 1877. Calvin sold her to the Kingston & Montreal Forwarding Co. about 1879. She was repaired in 1890 and was caulked in July 1892 after going ashore near Oswego New York with a cargo of coal while on passage to Montreal. She was repaired again in 1894.

In 1906 she was transferred to Montreal Transportation Co. when they took over Kingston & Montreal Forwarding Co. and in 1910 Montreal Transportation Co. sold her to A. Desrosiers of Lanoraie Quebec who owned her until at least 1914. She was renamed ANTOINE AUGER by her final owner (Auger and Son of Quebec City) in 1916. Broken up. Her registry was closed on 25 February 1938.

One of a series of barges built on Garden Island that were named for Iroquoian First Nations, although in this case while the Cherokees spoke an Iroquoian language, they were not a member of the Iroquois Confederacy.

Montreal Transportation Co. Annual Directors' Report 1906; Montreal Transportation Co. Directors' Minutes 14 December 1910; Alpena Public Library Great Lakes Maritime Database; [Board of Lake Underwriters \(Buffalo\) Lake Vessel Register 1878](#); Canada [List of Shipping 1895, 1910, 1912, 1918](#) and [1937](#); Canadian Heritage Ship Information Database; [Inland Lloyd's Vessel Register Canadian Hulls 1892](#) and [1897](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892, 1897, 1911, 1913, 1914, 1917, 1919, 1921, 1923](#) and [1930](#); Mills [Barges and Scows Before 1890](#); *British Whig* 25 March 1881, 28 May 1895 and 2 April 1896; *Buffalo Enquirer* 19 July 1892; *Canadian Railway & Marine World* April 1906; *Kingston Daily News* 6 and 11 July, 9 August, 28 September and 9 October 1876, 30 April, 1 June and 23 August 1877; *Montreal Herald* 4 November 1889.

- 28 **CHICAGO** river barge. 1872-1912. 350.84 tons net, 146.6'. Capacity 22,000 bushels. Built at Montreal by J.B. Auger in 1872. One mast. 1874 rated 1 out of a possible 3 and valued at \$10,500. 1878 again rated 1 and valued at \$7,500. 1884 rated A2½. 1892 again rated A2½ and valued at \$5,000. 1897 rated B1 and valued at \$3,500.

The barge CHICAGO was rebuilt in 1884, got a new deck in 1891 and was recorded as "Repairing" in 1897. The 1902-12 Montreal Transportation Co. Directors' Reports and minutes showed her as "on hand but of no value". She was abandoned in the Cataraqui River at Kingston about 1908 and removed from the register in 1915.

Named for the port of Chicago Illinois that was then the largest grain shipping port on the lakes due to extensive western railroad connections.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1908, 1910 and 1912; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-26 June 1901, 5 Oct-28 Dec 1900; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters

Marine Register 1874; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910 and 1912; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Mills Barges and Scows Before 1890; Moore Kingston Inner Harbour Survey; *British Whig* 7 May 1881 and 5 May 1884; *Kingston Daily News* 23 October 1873, 7 May 1874 and 1 June 1877; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 29 **CLEVELAND** river barge. 1872-1912. 328.92 tons gross. 138.4'. Capacity 24,000 bushels. Built by F. Cantin at Quebec City in 1872. 1874 rated 1 out of a possible 3 and valued at \$9,000. 1878 again rated 1 and valued at \$6,500. 1884 rated B1. 1890 rated A2 and valued at \$6,000. 1892 rated A2½ and valued at \$5,200. 1897 rated B1 and valued at \$4,000, required repairs.

CLEVELAND was caulked and had large repairs in 1881. She was rebuilt at Kingston in 1883-85 and was chartered to the Ogdensburg Coal and Transport Co. in 1888. Further repairs (new forefoot and caulking) were done in 1889. 1902-12 Montreal Transportation Co. Directors' Reports and minutes showed her as "on hand but of no value". She was abandoned in the Catarauqui River at Kingston about 1908 and her remains are among those still there and visible at low water. She was removed from the register in 1915.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1908, 1910 and 1912; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910 and 1912; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Mills Barges and Scows Before 1890; Moore Kingston Inner Harbour Survey; *British Whig* 11 May 1881, 20 March 1885, 30 November 1888, 18 April and 16 July 1889; *Kingston Daily News* 4 September 1872, 19 June and 15 November 1873, 23 October 1875, 1 and 8 July and 2 September 1876; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 30 **COBOURG** steel schooner barge (C 103955). 1898-1920. 634 tons gross, 607 tons net, 179.6'. Launched at Kingston in 1898 by Canadian Locomotive and Engineering Co. Ltd. for Montreal Transportation Co. Steel frame, upper sides and deck. Planked below the water line. Donkey boiler for winches and pumps. 1902 value \$19,000. 1903 value \$18,000. 1906-08 value \$7,000. 1910 value \$17,000. 1913 value \$18,500. 1914 value \$17,500 and restricted to St. Lawrence River. 1914-19 insurance rating = 90. 1915-16 value \$17,000. 1917 value \$42,000. 1918 value \$35,700. 1919 value \$29,400. 1920 value \$26,460. 1921 insurance rating 90.

A sister to BRIGHTON. COBOURG was repaired in 1912-13. Canada Steamship Lines bought her in 1920 for \$40,500 (she had been on the Montreal Transportation Co. books for \$36,000). She was owned by Donnelly 1923-29, by Sin-Mac 1929-59, by McAllister Towing 1959-62, and then by McAllister-Pyke Salvage and Towing. She was scuttled off Amherst Island

(Lake Ontario) in 1967 and removed from the register in 1969. A 1948 photo showed her with a pilot house on a raised fo'c'stle and a large crane on deck.

Named for the Lake Ontario port of Cobourg Ontario

Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913-20; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 22 June 1920; Montreal Transportation Co. Engineer's Log R.G.A. Weaver 1 May-14 Oct 1917; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 1 Jan-1 November 1900, 24 Apr-22 June 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 5 Oct-28 Dec 1900, 29 April-12 June 1901, 14 June-24 November 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 7 May-15 Sept 1904, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 29 April-23 June 1905, 15 June-26 Sept 1905, 28 Sept-6 Dec 1905, 22 April-28 May 1906, 29 November 1912-8 Oct 1914, 22 April-31 Oct 1914, 20 July-18 November 1917, 6 May-15 November 1918; Montreal Transportation Co. Ships' Logs Mary May 1918, P.B. McNaughton May-Sept 1918 and D.G. Thomson 30 Aug-14 Dec 1919; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1910, 1912, 1930, 1931 and 1948; Canadian Heritage Ship Information Database; Lloyd's Register 1905, 1919, 1920, 1922, 1930 and 1945; Mercantile Navy List 1923 and 1925; Detroit Marine Historian February 1952; Marine Review 24 March and 7 April 1898; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

- 31 **COLBORNE** river barge (C 71601). 1874-1904. 337 tons new measurement, 391 tons gross as built (later 420 grt), 301.56 tons register, 149.0'. Capacity 24,000 bushels. Built in 1874 by G. Drolet (also given as Auger & Son) at Montreal. No masts. Round stern. 1878 rated 1 out of a possible 3 and valued at \$8,500. 1890 rated A2½ and valued at \$5,000. 1892 required repairs. 1897 rating and value same as 1890. 1902 value \$1,500. 1903 value \$1,800.

COLBORNE received a new rudder post in 1884. She was rebuilt in 1887 after sinking near Valleyfield Quebec, was repaired in 1889 and was sold in 1904 for \$1,800. In 1907-1910 her owner was Arsene B. Champagne of Lanoraie Quebec. She was removed from the register on 5 December 1911 as she had been broken up.

Presumably named after Port Colborne Ontario at the upper end of the Welland Canal on Lake Erie. Upper lakers, too large to go through the canal, discharged their grain into elevators there for further shipment east.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902 and 1903; Montreal Transportation Co. Directors Minutes 4 July 1904; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 24 Apr-22 June 1900, 5 May-4 Aug 1900, 27 July 1900-26 June 1901, 5 Oct-28 Dec 1900, 29 April-12 June 1901, 14 June-24 November 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 March-6 Aug 1903, 25 April-27 November 1903, 8-19 November 1903;

Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895 and 1910; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897, 1904 and 1907; Mills Barges and Scows Before 1890; *British Whig* 2 November 1887; *Kingston Daily News* 14 May 1874, 10 and 18 November 1875, 3 August 1876 and 1 June 1877, *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 32 **CONDOR** composite lake barge at first, then later was a river barge (C 92553). 1906-1919. 566.69 tons gross, 549 net tons. 180.7' (Bascom and Gillham said 192.5' that might have been overall). Capacity 40,000 bushels. Launched on Wednesday 1 August 1888 by A. Cantin at Montreal. She was his 188th vessel. Three masts were fitted during the winter of 1888-89 "for service on Lake Superior" but she shows in a postcard marked 1911 with no masts. Round stern. Cost \$20,000. 1890 valued at \$22,000 and classed A1. 1892 valued at \$20,000 and rated A1½. 1897 insurance rating A2, valued at \$12,500 and required repairs. 1906 value \$4,000. 1908-10 value \$5,000. 1912 value \$4,500. 1913 value \$4,000. 1914 value \$3,500. 1914 insurance rating = 90 restricted to the St. Lawrence River. 1915 value \$7,500. 1916 value \$7,000. 1917 value \$10,000. 1918 value \$8,500. 1919 value \$7,000 and restricted to Lake Ontario and the St. Lawrence River. 1921 rated 90.

CONDOR was the largest barge on the upper St. Lawrence when built for the Kingston & Montreal Forwarding Co. She foundered in the Galops Rapids of the St. Lawrence River on 22 October 1889 while being towed by Calvin's paddle tug HIRAM A. CALVIN (109 tons register). CONDOR had 60,000 bushels of corn on board. She was lightered [see definitions], pulled off and repaired. She came to Montreal Transportation Co. when they took over Kingston & Montreal Forwarding Co. in 1906. She was rebuilt in 1915 and was aground (with Montreal Transportation Co.'s barge WINNIPEG) near Bill Johnson's Light in the St. Lawrence in May 1917. CONDOR was sold "as is" to A.A. Larocque as part of a \$75,000 package in 1919 along with nine other barges. Her 1920 owner was the Atlas Sand Co. (Atlas Transportation).

She was wrecked on the beach west of Poplar Bar on the south side of Point Traverse in Prince Edward County Ontario on 17 August 1921 when her owner was Sincennes-McNaughton. She was carrying coal to Montreal at the time while under tow by the tug MACSINCO (C 138508, 140 tons gross) along with the barge ATLASCO ex Russell Sage (C 138234, 788 tons register, owned by Sincennes-McNaughton and their subsidiary Atlas Sand) which also sank. CONDOR's registry was closed on 22 August 1921.

Alphonse Arsene Larocque (1865-1936) was managing director of Sincennes-McNaughton tugs. He bought control of the firm in 1917. Sincennes-McNaughton owned Consolidated Sand Co., Touzin Sand and Atlas Transportation as well as other companies. Larocque became a director of the

Bank of Hochelaga and then president of the Montreal Dry dock and Ship Repair Co. In 1919 he bought AUGUSTUS and ten smaller Montreal Transportation Co. barges (CONDOR, DAKOTA, DORCHESTER, DUNMORE, KINGSTON, LAPWING, MUSKOKA, SELKIRK, VALENCIA and WINNIPEG).

Montreal Transportation Co. Engineers' [Mary P. Hall](#) and [John C. Mann](#); Montreal Transportation Co. Annual Directors' Reports 1906 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 January 1919; Montreal Transportation Co. Kingston Grain Ledgers 21 April-24 May 1906, 22 April-28 May 1906, 29 November 1912-8 Oct 1914; Montreal Transportation Co. [Mary](#) May 1918, [Mary P. Hall](#) 3 June 1918-30 November 1918 and [P.B. McNaughton](#) May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; [American Bureau of Shipping Great Lakes Register 1919](#) and [1921](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Canada [List of Shipping 1910](#); Canadian Heritage Ship Information Database; [Green's Marine Directory of the Great Lakes 1920](#); Greenwood [Namesakes 1920-29](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897](#); Kohl [Kingston's Shipwrecks](#); Lewis and Neilson [The River Palace](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892, 1897, 1919 and 1921](#); Metcalfe [Canvas and Steam on Quinte Waters](#); Mills [Barges and Scows Before 1890](#); Milwaukee Public Library Great Lakes Marine Collection; *British Whig* 2 April 1886. 3 August 1888, 23, 25 and 29 October 1889; *Canadian Railway & Marine World* April 1906 and June 1917; *Detroit Marine Historian* February 1952; *Marine Review* 28 March 1895 and 2 April 1896.

- 33 **CONSORT** river barge. 1863-1878. 145.43 tons register, 92.83'. Capacity 11,000 bushels. Built at Montreal by J.B. Auger in 1862. No masts. Round stern. 1863 rated 1 out of a possible 3 and valued at \$2,500. 1864 rated A and valued at \$2,500. 1874 rated 2 and valued at \$3,500. 1878 rated 2 and valued at \$2,500.

This barge originally ran in the Ottawa-Lake Champlain lumber traffic. Her first owner was the builder. In 1863-64 her owners were given as J. & H. McLennan. She was rebuilt in 1870. The last year she was found in Kingston Ontario newspaper reports was 1878. She was not in the Montreal Transportation Co. fleet list published in the *Marine Record* in 1887. Broken up. She was removed from the register on 29 April 1907.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Marine Register 1874](#); Board of Lake Underwriters (Buffalo) [Marine Register 1863 and 1878](#); Canada [List of Shipping 1877](#) and [1895](#); Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Thomas [Register of the Ships of the Lakes and river St. Lawrence 1864](#); *Kingston Daily News* 19 December 1870, 13 May 1874, 12 June 1876 and 15 May and 22 July 1878; *Marine Record* 7 April 1887.

- 34 **CONVOY** river barge. 1864-1884. 149 tons new measurement, 137.42 tons register, 93.58'. Capacity 9,500 bushels. Built at Montreal by J.B. Auger in 1863. No masts. Round stern. 1864 rated A and valued at \$3,000. 1866 rated 1 out of a possible 3 and valued at \$2,500. 1874 rated 2 and valued at \$1,800. 1878 rated 3 (not insurable) and valued at \$600.

This barge originally ran in the Ottawa-Lake Champlain lumber traffic. Her 1864 owners were McLennan & Auger. Her 1866 owner was J. McLennan. 1876 was the last year that she was found in Kingston Ontario newspaper reports. By 1884 she had been sunk in Kingston harbour for some time and the *Whig* said she was to be raised and then blown up as part of the Dominion Day celebrations. She was raised but for some reason was not used. It was then proposed to blow up LION instead. CONVOY's final fate could not be found.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866, 1873 and 1878; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *British Whig* 21 and 24, 25 and 27 June 1884; *Kingston Daily News* 2 June 1869, 19 December 1870, 15 August 1871, 7 and 23 August and 6 November 1872, 7 May and 29 June 1874, 24 July 1876 and 25 June 1884.

- 35 **CORN CRIB** aka CORNCRIB, river barge. 1869-1902. 330 tons new measurement, 296 tons register, 132.1'. Capacity 20,000 bushels. Built at Montreal by Auger & Son in 1868. 1874 rated 1 out of a possible 3 and valued at \$8,000. 1878 rated 2 and valued at \$6,000. 1884 rated B1. 1890 rated A2 and valued at \$6,000. 1892 rated A2 and valued at \$6,500. 1897 rated A2½, valued at \$5,200 and required repairs.

CORN CRIB was on the Marine Railway at Kingston Ontario for repairs in 1876 and in 1881 she was in the Montreal Transportation Co. yard there for repairs and caulking. She was rebuilt in 1889 and caulked in 1893. According to a pencil notation on a page of the Montreal Transportation Co. Fleet list of 31 December 1902 she had been sold but the date of the notation and the identity of her new owner have not been found. Her 1910-15 owner was A. Desrosiers of Lanoraie Quebec Broken up. She was removed from the register in 1916.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Fleet list 31 December 1902; Montreal Transportation Co. Kingston Grain Ledgers 1896, 6 November 1899-1 November 1900, 24 Apr-22 June 1900; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Mills Barges and Scows Before 1890; *British Whig* 16 June 1881; *Kingston Daily News* 7 November 1868, 19 December 1869, 19 December 1870, 24 July 1871, 26 May and 21 September 1872, 27 October 1873, 7 May 1874, 22 May, 3 August, 6 July, 2 September and 5 October 1876, 1 June 1877; *Canadian Railway & Marine World* June 1917; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 36 **CORNWALL** lake barge (C 94889). 1890-1913. 607.72 tons gross, 585.96 tons register, 178.6' (between perpendiculars) 184.6' (overall). Capacity 45,000 bushels on the lakes, 36,000 bushels at 9' draft in canals. Launched by Ainsley (Montreal Transportation Co.) at Kingston Ontario on Monday 16 June 1890. Three masts as built, none later. Round stern. Cabin on deck. 1890 rated A1. 1892 rated A1½ and valued at \$19,000. 1897 rated A2 and valued at \$13,500. 1902 value \$6,000. 1903 value \$5,400. 1906 value \$5,000. 1908 value \$4,000. 1910-12 value \$4,500.

The barge CORNWALL was already loaded and ready for service when launched and she was headed for Montreal three days later. She sank on 31 October 1903 and was raised. In 1906 she was sunk by collision with the steamer DUNDURN (C 112207, 1,120 tons) in the Soulanges Canal and sank again in 16' of water when she hit a rock off Smith's Island in the Brockville Ontario narrows on 11 June 1907. She was aground on Howe Island near Kingston in 1911. Her lines from the tug EMERSON broke and she sank in the Cornwall Canal at Dickinson's Landing Ontario on 2 October 1913. She was abandoned when her grain cargo swelled and her seams opened. Her registry was closed on 4 November 1913. The wreck was stripped of pumps and other valuables and then sold to A.J. Lee of Montreal for \$1. Montreal Transportation Co. wrote her off for \$4,500.

Named for the St. Lawrence River port of Cornwall Ontario.

Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913; Montreal Transportation Co. Directors' Minutes 10 November and 11 December 1913; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 25 April-26 July 1900, 27 July 1900-14 June 1901, 29 April-12 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 30 May 1902-4 May 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 29 April-15 June 1905, 29 April-23 June 1905, 15 June-26 Sept 1905, 19 July-22 November 1905, 28 Sept-6 Dec 1905, 22 April-28 May 1906, 29 November 1912-8 Oct 1914; Bureau Veritas [Great Lakes Register 1913](#); [Canada List of Shipping 1895 and 1910](#); Canadian Heritage Ship Information Database; [Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897](#); Lewis and Neilson [The River Palace](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892 and 1897](#); Mills [Barges and Scows Before 1890](#); *British Whig* 3, 17 and 21 June 1890; *Canadian Railway & Marine World* July 1907 and December 1913; *Kingston Daily News* 21 June 1890, *Marine Review* 24 March 1898.

- 37 **CORSAIR** river barge. 1864. 166 tons. Capacity 11,500 bushels. Built at Montreal by J.B. Auger in 1864. 1864 rated A and valued at \$3,000.

McLennan & Auger were this barge's only known owners.

Alpena Public Library Great Lakes Maritime Database; Thomas [Register of the Ships of the Lakes and river St. Lawrence 1864](#).

- 38 **COTEAU** aka "Montre Coteau" ex BELLE steel harbour lighter later river barge (C 96868). 1907-1919. Original: 349 tons gross, 335 net, 130.0'. Capacity 24,000 bushels. As rebuilt: 445 tons gross, 410 net, 157.6'. Built by Bertram Engineering Works of Toronto in 1897. Steel hull with wood-sheathed bottom. 1908 value \$4,000. 1910-1916 value \$10,000. 1914 insurance rating = 90 restricted to St. Lawrence River. 1917 value \$15,000. 1918 value \$12,750. 1919 value \$12,931.63. 1920 value \$11,638.47.

Although she was originally built for the Prescott Elevator Co. Ltd., they went bankrupt and by 1904 BELLE's owner was the St. Lawrence Terminal Co. Ltd. She was bought for \$4,000 by Montreal Transportation Co. to be a harbour lighter at Montreal and was chartered to the Montreal Warehouse Co. She was rebuilt and lengthened at Kingston in 1908-09 at a cost of \$4,500. Her name was changed on 17 July 1909. She was repaired in 1913 and 1916. She went to the Canadian Towing and Wrecking Co. of Port Arthur Ontario as part of a package with the barge MARY E. MACLACHLAN and \$120,000 as payment for the steamer VINMOUNT. In 1924 she went to Dominion Towing and Salvage, also of Port Arthur, then to Sin-Mac Lines in 1929-36. Sin-Mac fitted her with a deck crane. United Towing and Salvage owned her in 1937-56. In 1937 she was being towed by the steamer NEEBING (C 130435, 1,109 tons register) en route to Nipigon with a cargo of gravel when NEEBING foundered. COTEAU's crew picked up the nine survivors. COTEAU was broken up in 1957.

All the barges of the Prescott Elevator Company carried the first names of women. She was possibly renamed for the Grand Coteau, a geographical feature crossing what was then the principal grain growing area of the Canadian prairies.

Montreal Transportation Co. Annual Directors' Reports 1908 and 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 20 May 1907, 1 and 14 October 1908 and 13 December 1919; Montreal Transportation Co. Engineers' Logs R.G.A. Weaver 1 May-14 Oct 1917, Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 29 November 1912-8 Oct 1914, 10 July-29 Oct 1916, 17 May-24 Oct 1917, 20 July-18 November 1917, 30 Aug-16 November 1917, 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Kingston Letter Book Sept 1916; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1910, 1927, 1929-35, 1937, 1950 and 1956; Canadian Heritage Ship Information Database; Gillham and Onchulenko Beaconsfield, Mohawk and Red Barges; Mercantile Navy List 1899, 1904, 1907, 1923 and 1925; British Whig 17 October 1913; Canadian Railway & Marine World September 1909; Detroit Marine Historian February 1952.

- 39 **CROSBY** river barge (scow). 1869-1884. 177 tons register, 103.2'. Capacity 12,000 bushels. Built at Bedford Mills Canada West by William Saunders

(Chaffey Bros.) in 1861. Round stern. 1863 and 1866 rated 1 and valued at \$2,000. 1864 rated A and valued at \$2,500. 1874 rated 3 out of a possible 3 (not insurable) and valued at \$600.

Originally operated out of Rideau ports for the Chaffeys. Presumably named after the village of Crosby on the Rideau.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Board of Lake Underwriters (Buffalo) Marine Register 1863; Bush Commercial Navigation of the Rideau Canal; Canada List of Shipping 1877; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *Kingston Daily News* 19 December 1869, 21 October and 19 December 1870.

- 40 **CRUISER** river barge. 1866-1877. 153.21 tons register, 93.0'. Capacity 10,000 bushels. Built at Montreal in 1863 by J.B. Auger (Marine Museum of the Great Lakes Canadian Ship Registers on line said by F. Auger, Marine Register 1874 said by Ross). No masts. Round stern. 1866 rated 1 out of a possible 3 and valued at \$2,500. 1874 rated 2 and valued at \$1,800.

This barge ran in the Ottawa-St. Lawrence lumber traffic. McLennan and Auger were her owners by 1866. She had large repairs in 1871 but was removed from the register on 10 March 1880 as she had been broken up.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; *Kingston Daily News* 19 December 1870, 3 July 1872, 31 May, 3 June, 6 August, 9 and 22 September, 18 November etc. 1873 and 7 May 1874.

- 41 **D** river barge. 1883-1888. 221 tons new measurement, 196 tons register, 114.8'. Capacity 14,000 bushels. Built at Batiscan Quebec by Artemis Dunning in 1868. 1874 rated 2 and valued at \$3,200. 1884 rated B1. 1890 rated B1 and valued at \$2,800.

This barge struck a pier in the Lachine Canal in 1871 with a cargo of 14,000 bushels of wheat on board. From 1871 to 1883 Coulthurst and McPhee (St. Lawrence & Chicago Forwarding) owned her. She was repaired in 1880 and came to Montreal Transportation Co. in 1883 when they took over the St. Lawrence and Chicago Forwarding Co. She was repaired again in 1888. Between 1890 and 1895 she was owned by Harteau of Valleyfield Quebec. She eventually sank in Lac St. Francis.

J. Gaskin Letter Book 1884-86; Association of Canadian Lake Underwriters Marine Register 1874; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register

Canadian Hulls 1890, 1892 and 1897; Mills Barges and Scows Before 1890; *British Whig* 24 March 1881 and 14 March 1882; *Buffalo Commercial Advertiser* 28 August 1871; *Kingston Daily News* 31 May 1872 and 10 June 1873.

DAVIE see GEORGE T. DAVIE.

42 **DAKOTA** lake barge (C 88571). 1906-1919. 535.34 tons gross, 516.49 tons net, 170.4' (between perpendiculars) (Bascom and Gillham said 180' but that may have been overall). Capacity 38,000 bushels. Launched at Garden Island Ontario by Henry Roney at 1330 on 23 June 1885. At first three masts, later one. Apparently never had spars. Round stern. Cost about \$20,000. 1890 rated A 1½ and valued at \$15,000. 1906 value \$4,000. 1908 value \$3,000. 1910-12 value \$7,000. 1913 value \$6,500. 1914 value \$6,000. 1914 insurance rating = 90 restricted to the St. Lawrence River. 1915 value \$5,500. 1916 value \$4,500. 1917 value \$12,000. 1918 value \$10,300. 1919 value \$8,400 restricted to Lake Ontario and the St. Lawrence River.

Kingston and Montreal Forwarding were DAKOTA's first owners and they chartered her to Hall Corp for the Charlotte (Rochester New York) - Brockville Ontario coal traffic. On one voyage in June of 1886 she carried 30,000 bushels of grain to Montreal, and in July of the same year on one voyage carried 784 tons of coal to Montreal, both the largest to that date through the canals. In June of 1887 she carried a cargo of 1,140 tons of coal from Charlotte to Brockville. She was ashore near Oswego New York with a cargo of coal on passage to Montreal in July 1892. She was lightered [see definitions] of 400 tons and hauled off. She received a new deck and repairs in 1893. Her ownership was transferred to Montreal Transportation Co. in 1906 when they took over the Kingston & Montreal Forwarding Co.

Rebuilt in 1911 and repaired in 1915, in 1919 she was sold "as is" to A.A. Larocque as part of a \$75,000 package with nine other barges. Her 1921-26 owner was William Quarrier Stobo of Quebec City. Stobo was associated with the Canada Import Co., Canada Shipping Co., Webster Shipping. Co. and St. Lawrence Stevedoring Co. DAKOTA was wrecked at Port Albert Ontario (north of Goderich on Lake Huron) on 31 August 1926 (Bascom and Gillham said scrapped 1927). Her registry was closed on 1 March 1927.

It is not clear whether she was named for the American grain-growing states of North and South Dakota, or, directly for the Siouxan First Nation as one of the Garden Island-built series of barges with aboriginal names.

Alphonse Arsene Larocque (1865-1936) was managing director of Sincennes-McNaughton tugs. He bought control of the firm in 1917. Sincennes-McNaughton owned Consolidated Sand Co., Touzin Sand and Atlas Transportation as well as other companies. Larocque became a director of the Bank of Hochelaga and then president of the Montreal Dry dock and Ship

Repair Co. In 1919 he bought AUGUSTUS and ten smaller Montreal Transportation Co. barges (CONDOR, DAKOTA, DORCHESTER, DUNMORE, KINGSTON, LAPWING, MUSKOKA, SELKIRK, VALENCIA and WINNIPEG).

Montreal Transportation Co. Annual Directors' Reports 1906, 1908, 1910, 1911 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 January 1919; Montreal Transportation Co. Engineer's Log Mary P. Hall; Montreal Transportation Co. Kingston Grain Ledgers 21 April-24 May 1906, 29 November 1912-8 Oct 1914, 22 April-31 Oct 1914, 10 July-29 Oct 1916, 20 July-18 November 1917, 30 Aug-16 November 1917; Montreal Transportation Co. Kingston Letter Book Sept 1916; Montreal Transportation Co. Ship's Log Mary 4 May 1917-8 Oct 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1895 and 1910; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1920; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1919, 1921, 1923 and 1925; Mills Barges and Scows Before 1890; Swainson A Shipping Empire: Garden Island; British Whig 23 June and 15 July 1886 and 27 June 1887; Buffalo Enquirer 19 and 22 July 1892; Canadian Railway & Marine World April 1906; Detroit Marine Historian February 1952; Kingston Daily News 24 June 1885; Marine Record 9 July 1885; Montreal Herald 4 November 1889.

- 43 **DALHOUSIE** river barge (C 71602). 1874-1897. 330 tons new measurement, 245.69 tons register, 136.0'. Capacity 18,000 bushels. Built at Montreal by George Drolet in 1874. No masts. Round stern. 1878 rated 1 out of a possible 3 and valued at \$7,000. 1884 rated A2. 1890 rated 00 (uninsurable).

DALHOUSIE was damaged when the steamer BOHEMIAN (1,139 tons register) struck the gate of Lock #2 in the Lachine Canal in 1880. She was hauled out at Kingston for repairs and was repaired again in 1883. Condemned in 1886, she was repaired yet again in 1887. Eventually broken up. Her registry was closed on 27 April 1899.

She was presumably named for the Welland Canal town of Port Dalhousie on Lake Ontario that had a transshipment elevator that was connected by rail to the elevators at Port Colborne Ontario on Lake Erie.

J. Gaskin Letter Book 1884-86; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892 and 1897; British Whig 7 May 1881, 12 July 1880, 1 April 1887; Kingston Daily News 7 and 13 May 1874 and 28 September 1876; Marine Record 7 April 1887.

- 44 **DAUNTLESS** river barge. 1872-1884. 242 tons gross, 188.15 "unit tons". 111.7'. Capacity 13,500 bushels. Built at Montreal by A. Cantin and launched on 26 September 1853. No masts. Round stern. 1863 rated 2 and valued at \$3,500. 1864 rated B (third) class and valued at \$3,000. 1866 rated 2 and valued at \$2,000. 1874 rated 3 out of a possible 3 and valued at \$800. 1878

rated 3 and valued at \$1,300. 1884 rated B1. 1887 classed coarse freight only [see definitions].

DAUNTLESS was first owned by E. Berry. She was rebuilt in 1854 and again (at Berry's Portsmouth Ontario yard) by F. Jobin in 1862. She was repaired in 1874, "partly rebuilt" in 1880, repaired in 1885 and rebuilt for the third time in 1887.

Most of E. Berry's barges were named after desirable human qualities.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Marine Register 1863 and 1878; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *British Whig* 22 March 1862, 16 July 1880 and 27 June 1887; *Kingston Daily News* 8 August and 6 November 1872, 13 May, 8 and 12 June, 1 August, 2 September and 9 October 1876, 1 June 1877 and 6 July 1880; *Marine Record* 7 April 1887.

DAVIE see GEORGE T. DAVIE

45 **DETROIT** river barge. 1873-1915. 364 tons new measurement, 350 tons net, 149.6'. Capacity 22,000 bushels. Built by J.B. Auger (Marine Register 1874 said by G. Drolet) at Montreal in 1873. Cost \$15,000. 1874 rated 1 out of a possible 3 and valued at \$10,000. 1878 rated 1 and valued at \$8,500. 1884 rated A2½. 1890 and 1892 rated A2 and valued at \$6,000. Still rated A2½ in 1897 when valued at \$5,000 and required repairs. 1902 value \$500. 1914 rated 90 and restricted to the St. Lawrence River.

The barge DETROIT was broken in two when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock #2 in the Lachine Canal in 1880 (see listing for the barge DALHOUSIE). DETROIT was rebuilt in 1885 and was caulked in 1893. She was shown as a loss in the 1902 Montreal Transportation Co. directors' report. She was not in Montreal Transportation Co. director's reports in 1903 or later, but she was mentioned as being afloat in the Montreal Transportation Co. Kingston Letter Book in 1914. Broken up. She was removed from the register in 1916.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Report 1902; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 25 April-26 July 1900, 4-22 July 1900, 11 Aug 1900-6 July 1901, 5 Oct-28 Dec 1900, 28 April-26 November 1902; Montreal Transportation Co. Kingston Letter Book May 1914; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1921; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1877, 1895, 1910 and 1915; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Mills Barges and Scows Before

1890; British Whig 2 July 1880 and 28 May 1884; *Kingston Daily News* 14 May 1873, 22 August 1874, 24 October 1875 and 1 and 19 August and 26 October 1876; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

46 **DORCHESTER** river barge (C 74280). 1883-1919. 375.36 tons gross, 366 tons net, 148.5' (between perpendiculars) (Bascom and Gillham said 155' but that may have been overall). Capacity 24,000 bushels. Built at Quebec City by F. Cantin in 1876. Originally had two masts, but by 1883 had none. Round stern. 1878 rated 2 and valued at \$8,000. 1884 rated A2. 1890-97 rated A2½ and valued at \$6,000. 1902-03 value \$2,000. 1906 value \$1,000. 1908 value \$3,500. 1910 value \$2,500. 1912 value \$2,000. 1913-14 value \$1,500. 1914 insurance rating = 90 and restricted to the St. Lawrence River. 1915-16 value \$1,000. 1917 value \$3,000. 1918 value \$2,550. 1919 value \$3,000.

In 1876-77 DORCHESTER was owned by Thomas Workman of Montreal, but was sometimes included in Montreal Transportation Co. tows. Her 1879 owners were Frothingham and Workman. She was owned by the St. Lawrence & Chicago Forwarding Co. from at least 1881 and came to the Montreal Transportation Co. in 1883 with the rest of the St. Lawrence & Chicago Forwarding Co. fleet. She was in the coal trade from Oswego New York in 1883 but was condemned in 1886. Subsequently, she was rebuilt and lengthened during 1886-87. She was repaired in the new Davis Dry Dock at Kingston in 1890, had extensive repairs in 1897 and was rebuilt for the second time in 1907.

DORCHESTER was hit by the steamer CUBA (C 71153, 931 tons) while she was anchored at night in Lac St. Francis 12 November 1908. CUBA, which was en route from Oswego New York to Quebec City with a cargo of coal, did not stop. DORCHESTER's companion barge BRIGHTON was also hit while the barge UNGAVA and their tug GLIDE escaped damage. The Board of Inquiry into the incident lamented the lack of qualified personnel, including CUBA's pilot.

In 1914 it was noted that DORCHESTER's bulkheads were not watertight. She was put up for sale in 1916 and sold "as is" to A.A. Larocque (Sincennes-McNaughton tugs) for \$3,000 at the very end of 1918. Despite that separate sale, she appeared in the Montreal Transportation Co. directors' minutes as part of a \$75,000 package sale to Larocque two weeks later in 1919 along with nine other barges. Perhaps the first one was cancelled for some reason, or was really just part of the larger deal. In 1921 she was owned by Atlas Sand Co. (Atlas Transportation) of Montréal. In 1923-27 she was owned by Consolidated Sand and Gravel of Montreal. Broken up in 1927.

This barge may have been named for the Ontario farming town of Dorchester, or more likely, for Sir Guy Carleton (1724-1808) Lord Dorchester, the first governor general of Canada.

Alphonse Arsene Larocque (1865-1936) was managing director of Sincennes-McNaughton tugs. He bought control of the firm in 1917. Sincennes-McNaughton owned Consolidated Sand Co., Touzin Sand and Atlas Transportation as well as other companies. Larocque became a director of the Bank of Hochelaga and then president of the Montreal Dry dock and Ship Repair Co. In 1919 he bought AUGUSTUS and ten smaller Montreal Transportation Co. barges (CONDOR, DAKOTA, DORCHESTER, DUNMORE, KINGSTON, LAPWING, MUSKOKA, SELKIRK, VALENCIA and WINNIPEG).

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors Minutes 26 May 1916, 31 December 1918 and 14 January 1919; Montreal Transportation Co. Engineer's Log John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 25 April-26 July 1900, 14 June-24 November 1901, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 8-19 November 1903, 7 May-15 Sept 1904, 29 April-23 June 1905, 15 June-26 Sept 1905, 19 July-22 November 1905, 21 April-24 May 1906, 22 April-28 May 1906, 29 November 1912-8 Oct 1914, 6 May-15 November 1918; Montreal Transportation Co. Ships' Logs Mary 4 May 1917-8 Oct 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Board of Lake Underwriters Lake Vessel Register 1878; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1877, 1895, 1910 and 1927; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Greenwood Namesakes 1920-1929; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1897, 1919, 1921, 1923 and 1925; *British Whig* 20 June 1880, 24 May 1881, 6 October 1883, 2 December 1886, 1 April 1887 and 1 October 1890; *Canadian Railway & Marine World* March 1909 and June 1917; *Detroit Marine Historian* April 1952; *Kingston Daily News* 18 August 1876 and 28 May 1877; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898; *Scanner* March 2012.

- 47 **DREADNOUGHT** river barge (scow). 1869-1874. 136 tons register, 104.2'. Capacity 10,200 bushels. Built at Riviere-du-Loup in 1869. 1874 rated 2 out of a possible 3 and valued at \$2,200.

DREADNOUGHT was owned by the Montreal Harbour Commission in 1877.

A traditional Royal Navy warship name. There had been nine DREADNOUGHTs in the RN by the time that this barge was built, and there have since been three more.

Association of Canadian Lake Underwriters Marine Register 1874; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Colledge Ships of the Royal Navy Vol. 1; Mills Barges and Scows Before 1890; *Kingston Daily News* 27 citations from 19 December 1869 to 20 July 1874.

- 48 **DULUTH** river barge. 1873-97. 353 tons new measurement, 337 tons register, 139.0'. Capacity 22,000 bushels. Built at Quebec City by F. Cantin in 1873.

1874 rated 1 out of a possible 3 and valued at \$10,000. 1878 rated 1 and valued at \$7,500. 1884 rated A2½. 1890 again rated A2½ and valued at \$5,500. 1892 required repairs. 1897 rated 00 (uninsurable).

This barge was repaired on the ways in 1882, rebuilt in 1884 and repaired at Portsmouth during 1886-88. She was not in the Montreal Transportation Co. directors' reports in 1902 or later and was removed from the register in 1908.

Duluth Minnesota, together with Superior Wisconsin across the harbour, is the American lakehead and was and is a major grain shipping port.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Mills Barges and Scows Before 1890; *British Whig* 29 September 1882, 19 September 1884, 7 August 1886 and 9 January 1888; *Kingston Daily News* 17 December 1873, 18 November 1875 and 8 August, 2 September and 5 and 26 October 1876, 25 September 1877; *Marine Record* 7 April 1887.

- 49 **DUNMORE** composite schooner barge (C 103250). 1895-1919. 617.28 tons gross, 589.83 tons net, 182.5'. Launched at Kingston by Ainsley in 1895. Steel band on iron frames. Metal-sheathed bow. Three masted. Round stern. 1897 rated A2 and valued at \$22,000. 1903 value \$7,500. 1906 value \$7,000. 1907 value \$10,000 and rated A2. 1908-10 value \$7,000. 1912 value \$7,500. 1913 value \$7,000. 1914 value \$6,500. 1913-14 rated 90 and restricted to the St. Lawrence River and Lake Ontario. 1915-16 value \$6,000 (\$1,500 in improvements). 1917 value \$15,000. 1918 value \$12,750. 1919 value \$10,500 and restricted to between Port Colborne Ontario and Montreal. 1921 restricted to Lakes Erie and Ontario as well as the St. Lawrence River, insurance rating 90.

DUNMORE sank on 10 May 1900 at Port Dalhousie Ontario but was subsequently raised and caulked. She was repaired after a collision with the Montreal Transportation Co. barge UNGAVA in the Soulanges Canal 22 October 1915 and then in 1919 sold "as is" to A.A. Larocque as part of a \$75,000 package along with nine other barges. In 1921-29 she was owned by Sincennes-McNaughton. In 1930-31 she was owned by Consolidated Oka Sand and Gravel, a subsidiary of Sin-Mac, and then disappeared from the List of Shipping.

Alphonse Arsene Larocque (1865-1936) was managing director of Sincennes-McNaughton tugs. He bought control of the firm in 1917. Sincennes-McNaughton owned Consolidated Sand Co., Touzin Sand and Atlas Transportation as well as other companies. Larocque became a director of the Bank of Hochelaga and then president of the Montreal Dry dock and Ship Repair Co. In 1919 he bought AUGUSTUS and ten smaller Montreal

Transportation Co. barges (CONDOR, DAKOTA, DORCHESTER, DUNMORE, KINGSTON, LAPWING, MUSKOKA, SELKIRK, VALENCIA and WINNIPEG).

Montreal Transportation Co. Annual Directors' Reports 1906, 1908, 1910 and 1913-19 (note was not listed 1902 and 1903); Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 January 1919; Montreal Transportation Co. Engineers' Logs M.P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 23 April-14 July 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 19 July-22 November 1905, 29 November 1912-8 Oct 1914, 8 Oct-22 November 1915, 10 July-29 Oct 1916; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1895, 1910, 1927, 1929 and 1931; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916; Inland Lloyd's Vessel Register Canadian Hulls 1897 and 1907 (title varies); Lloyd's Register 1900, 1919, 1920, 1922 and 1930; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1919, 1921, 1923, 1925 and 1929; Mills Barges and Scows Before 1890; Detroit Marine Historian April 1952; Marine Review 28 March 1895 and 24 March 1898.

- 50 **EAGLE** river barge. 1883-1907. 344 tons new measurement, 316 tons register, 136.5'. Capacity (1883) 21,000 bushels. Built by Cantin at Quebec City (Marine Register 1874 said at St. Francis) in 1872. 1878 rated 1 and valued at \$8,000. 1884 rated A2. 1890 rated A2½, valued at \$5,500 and noted as needing repairs. 1892 needed repairs. 1897 rated A2½ valued at \$5000. 1902-03 value \$800. 1906 value \$500.

In 1874 EAGLE was owned by Page & Co. and in 1877-78 by Holcomb & Stewart. She came to Montreal Transportation Co. from St. Lawrence and Chicago Forwarding in 1883 when they took over that firm. She was rebuilt in 1883 at Kingston (successfully re-launched on 8 August after she had first stuck on the ways). She was in the coal trade from Oswego New York that fall. She was in the new Davis Dry Dock at Kingston for caulking in 1890 and was repaired in 1894. She was sold to P. Doyle for \$500 in 1907 according to the Montreal Transportation Co. directors' minutes but the List of Shipping continued to show Montreal Transportation Co. ownership to at least 1912. Doyle intended to use her as a coal barge. She foundered near Montreal on 16 November 1913.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903 and 1906; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Directors' Minutes 26 June and 12 December 1907; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 14 June-24 November 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 28 Aug-7 Dec 1903, 8-19 November 1903; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1895, 1910 and 1912; Canadian Heritage Ship Information Database; Directory of

the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Mills Barges and Scows Before 1890; British Whig 8 May and 3 November 1880, 26 August 1882, 19 April, 3, 7 and 9 August and 6 October 1883, 17 May 1884, 15 September 1890; Kingston Daily News 12 June 1876 and 12 May 1877; Marine Record 7 April 1887; Marine Review 24 March 1898.

EDWARDS see J.R. EDWARDS

- 51 **ELK** ex HENRY MAYO river barge (C 33463). 1864-1866. 162.56 tons register, 106.9'. Capacity 10,500 bushels. Built by White at Burlington Vermont (Marine Register 1874 said Whitehall New York) in 1851. No masts. Round stern. 1864 rated B (third) class and valued at \$2,000. 1866 rated 2 out of a possible 3 and valued at \$1,800.

This American-built barge came to Canadian registry in 1854. She had probably been built for the timber trade. Her original Canadian owners were A. Hooker, E. Hooker, C.E. Jaques and E. Pridham, each with 16/64. In 1856 R. Cassels had 22/64. In early 1858 William Hinds and H.L. Routh each had 21/64. Her managing owners through this period were Hooker & Jaques. The Montreal Steam Elevating and Warehousing Company bought 64/64 later in 1858. She was rebuilt in 1864. In 1864-66 her owners were McLennan & Auger. In early 1870 her owner or manager was C.E. Jaques but she may have been sold that year to Coulthurst & McPhee. She was listed as owned by Coulthurst & McPhee (St. Lawrence & Chicago Forwarding) by 1874. Her registry was closed on 8 March 1880 as she had been broken up.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Classification of Lake Vessels and Barges 1871; Cohn Lake Champlain's Sailing Canal Boats; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Register, Port of Montreal 1854; Sevigny Trade and Navigation of the Chambly Canal; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864.

- 52 **ENERGY** river barge. 1869-1892. 232 tons gross, 182.34 "unit tons" (as built), 194 tons net (after 1872). 110.0'. Capacity 13,000 bushels. ENERGY was launched by A. Cantin (also recorded as Auger & Son builders and A. Cantin ship carpenter) at Montreal on 6 May 1853. No masts. Round stern. 1863 rated 2 and valued at \$3,500. 1864 rated B (third) class and valued at \$3,000. 1866 rated 2 and valued at \$2,500. 1874 rated 1 out of a possible 3 and valued at \$5,400. 1878 rated 2 and valued at \$4,000. 1884 rated A2½. 1890-92 rated 00 (uninsurable) and noted required repairs.

E. Berry, ENERGY's first owner, had her rebuilt by F. Jobin in 1862 at Berry's Yard in Portsmouth Canada West. Montreal Transportation Co. bought her in 1869. She was rebuilt again by Auger at Montreal in 1872. She ran aground in the Galops Rapids on 7 September 1880 when the Montreal Transportation

Co. tug H.F. BRONSON lost her tow of five barges. BRONSON pulled ENERGY off a few days later. ENERGY had a cargo of corn and phosphates at the time.

She was one of five Montreal Transportation Co. barges damaged when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock Two in the Lachine Canal in 1880. ENERGY was rebuilt a third time in 1881 and yet again in 1886. She was sold sometime between 1892 and 1895. In 1895-1915 she was owned by J.T. Scadden of Montreal.

Many of E. Berry's barges were named after desirable human characteristics.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Commissioners (Buffalo) Lake Vessel Register 1866; Board of Lake Underwriters Marine Register 1863 and 1878; Canada List of Shipping 1877, 1895 and 1915; Canadian Heritage Ship Information Database; Classification of Lake Vessels and Barges 1871; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890 and 1892; Marine Museum of the Great Lakes Canadian Ship Registers on line, Mills Barges and Scows Before 1890; *British Whig* 22 March 1862, 30 June, 2 July, 8, 11-13 September 1880 and 7 May 1881; *Kingston Daily News* 19 December 1870, 15 August 1871, 7 and 23 August 1872, 9 May and 27 October 1873, 7 May and 29 June 1874, 23 October 1875, 9 October 1876 and 27 May 1886; *Marine Record* 7 April 1887.

- 53 **ETHEL** steel harbour lighter, later river barge (C 96863). 1907-1920. Original: 349 tons gross and 335 tons register, 130'. As rebuilt: 438 tons gross, 399 net 167'. Original capacity 24,000 bushels. Built by Bertram Engineering Works of Toronto in 1897. A sister to BELLE. Steel hull with wood-sheathed bottom. Original cost \$10,500. 1908 value \$4,000. 1910-1916 value \$10,000. 1914 insurance rating = 90 restricted to St. Lawrence River. 1917 value \$20,000. 1918 value \$17,000. 1919 value \$14,000. 1920 value \$12,600. 1921 insurance rating 90.

ETHEL's first owner was the Prescott Elevator Co. Ltd. After that firm went bankrupt in 1902 she was owned by the Ottawa Trust Co. and then by the St. Lawrence Terminal Co. of Quebec City. She was bought by Montreal Transportation Co. for \$4,000 to be a harbour lighter at Montreal and then chartered to the Montreal Warehouse Co. She was rebuilt and lengthened at Kingston in 1909-10 at a cost of \$4,500. After that she was re-registered on 26 June 1911. She was sold to the Montreal Warehousing Co. in 1920 for \$14,000. The Montreal Harbour Commissioners were her owners 1925-35 and the National Harbours Board then owned her 1936-41. Her 1948-58 owner was Sin-Mac. She was broken up at Sorel Quebec in 1960 although she was still in the List of Shipping up to 1965. Bascom and Gillham say she was also owned by the Harrigan Tug Line at one point.

All the barges of the Prescott Elevator Company carried the first names of women.

Montreal Transportation Co. Annual Directors' Reports 1908, 1910 and 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 20 May 1907, 1 and 14 October 1908 and 20 April 1920; Montreal Transportation Co. Engineers' Logs Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 29 November 1912-8 Oct 1914, 17 May-24 Oct 1917, 30 Aug-16 November 1917, 20 July-18 November 1917, 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Kingston Letter Books June 1914 and Sept 1916; Montreal Transportation Co. Shipping Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1910, 1925, 1928, 1935, 1936, 1939, 1941, 1948, 1950, 1958, 1961, 1962 and 1965; Canadian Heritage Ship Information Database; Mercantile Navy List 1899, 1904, 1907, 1923 and 1925; *Detroit Marine Historian* April 1952.

- 54 **EUROPA** river barge (C 72941). 1883-1897. 343 tons new measurement, 243.51 tons gross. 129.0'. Capacity 18,000 bushels. Built at Quebec City by F. Cantin in 1875. One mast. Round stern. 1878 rated 2 and valued at \$7,000. In 1890 noted required repairs, rated B1 and valued at \$3,000.

In 1876-78 EUROPA was owned by Thomas Workman of Montreal, but was included in Montreal Transportation Co. tows. In 1879 she was listed as owned by Frothingham (& Workman?), then was sold to St. Lawrence & Chicago Forwarding. She came to Montreal Transportation Co. on 15 March 1883 when they took over St. Lawrence & Chicago Forwarding Co.. She was rebuilt in Kingston during 1886-1887. Her registry was closed on 2 April 1907 as she had been broken up.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Inland Lloyd's Vessel Register Canadian Hulls 1890; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892 and 1897; *British Whig* 24 May 1881, 3 May 1883 and 1 and 4 April 1887; *Kingston Daily News* 2 and 28 September 1876; *Marine Record* 7 April 1887.

- 55 **FORTITUDE** river barge. 1872-1884. 243 tons gross, 187.56 "unit tons". 112.0'. Capacity 13,500 bushels. Built in 1853 by A. Cantin at Montreal. No masts. Round stern. In 1863 rated 2 and valued at \$2,500. 1864 rated B and valued at \$3,000. 1866 rated 2 and valued at \$2,500. 1874 rated 2 out of a possible 3 and valued at \$2,100.

FORTITUDE's 1858-70 owner was E. Berry who had her rebuilt by F. Jobin at Berry's yard in Portsmouth Canada West in 1862. Repaired 1866 and again in 1872 which was apparently when she came to Montreal Transportation Co. As far as could be determined, she did not fit out for Montreal Transportation Co. in 1884-86.

Most of E. Berry's barges bore names of desirable human qualities.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters (Buffalo) Marine Register 1863; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Polk's Marine Directory of the Great Lakes 1888; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *British Whig* 22 March 1862; *Kingston Daily News* 2 September 1858, 24 April 1868, 18 May 1869, 24 July 1871, 4 May, 3 July 8 August, 3 November and 6 November 1872, 11 August and 15 November 1873 and 26 June 1874.

- 56 **FRANK** river barge. 1872-1884. 145.58 "unit tons". 95.58'. 10,000 bushels capacity. Built by A. Cantin at Montreal in 1862. One mast. Round stern. 1864 rated A and valued at \$3,000. 1866 rated 1 and valued at \$2,000. 1884 rated B2.

At first FRANK was an Auger barge. Her 1864 owner was McMartin of Montreal. She was apparently not active on the upper river in 1884-86 and was not in the Montreal Transportation Co. fleet list published in the *Marine Record* in 1887. Removed from the register on 29 April 1907 as she had been broken up.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *Kingston Daily News* 4 May 1872, 8 September 1873, 13 May 1874; *Marine Record* 7 April 1887.

GASKIN see JOHN GASKIN.

- 57 **GEORGE T. DAVIE** steel barge (C 107233). 1907-1920. 680 gross and 679 net tons. 177.5'. Capacity 44,000 bushels of wheat at canal draft = 1,320 tons. 50,000 bushels maximum. Built by Geo. T. Davie & Sons at Levis Quebec in 1898. Yard #2. Steel with wooden bottom and bilges. Steam steering and winches. Had a large deck crane late in her existence. 1908 value \$16,000. 1910 value \$7,000. 1912-15 value \$17,000. 1914 insurance rating = 90 restricted to the St. Lawrence River. 1915 value \$17,000. 1916 value \$16,500. 1917 value \$38,000. 1918 value \$32,300. 1919 value \$26,600, restricted to Lake Ontario and the St. Lawrence River. 1920 value \$23,940. 1921 was on the company books for \$26,000 with an insurance rating of 90.

DAVIE's first owner was John L. Davie who still owned her in 1904. He sold her soon after that to lumberman J.R. Booth. Montreal Transportation Co. bought her from Booth for \$16,000 on 7 May 1907, intended for the St. Lawrence River trade. She sank at Point Vivian near Alexandria Bay New York on 12 June 1911 while carrying grain. The Calvin Co. tried to raise her for \$10,000 but failed. She was eventually raised by N.R. Hinkley on 3 February

1912 using the barges JESSIE (C 88563, 90 tons register) and BERTIE CALKINS (C 126127, 227 tons register) and was rebuilt. She had been written off in the meantime.

In 1915 Montreal Transportation Co. received a \$35,000 offer to buy her, which they turned down. She was sold to Canada Steamship Lines in 1920 for \$26,000. She was owned by Russell Construction of Toronto 1923-26, Sowards Coal 1926-29, Pyke Towing 1929-44 and Pyke Salvage 1944-45 (all three of Kingston). She capsized and sank in 85 feet of water 2 miles west of Nine Mile Point and 3 miles north of Pigeon Island on eastern Lake Ontario at 3:30 pm on 18 April 1945 while on passage Oswego New York - Kingston with a cargo of coal. She was under tow by the tug SALVAGE PRINCE (C 147642, 171 tons gross) (both tug and barge then owned by Pyke Salvage). There was only one crew member (Billy Bois) on the barge, after she turned over he sat on her keel and waited to be picked up.

Montreal Transportation Co. Annual Directors' Reports 1908, 1910 and 1913-20; Montreal Transportation Co. Directors' Minutes 20 May 1907, 18 December 1911, 18 February 1915 and 22 June 1920; Montreal Transportation Co. Engineer's Log R.G.A. Weaver 1 May-14 Oct 1917, Montreal Transportation Co. Fleet List 1 July 1921, Montreal Transportation Co. Kingston Grain Ledgers 29 November 1912-8 Oct 1914, 22 April-31 Oct 1914, 17 May-24 Oct 1917, 20 July-18 November 1917, 30 Aug-16 November 1917, 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Ships' Logs Mary 4 May 1917-8 Oct 1918, Mary P. Hall 3 June 1918-30 November 1918, P.B. McNaughton May-Sept 1918 and D.G. Thomson 30 Aug-14 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1910; Canadian Heritage Ship Information Database; Lloyd's Register 1905, 1919 and 1920; Marcil Tall Ships and Tankers; Mercantile Navy List 1899, 1904, 1907, 1923 and 1925; Buffalo Morning Express 11 July 1913; Detroit Marine Historian April 1952; Watertown Herald 18 November 1911; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

- 58 **GLENGARRY** river barge. 1872-1910. 270 tons new measurement (also reported as 277 tons), 260.93 tons net, 126.0'. Capacity 16,500 bushels. Built at Lancaster Ontario by Alexander Stickler (Streckler?) (the Canadian Heritage Ship Information Database said "Stuhler") in 1872. No masts. Round stern. Built to the same basic plans as LANCASTER, LORNE and ROYAL OAK. 1874 rated 1 out of a possible 3 and valued at \$7,000. 1878 rated 2 and valued at \$5,500. 1884 rated A2. 1890 rated A2 after repairs and valued at \$5,000. 1892 rated A2½ and valued \$4,800. 1897 rated B1 and valued at \$3,800, noted that she required repairs.

The barge GLENGARRY was repaired in 1880, rebuilt in 1886 and was repaired in 1890 and in 1894. 1902-10 Montreal Transportation Co. directors' reports and minutes showed her as "on hand but of no value". She was partially dismantled and her hull was abandoned in the Cataraqui River where it remains to this day. Her registry was closed at Kingston Ontario on 9 February 1915.

Montreal Transportation Co. also had a steam barge with this name 1885-1903. Montreal Transportation Co.'s founding McLennan brothers grew up in Glengarry County, Canada West.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1908, 1910 and 1912; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910 and 1912; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Kohl Kingston's Shipwrecks; Mills Barges and Scows Before 1890; Moore Kingston Inner Harbour Survey; *British Whig* 16 June 1881, 26 July 1884, 5 April, 25 June and 24 July 1886; *Kingston Daily News* 21 September 1872, 19 June 1873 and 7 May 1874, 8 June, 3 July and 5 October 1876; *Marine Record* 8 July 1886 and 7 April 1887; *Marine Review* 24 March 1898.

GLENORA see HECTOR

GODFREY see JEREMIAH GODFREY

GRANT see MARY ANNE GRANT

59 **HAMILTON** steel barge (C 111661). 1901-1921. Original: 996 tons gross, 970 tons register, 202.12'. Capacity 65,000 bushels of wheat = 1,920 tons. After rebuild as steamer: 1,614 tons gross, 928 net, 250.1' (257' overall). Twin triple expansion engines = 115 nominal horsepower. Built by Hamilton Bridge & Iron Works and launched on 21 September 1901. Yard #4. Oak planked below waterline, otherwise built of steel. Steam steering, winches and pumps. No masts. As a barge, at least after rebuild, she had a small pilot house on a raised fo'c'stle. As a steamer she had a larger pilot house that was immediately aft of the fo'c'stle. 1903 value \$41,500. 1906 value \$40,000. 1907 value \$38,000 and rated A1½. 1908-10 value \$39,000. 1912 value \$38,000. 1913 value \$37,000. 1914-16 value \$36,000 (\$1,100 in improvements 1916). 1914-15 insurance rating = 95/100. 1917 value \$70,000. 1918 value \$59,500. 1919 value \$49,000. 1920 value \$44,100. 1921 was on the company books for \$76,000 and had an insurance rating of 95/100.

Originally a sister to the barge QUEBEC (2), HAMILTON was lengthened 2.5' and widened 1' during reconstruction at Bertram Iron Works in Toronto in 1905. She was chartered to the Pentecost Lumber Company in 1905. Repaired in 1916. On 5 October 1918, en route from Port Colborne Ontario to Montreal, with 65,000 bushels of wheat, she ran aground on the Point Peninsula. She was being towed by the Montreal Transportation Co. steamer JOYLAND. After her cargo was discharged at Port Colborne she was dry docked at Buffalo. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet

and they rebuilt her as a twin-screw steamer at Davie in Lauzon Quebec in 1923. She was in collision with the steamer MALTON (C 130439, 1,651 tons gross) in the Welland Canal on 11 June 1923. HAMILTON was laid up in 1930, sold to Chantiers Manseau Ltee of Sorel Quebec (Marine Industries Ltd.) in 1937 and soon broken up.

Montreal Transportation Co. Annual Directors' Reports 1903, 1906, 1908, 1910 and 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 15 March 1905 and 11 November 1921; Montreal Transportation Co. Engineers' Logs India 4 Sept-4 Dec 1917 and 25 April-1 June 1918 and R.G.A. Weaver 1 May-14 Oct 1917; Montreal Transportation Co. Kingston Grain Ledgers 8 July 1901-29 May 1902, 12 May 1902-2 May 1903, 30 May 1902-4 May 1903, 21 May-17 Dec 1904, 29 April-23 June 1905, 29 April-15 June 1905, 28 Sept-6 Dec 1905, 22 April-28 May 1906, 10 July-29 Oct 1916, 20 July-18 November 1917, 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Kingston Letter Book Sept 1916; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30, November 1918 and D.G. Thomson 30 Aug-14 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1910 and 1936; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes of Lakes 1930-39; Inland Lloyd's Vessel Register 1907; Lewis and Neilson The River Palace; Lloyd's Register 1919, 1920, 1921 and 1922; Marcil Tall Ships and Tankers; Mercantile Navy List 1923; Canadian Railway & Marine World Nov 1918; Detroit Marine Historian April 1952; Schell "Canada Steamship Lines" Belgian Shiplover 2/73.

60 **HARVEST** river barge. 1864-1898. Original: 217.45 tons gross, 210.4 tons net, 108.25'. Capacity 14,000 bushels. As rebuilt: 262 tons register, 120.4'. Launched at Montreal by J.B. Auger in 1863. No masts. Round stern. 1864 rated A and valued at \$4,000. 1866 rated 1 out of a possible 3 and valued at \$3,500. 1874 rated 1 and valued at \$7,800. 1878 rated 2 and valued at \$5,500. 1884 rated A2½. 1890 noted required repairs. 1897 noted required repairs, rated B1 and valued at \$4,700.

HARVEST's 1864-66 owners were McLennan & Auger. She was apparently one of the first barges registered to the Montreal Transportation Co. in 1869. She remained in their service without incident until 1880 when she was repaired. She got a new keelson in 1887, was rebuilt in 1891 and was caulked in 1892. Her 1910-15 owner was J.L.B. Leclaire of Sorel Quebec She was broken up and removed from the register in 1916.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866 and 1878; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Canadian Heritage Ship Information Database; Classification of Lake Vessels and Barges 1871; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; Kingston Daily News 19 December 1870, 15 August 1871, 16 and 31 May, 7 and 23 August, 9 and 21 September and 6 November 1872, 2 May and 6

August 1873, 22 August 1874, 23 October 1875, 8 June, 1 August and 9 October 1876, 1 and 23 June 1877; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 61 **HECTOR** ex GLENORA schooner barge later river barge (80699). 1882-1916. Original: 660.52 gross tons, 627.65 tons register, 165.8'. As rebuilt: 575.56 tons gross (her deckhouse was 19 of those tons); 539.03 tons net, 533 under deck. 170.3'. Capacity 40,000 bushels. Built in 1882 by Robert Robertson at the Montreal Transportation Co. shipyard in Kingston Ontario. Originally three masted but had no masts after rebuild. Round stern. Estimated cost (in 1881) was \$20,000. 1882 and 1884 rated as A1½. 1890 rated A2 and valued at \$23,000. 1898 value \$8,000. 1902 value \$4,500. 1903-06 value \$4,000. 1908 value \$3,500. 1910-12 value \$4,000. 1913 value \$3,500. 1914 value \$3,000. 1914-15 insurance rating = 85 and restricted to Lake Ontario and the St. Lawrence River. 1915 value \$2,000. 1919 rating 80. 1921 insurance rating 80 coarse freight only [see definitions].

As a lake barge GLENORA was normally towed by GLENGARRY in company with JOHN GASKIN (the three "G"s). She was laid up for part of 1884 due to a lack of business. The "3 Gs" were chartered to Ogilvie Flour for the entire 1886 season to run from Duluth Minnesota to Kingston with grain, returning to Port Arthur Ontario with coal for the Canadian Pacific Railway. She was damaged in a gale near Long Point on Prince Edward County Ontario in 1887 and was feared lost with a crew of 8 and 42,000 bushels on board. The barge was insured for \$18,000. She was recovered, however, and there was no loss of life. She was damaged while adrift in Lake Superior after she had been in tow by the tug JAMES A. WALKER in 1892 and was sunk in collision in the Detroit River later that year.

She was raised, rebuilt and eventually renamed and relaunched on 16 May 1896. She stranded near Nicholson's Island (near Wellington Ontario) on 22 October 1898 along with KILDONAN. Both had been under tow by the Montreal Transportation Co. tug JAMES A. WALKER when the tug foundered while on passage Charlotte (Rochester) New York -Kingston. Initially it was said she could not be refloated, but she was pulled off and returned to service after \$2,000 in repairs. She was valued at \$8,000 at the time and was not insured. She had large repairs in 1913. She was sold in 1916 to the Gulf Pulp and Paper Co. for \$4,500. Her 1918-19 owner was J.G. Rene Transportation of Montreal. Her 1919-20 owner was Atlas Transportation that was owned by Sincennes-McNaughton. Sincennes-McNaughton owned her themselves 1920-25. She was sold to Consolidated Oka Sand & Gravel (also owned by Sincennes-McNaughton), laid up in 1928 and broken up in 1929 although she remained in the List of Shipping until 1931.

The hydraulic flour mills at Glenora Ontario were on the shore of the Bay of Quinte immediately below the "Lake on the Mountain" from which they obtained their water. Some of the mill buildings are still standing.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910, 1913, 1914 and 1916; Montreal Transportation Co. Directors' Minutes 26 May 1916; Montreal Transportation Co. Kingston Grain Ledgers 14 June-24 November 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 March-6 Aug 1903, 25 April-27 November 1903, 21 May-17 Dec 1904, 29 April-23 June 1905, 15 June-26 Sept 1905, 19 July-22 November 1905, 21 April-24 May 1906, 29 November 1912-8 Oct 1914; Montreal Transportation Co. Kingston Letter Book May 1914; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1877, 1910, 1918, 1928, 1929 and 1931; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Green's Marine Directory of the Great Lakes 1916 and 1920; Greenwood Namesakes 1920-1929; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Lloyd's Register 1900 and 1905; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1897, 1919, 1921, 1923 and 1925; Mills Barges and Scows Before 1890; Neilson "Montreal Transportation Company" Freshwater 1989; *British Whig* 2 August 1881, 4 and 13 July and 1 August 1882, 9 June 1884, 24 March 1885, 20 May 1886 and 19 October 1887; *Buffalo Enquirer* 1892; *Canadian Railway and Marine World* June 1917; *Canadian Railway & Shipping World* November 1898; *Marine Record* 7 April, 24 November and 15 December 1887; *Marine Review* 24 March 1898; *Toronto Mail & Empire* 18 May 1896.

- 62 **HIAWATHA** lake barge (C 96904). 1906-1917. 539.18 tons gross, 518.01 tons net, 176.5'. Capacity 40,000 bushels. Built by Thomas O'Brien at Garden Island Ontario in 1890. Cost \$20,000. Originally no masts. As rebuilt: three masted with a small pilot house on a raised fo'c'stle. Round stern. 1892 rated A1½ and valued at \$19,000. 1897 rated A2 and valued at \$14,500 and noted required repairs. 1906 value \$5,500. 1908 value \$3,000. 1910 value \$5,000. 1912-15 insurance rating = 90 restricted to St. Lawrence River and Lake Ontario. 1912 value \$5,000. 1913 value \$4,500. 1914 value \$4,000. 1915-16 value \$3,000 (\$1,161.28 in improvements). 1917 value \$10,000.

HIAWATHA's first owner was the Calvin Co. She was aground off Charlotte (Rochester) New York on 5 November 1891. On 12 October 1894 she was adrift on Lake Erie. She had been sold to the Kingston & Montreal Forwarding Co. by 1895 and came to Montreal Transportation Co. when they took over that firm. She was rebuilt in 1909, was aground at Prescott Ontario in June 1912 and was repaired in 1916. She foundered near Galoo Island (southeast of Main Duck Island) near Kingston Ontario on 20 September 1917 while under tow by the Canada Steamship Lines tug MAGNOLIA (C 103690, 367 tons gross) along with the Montreal Transportation Co. barge HILDA. Five men, two women and one child were lost. The only survivor was picked up by the Montreal Transportation Co. steamer McVITTIE. HIAWATHA was carrying coal from Oswego New York to Montreal at the time. Her registry was closed on 1 October 1917.

One of a series of barges built on Garden Island with Iroquoian names. Hiawatha (Hayëñ´wa´tha) was a very early Iroquoian leader and peacemaker. He was one of the founders of the council that later became the Iroquois Confederacy. He himself was either Onondaga, or Mohawk, or both.

Montreal Transportation Co. Engineer's Log [Mary P. Hall](#); Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913-17; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 9 October 1917; Montreal Transportation Co. Kingston grain ledger 29 November 1912-8 Oct 1914; Alpena Public Library Great Lakes Maritime Database; Bureau Veritas [Great Lakes Register 1914 and 1915](#); Canada [List of Shipping 1895, 1910 and 1912](#); Canadian Heritage Ship Information Database; [Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897](#); Kohl [Kingston's Shipwrecks](#); Lewis and Neilson [The River Palace](#); [Mercantile Navy List 1892, 1899 and 1904](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; Metcalfe [Canvas and Steam on Quinte Waters](#); Mills [Barges and Scows Before 1890](#); Swainson [A Shipping Empire: Garden Island](#); *British Whig* 19 August 1890; *Canadian Railway & Marine World* April 1906 and October 1917; *Marine Review* 5 November 1891.

- 63 **HILDA** steel river barge (C 96870). 1906-21. 458 tons gross, 418 tons net, 160.0'. Capacity 38,000 bushels of wheat = 1,150 tons. Built by Bertram Engineering Works of Toronto, launched 9 August 1898. Steel with 5" wood-sheathed bottom and bilges. 1906-08 value \$10,000. 1910-1916 value \$14,000. 1914 insurance rating = 90 restricted to the St. Lawrence River only. 1917 value \$30,000. 1918 value \$25,500. 1919 value \$21,000 and restricted to waters between Port Colborne and Montreal. 1920 value \$18,900. 1921 insurance rating = 90 and was on the Montreal Transportation Co. books for \$34,000.

HILDA was one of the barges built for the Prescott Elevator Co. Ltd. That firm folded and by 1904 her owner was the St. Lawrence Terminal Co. Ltd. Montreal Transportation Co. bought her from the Great Lakes & St. Lawrence Transportation Co. She was ashore with a cargo of grain on Lake Ontario on 29 August 1918. She ran aground near Galoo Island (southeast of Main Duck Island) near Kingston Ontario after being cut loose by the Montreal Transportation Co. tug D.G._THOMSON during a storm on 24 September 1919. She was salvaged but shortly after that she ran aground near Henderson Harbor New York with 35,000 bushels of grain on board. She was salvaged once again. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet. Canada Steamship Lines sold her to R.G. Weddell Constr. of Trenton Ontario in 1923. They experimented with using her to carry oil in bulk but were not successful. In 1929 she was sold to Pyke Twg & Salvage of Kingston and rebuilt as a crane barge. She then had a two-deck superstructure right aft and a very large crane forward. Pyke merged into McAllister-Pyke Salvage in 1962. HILDA was sold to United Metals of Hamilton Ontario for scrap but was scuttled near Amherst Island on 7 November 1967 instead (Bascom and Gillham said 1969).

All the barges of the Prescott Elevator Company carried the first names of women.

Montreal Transportation Co. Annual Directors' Reports 1906, 1908, 1910 and 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 10 April 1906 and 11 November 1921; Montreal Transportation Co. Engineers' R.G.A. Weaver 1 May-14 Oct 1917, India, John C. Mann and Mary P. Hall; Montreal Transportation Co. Kingston Grain Ledgers 19 July-22 November 1905, 21 April-24 May 1906, 22 April-28 May 1906, 29 November 1912-8 Oct 1914, 8 Oct-22 November 1915, 20 July-18 November 1917, 6 May-15 November 1918; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918, P.B. McNaughton May-Sept 1918 and D.G. Thomson 30 Aug-14 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1910, 1918 and 1929; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916; Kohl Kingston's Shipwrecks; Mercantile Navy List 1904 and 1907; Canadian Railway & Shipping World August 1898 and November 1919; Collingwood Bulletin 2 January 1919; Detroit Marine Historian April 1952.

- 64 **HURON** river barge (C 80873). 1906-12. 494.91 tons gross, 474.91 tons register, 160.4'. Capacity 36,000 bushels or 800 tons of coal at a 9' draft. Built by Henry Roney at Garden Island Ontario in 1881. Rigged at first, then no masts. 1884 was rigged again. Round stern. Cost \$15,000. 1884 rated A1. 1897 rated B1 and valued at \$5,500 (required repairs). 1906 value \$2,000. 1908 value \$5,500. 1910 value \$5,000. 1892 required repairs.

The Kingston & Montreal Forwarding Co. was HURON's original owner. They had her repaired and caulked in 1894. She foundered in the Cornwall Canal in 1889 but was salvaged. She came to Montreal Transportation Co. when they took over Kingston & Montreal Forwarding Co. She, and Montreal Transportation Co.'s barge REGINA, were damaged in 1907 when the canal barge NEEPEWAH (C 102579, 1,799 tons gross) broke the gate of Lock #1 in the Lachine Canal. HURON sustained \$5,000 damage. She sank after a collision with the barge A.D. (C 107406, 462 tons register) of the Quebec Transportation Co. (Hackett) near Iroquois Ontario on 31 August 1912 and was declared a total loss, valued at \$5,000. She had 28,000 bushels of grain on board from Richardson's. QTC took Montreal Transportation Co. to court but lost after it dragged on for several years.

HURON was one of a series of barges built on Garden Island that had Iroquoian names.

Montreal Transportation Co. Directors' Annual Reports 1906, 1908 and 1910; Montreal Transportation Co. Directors' Minutes 26 June and 12 December 1907 and 12 September 1912; Montreal Transportation Co. Kingston grain ledger 21 April-24 May 1906; Alpena Public Library Great Lakes Maritime Database; Canada List of Shipping 1895, 1910 and 1912; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great

Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897; Mills Barges and Scows Before 1890; Swainson A Shipping Empire: Garden Island; *British Whig* 30 March 1880, 25 March, 10 May and 2 August 1881, 23 April 1884, 25 and 31 October 1889; *Canadian Railway & Marine World* April 1906 and December 1907; *Montreal Herald* 4 November 1889; *Toronto Globe* 4 September 1912.

- 65 **INTREPID** river barge. 1872-1895. 167 tons gross, 133.92 tons register, 89.0'. Capacity 12,000 bushels. Built at Portsmouth Ontario in 1864 by and for E. Berry. No masts. Round stern. 1866 rated 2 and valued at \$2,000. 1874 rated 3 and valued at \$1,000.

E. Berry, her builder, was also a forwarder and was INTREPID's first owner. Montreal Transportation Co. bought her from the Kingston & Montreal Forwarding Co. She was apparently not active on the upper river in 1884 or 1885 and was not in the Montreal Transportation Co. fleet list published in the *Marine Record* in 1887. Therefore, she might not have still been in existence in 1895 even though she was still in the Dominion register as owned by Montreal Transportation Co.

Most of Berry's barges were named after desirable human qualities.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; *Kingston Daily News* 23 May, 4 September and 3 October 1872.

- 66 **IOWA** river barge (C 70292). 1883-1911. 422 tons new measurement, 365.58 tons gross. 149.4'. Capacity 24,000 bushels. Built at Quebec City by F. Cantin in 1874. No masts. Round stern. 1878 rated 1 and valued at \$8,000. 1890 rated A2 and valued at \$8,000. 1892 required repairs. 1897 noted required repairs, rated B1 and valued at \$5,000. 1902 also valued at \$5,000. 1903 value \$4,000. 1906 value \$2,500. 1908 value \$2,250.

In 1877 IOWA was owned by Thomas Workman of Montreal. Between 1878 and 1883 she was owned by St. Lawrence & Chicago Forwarding and came to Montreal Transportation Co. when they took over that firm. She was in the coal trade out of Oswego New York in 1883. She was repaired in 1884 after going ashore the year before. In 1886 she was still leaking badly even after being recaulked at Oswego. She was rebuilt with a new deck in 1889, caulked in 1894 and rebuilt in 1901. She was sold to the Canadian Import Co. (Hackett managers) in 1911 for \$2,500. Her 1912-23 owner was William Quarrier Stobo but she was probably out of service by 1921. Her registration was closed on 17 March 1924 as she was out of existence.

Many of Thomas Workman's barges were named after American grain-growing states.

W.Q. Stobo was associated with the Canada Import Co., Canada Shipping Co., Webster Shipping Co. and St. Lawrence Stevedoring Co.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908 and 1910-11; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Directors' Minutes 10 May 1911; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 1 Jan-1 November 1900, 5 May-4 Aug 1900, 24 Apr-22 June 1900, 14 June-24 November 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 March-6 Aug 1903, 25 April-27 November 1903, 28 Aug-7 Dec 1903, 8-19 November 1903, 7 May-15 Sept 1904, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 29 April-23 June 1905, 15 June-26 Sept 1905, 19 July-22 November 1905, 28 Sept-6 Dec 1905, 21 April-24 May 1906; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1877, 1895, 1910, 1912 and 1918; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Green's Marine Directory of the Great Lakes 1916; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1907, 1913 and 1923; Milwaukee Public Library Great Lakes Marine Collection; *British Whig* 24 May 1881, 6 October 1883, 17 May 1884, 16 August 1886 and 26 September 1889; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 67 **IROQUOIS** river barge (C 72567). 1906-07. 379.34 tons gross, 360.62 tons net, 151'. Capacity 28,000 bushels. Built at Garden Island Ontario by Henry Roney in 1875. No masts. Round stern. 1878 rated 1 and valued at \$9,500. 1890 rated A2 and valued at \$8,000. 1892 rated A2½ and valued at \$6,300. 1897 rated A2½ and valued at \$6,000. 1906 value \$1,500.

IROQUOIS was originally a Calvin & Breck vessel although she was occasionally in Montreal Transportation Co. tows. She had been sold to the Kingston & Montreal Forwarding Co. by 1880 when she was one of their barges involved when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock Two of the Lachine Canal. She was repaired in 1890 and in 1897 got a new deck and other repairs. Montreal Transportation Co. became her owner when they took over Kingston & Montreal Forwarding Co. and they quickly sold her for \$2,000. Her 1910 owner was Sincennes-McNaughton. In 1912-15 her owner was Arsene B. Champagne of Lanoraie Quebec. Her 1918-19 owner was Atlas Sand Co. Ltd. that was owned by Sincennes-McNaughton. Her registry was closed on 26 July 1919.

IROQUOIS was one of a series of barges built on Garden Island with Iroquoian names.

Montreal Transportation Co. Directors' Annual Report 1906; Montreal Transportation Co. Directors' Minutes 26 June and 12 December 1907; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of

Shipping 1877, 1895, 1910, 1912, 1915 and 1918; Canadian Heritage Ship Information Database; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1897 and 1919; Mills Barges and Scows Before 1890; British Whig 30 June and 2 July 1880, 25 March 1881, 28 May 1895 and 2 April 1896; Canadian Railway & Marine World April 1906 and June 1917; Kingston Daily News 30 June, 18 July and 9 October 1876, 1 June and 25 September 1877; Montreal Herald 4 November 1889.

68 **J.R. EDWARDS** lake barge ex schooner (C 141753 ex U 76393). 1918-21.

Original: 435 tons gross, 413 tons net. Later: 453 tons gross, 422 tons net, 175.16' (US), 175.66' (Can) (between perpendiculars). Bascom & Gillham said 183' but that might have been overall. Capacity 680,000 board ft. Originally three masts, later two. Square stern. Built 1883 by David Lester of Marine City Michigan. A sister ship of MINNIE E. ORTON. Crew of six as a schooner. 1907 valued at \$6,000 and rated A2. 1913-21 insurance rating = 80 coarse freight only [see definitions].

The 1889-1917 owner of this barge was H. McMorran who appears to have registered her first under the Toledo and Saginaw Transportation Co. and used her in the lumber trade. In 1900 she and two other barges were being towed by PAWNEE (U 150455, 639.9 tons gross, later Montreal Transportation Co.'s MAPLEGULF) when PAWNEE went aground on Gull Island reef. None of the barges were harmed. Of the three barges, both J.R. EDWARDS and MINNIE E. ORTON were later owned by Montreal Transportation Co. EDWARDS' bottom was caulked in 1892. In 1898-1900 her registered owner was the Pawnee Boat Co. that was owned by McMorran. She was docked in 1903. In 1917 or 1918 she was bought by Reid Towing of Port Huron Michigan that was by then controlled by R.M. Wolvin who was, in turn, associated with Montreal Transportation Co. and Canada Steamship Lines.

Montreal Transportation Co. bought EDWARDS from Reid in 1918. Montreal Transportation Co. sold her to Thomas Ranger Enderby of Canada Steamship Lines and she was operated by Century Coal Co. (a subsidiary of Canada Steamship Lines) 1921-25. She was laid up by 1926. Reid Towing and Wrecking Ltd. of Sarnia Ontario (by that time a subsidiary of Canada Steamship Lines) took her over for possible continued use but broke her up instead in 1928. She was removed from the register in 1934.

She was named after the son of one of the men who financed her. The son eventually became a Rear Admiral USN.

Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; American Shipmaster's Association Record of American and Foreign Shipping 1898 and 1900; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of the Northwestern Great Lakes; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1913; Collard Passage to the Sea; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes 1920-29; Lloyd's Inland

Register 1907; Merchant Vessels of the United States 1886, 1890, 1899 and 1903; Canadian Railway & Marine World June and August 1917; Detroit Free Press 16 October 1900.

JAMES see JANES.

- 69 **JANES** river barge (C 59903). 1883-1884. 180 tons new measurement, 158 tons register, 118.0'. Capacity 12,000 bushels. Built by Jones at Quebec City in 1867 (Lake Vessel Register 1878 and Marine Interests of the Great Lakes 1884 both said at Batiscan Quebec). 1878 rated 2 and valued at \$8,000. 1884 rated B1½.

This barge's name was variously reported as JAMES, JANES and JONES. JONES seems most logical, being the name of her builder, but JANES is used most often in the directories consulted. She had large repairs in 1876. In 1877 she was owned by St. Lawrence & Chicago Forwarding and was one of seven St. Lawrence and Chicago Forwarding Co. barges involved when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock Two of the Lachine Canal in 1880. JANES came to Montreal Transportation Co. when they took over St. Lawrence and Chicago Forwarding Co. in 1883. She was apparently not active on the upper river in 1884-86, was not included in the Montreal Transportation Co. fleet list published in the *Marine Record* in 1887 and was not included in the available Montreal Transportation Co. Directors' Reports that begin in 1903 although the List of Shipping 1915 still showed her as owned by Montreal Transportation Co. Her registry was closed on 17 June 1918 as it was supposed that she was out of existence.

Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Mercantile Navy List 1897; *British Whig* 24 May 1881.

JEANNIE see JENNIE.

- 70 **JENNIE** schooner barge ex SENECA (C 88579). 1883-1913. Original: 362 tons register, 135.3'. Capacity 19,000 bushels. By 1918: 461.08 tons gross, 438.32 register, 176'. Built by Henry Roney at Garden Island Ontario in 1871. Two masts. Round stern. 1874 rated 1 and valued at \$9,000. 1878 rated 1 and valued at \$7,800. 1884 rated B1. 1885 rated B1½. 1890 noted required repairs. 1892 rated A2 and valued at \$10,000. 1902 value \$1,000. 1903 value \$1,500. 1906 value \$2,000. 1908 value \$3,000. 1910 value \$2,000. 1912 value \$1,000.

The Calvin Co. built and owned SENECA, using her in the grain trade. The St. Lawrence & Chicago Forwarding Co. bought her in 1877 or 1878 and she came to Montreal Transportation Co. from them when they took over the firm. She was in the coal trade out of Oswego New York in 1883. There was an explosion of coal gas on board in 1884 when she was tied up at Prescott

Ontario while on a tow from Oswego to Montreal. Two of her crew were critically injured. She was rebuilt and lengthened with a steel keelson in 1885-86 (relaunched on 22 June 1886). She was renamed then. She was adrift and "waterlogged" on Lake Superior in October 1888 during the same storm that sank BRANDON, but JENNIE survived.

JENNIE was rebuilt again in 1889, caulked in 1893 and rebuilt a third time in 1908. In 1913 she was sold to George Hanna of Montreal for \$2,000 although the List of Shipping continued to show Montreal Transportation Co. as her owner to at least 1918. Lloyd's 1890 and 1892 spelled her name "Jeannie".

Her original name, SENECA, was one of the Iroquoian names given to a series of barges built on Garden Island. Her second name, JENNIE, may have had some Gaskin family significance.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913; Montreal Transportation Co. Directors' Minutes 11 March and 6 June 1913; Montreal Transportation Co. Kingston Grain Ledgers 24 Apr-22 June 1900, 14 June-24 November 1901, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 6 Aug-2 Oct 1903, 7 May-15 Sept 1904, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 27 April-28 Sept 1905, 29 April-23 June 1905, 19 July-22 November 1905, 21 April-24 May 1906; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910, 1912 and 1918; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890 and 1892; Lloyd's Register 1905; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1897 and 1918; Mills Barges and Scows Before 1890; Swainson A Shipping Empire: Garden Island; *British Whig* 3 December 1880, 24 May 1881, 14 March 1882, 16 June and 6 October 1883, 17 May, 19 August and 31 October 1884, 18 May 1885, 23 June 1886 and 5 October 1888; *Detroit Marine Historian* April 1952; *Kingston Daily News* 10 July 1871 and 27 May 1878; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 71 **JEREMIAH GODFREY** lake barge ex schooner (C 140965 ex U 76211). 1919-1921. 653.22 tons gross, 620.56 tons net, 177' (overall) (all American measurements). Canadian measurement 860 tons gross, 181.42' (Bascom & Gillham said 180'). Original capacity said to be 47,000 bushels. 1921 capacity 35,000 bushels = 1,050 tons of wheat on a 14' draft. Originally three masts, later two. Raised fo'c'stle. Built in 1881 at Port Huron Michigan by Dunford & Alverson. Cost \$30,000. Crew of five as a schooner. 1912-14 insurance rating 85 coarse freight only [see definitions]. 1919 value \$50,000. 1920 value \$13,500. 1921 value \$12,000.

GODFREY's first owner was J.B. Lozen of New Baltimore Michigan. During a storm on 4 October 1881 she was repeatedly hit by the schooner MOONLIGHT (U 90719, 777.01 tons gross) at the entrance to the Cuyahoga River at Cleveland. GODFREY was found to have been partly at fault as she had tied

up at an inappropriate location that effectively narrowed the entrance to the river. Her main boom and fore gaff were repaired and work done to her deck and caulking in 1884. In November of 1885 she wound up broadside on the head of Stag Island in the St. Clair River during fog. She was loaded with ore at the time. GODFREY was docked for caulking and repairs in 1886. Her crew left her after being urged to do so by union men while in Cleveland Ohio in 1887 but soon returned. She suffered storm damage in November 1890. On 10 July 1891 she ran aground in the St. Mary's River.

Her owner in 1894 was Farwell Navigation. In 1896 she was bought by Wm. Dulac for \$14,000. Between 1898 and 1903 she was registered at Detroit and often engaged in the coal and ore trades. She was rebuilt in 1899. Most of her crew deserted her in 1902 when she was loading iron ore at Duluth Minnesota. They said she was overloaded. The cargo was then lightered [see definitions] to bring her up to her waterline. Her bottom was caulked in 1902 and she was dry docked in 1904. She was being towed by CHARLES A. STREET (U 126485, 512 tons gross) on Lake Huron when STREET caught fire in 1908. GODFREY's crew rescued STREET's crew. She was aground in the Niagara River on 5 November 1911. GODFREY's beam was reduced from 34' 10" to 29' 8" at Detroit in 1911-12.

By 1914 GODFREY's owner was the Grace Harbor Lbr. Co. Montreal Transportation Co. chartered her (from Oswego Navigation Co.) in 1917-18 to move coal and bought her in 1919 for \$15,000 as part of an \$186,000 package with NICARAGUA, MELVIN S. BACON and AVON. Oswego Navigation was legally an American company, with vessels registered in the United States, but headquartered and owned in Montreal by R.M. Wolvin et al, who also controlled Montreal Transportation Co. and was part of the Canada Steamship Lines syndicate. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet. She was laid up in 1928 and broken up in 1938.

J.A. Godfrey (1839-1882) was a Michigan lumberman.

Montreal Transportation Co. Annual Directors' Report 1920; Montreal Transportation Co. Directors' Minutes 8 October 1917, 11 June 1918, 18 February 1919 and 11 November 1921; Montreal Transportation Co. Engineers' Logs [India](#) 4 Sept-4 Dec 1917 and [Mary P. Hall](#) 1 Sept-10 Dec 1918; Montreal Transportation Co. Kingston Grain Ledgers 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Ships' Logs [Mary](#) 3 June-30 November 1918, [Mary P. Hall](#) 3 June 1918-30 November 1918, [P.B. McNaughton](#) May-Sept 1918 and [D.G. Thomson](#) 30 Aug-14 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping [Great Lakes Register 1921](#); American Shipmaster's Association [Record of American and Foreign Shipping 1898 and 1900](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bowling Green Great Lakes Vessels Online Index; Bureau Veritas [Great Lakes Register 1914](#); Canada [List of Shipping 1925](#); [Directory of the Marine Interests of the Great Lakes 1884](#); Greenwood [Namesakes 1930-1955](#); [Lloyd's Inland Register 1907](#); [Lloyd's Register 1920-22](#); [Mercantile Navy List 1923 and 1925](#); [Merchant](#)

Vessels of the United States 1886, 1897 and 1903; Milwaukee Public Library Great Lakes Marine Collection; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73; *Buffalo Evening News* 7 November 1911; *Detroit Marine Historian* April 1952; *Marine Record* 13 September 1883, 18 September 1884, 15 October 1885, 11 March 1886, 20 October 1887 and 27 July 1897; *Marine Review* 31 March 1888, 29 March 1894, 5 March 1896 and 30 October 1902.

- 72 **JET** river barge (C 64994). 1906-07. 370 tons gross, 312.04 tons register, 137.8'. Capacity 24,000 bushels. Launched by Cantin at Levis Quebec on 31 August 1871. Two masts. Round stern. 1890 rated A2½ and valued at \$6,000. 1897-rated B1, valued at \$4,200 and noted required repairs. 1906 value \$2,500.

In 1874-77 JET was owned by Samuel F. Holcomb (Holcomb & Stewart) of Montreal. Her owner in 1879 was Gunn & Co. (Kingston & Montreal Forwarding). She was repaired in 1885, rebuilt in 1887 and caulked in 1891. She came to Montreal Transportation Co. from Kingston & Montreal Forwarding Co. when they took over that firm. While in tow by the Montreal Transportation Co. tug GLIDE on Lac St. Louis on 23 October 1907 she was hit by the American steamer NORWALK (U 130528, 1,907 tons gross). JET was lashed alongside the Montreal Transportation Co. barge WINNIPEG at the time. GLIDE and WINNIPEG escaped injury. NORWALK did not stop after the collision. JET was damaged but was kept afloat by her cargo of flaxseed. She grounded on a shoal, was pulled off and was sold afterwards "as is" for \$1,200. In 1910 JET was owned by Sincennes-McNaughton. In 1912 she was owned by the Touzin Sand Co. of Montreal. Her 1915 owner was Sincennes-McNaughton and in 1918 her owner was the Atlas Sand Co. The Touzin Sand Co. and the Atlas Sand Co. were both owned by Sincennes-McNaughton. Her registry was closed on 4 March 1921 as she had been broken up.

Montreal Transportation Co. Directors' Annual Report 1906; Montreal Transportation Co. Directors' Minutes 26 June and 12 December 1907; Alpena Public Library Great Lakes Maritime Database; Canada List of Shipping 1877, 1895, 1910, 1912, 1915 and 1918; Canadian Heritage Ship Information Database; Inland Lloyd's Vessel Register Canadian Hulls 1892; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892 and 1897; *British Whig* 25 March 1881; *Canadian Railway & Marine World* April 1906, November 1907, June 1908 and June 1917; *Kingston Daily News* 26 October 1876; *Marine Review* 28 March 1895 and 2 April 1896.

- 73 **JOHN GASKIN** schooner barge (C 80668). 1881-1918. 520.54 tons gross, 487.24 register (165.8' between perpendiculars). 177.25' (probably overall). Capacity 31,000 bushels (actually brought down 37,000 bushels of corn to Montreal on a draft of 9' in May 1881, and 1,017 tons of coal in July 1881 on a draft of 9'8"). The *British Whig* claimed on 17 May 1881 that she could carry 40,000 bushels on a draft of 10.5'). Reported to be launched at 3 pm on 12 May 1881 by Robert Robertson at the Montreal Transportation Co. yard in Kingston Ontario. Originally had no masts, later had three. Round stern. 1884 rated A1½. 1897 rated B1, valued at \$5,700 and required repairs. 1902 value \$2,000. 1903 value \$3,500. 1906 value \$4,000. 1908 value \$3,000. 1910

value \$6,000. 1912 value \$5,500. 1913 value \$5,000. 1914 value \$4,500. 1915 value \$3,500. 1914-15 insurance rating = 85 restricted to Lake Ontario and the St. Lawrence River. 1916 value \$3,000. 1917 value \$8,000. 1918 value \$6,800.

For many years the barges GASKIN and GLENORA were normally towed by GLENGARRY (the 3 "G"s). GASKIN was aground at Point Tree Point on the St. Lawrence in June 1881 while upbound towed by the Montreal Transportation Co. tug CHAMPION. GASKIN had a deck cargo of railway iron at the time. She was also aground in Toronto harbour in July 1881 with 1,100 tons of railway iron on board. She was repaired in 1882 but was leaking badly at Sault Ste. Marie in 1883 when upbound, again loaded with rails. She was given iron knees in 1884 and spent part of that year laid up for lack of business. In 1885 the "3 Gs" were chartered by Ogilvie Flour to run from Duluth Minnesota to Kingston with grain, returning with coal to Port Arthur Ontario, for the entire season. In 1889 she was seized by the Canadian government for not reporting repairs done in the USA (her forefoot had been repaired in Detroit). The insurance registers noted that she required repairs in 1890, 1892 and 1897. She was still classified as a lake barge in 1890 but was listed as a river barge by 1897. She was caulked in 1890 and rebuilt in 1909.

On 26 October 1918 she was heavily damaged and sank when she hit a bridge abutment in the Soulanges Canal during a squall. Montreal Transportation Co. received an insurance payment of \$12,500 for the barge and her cargo. She was repaired and sold to Canada Steamship Lines for \$11,750 but was a constructive total loss on 15 July 1920 on the north side of the Cote St. Paul basin of the Lachine Canal. Her registration was closed on 10 August 1920.

John Gaskin (1840-1908) was Montreal Transportation Co.'s Kingston outside manager 1872-1906, an alderman for many years and was mayor of Kingston in 1882.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908-10 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 12 November and 31 December 1918; Montreal Transportation Co. Engineers' Logs R.G.A. Weaver 1 May-14 Oct 1917, Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 25 April-26 July 1900, 27 July 1900-14 June 1901, 14 June-24 November 1901, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 7 May-15 Sept 1904, 21 May-17 Dec 1904, 21 April-24 May 1906, 22 April-28 May 1906, 29 November 1912-8 Oct 1914, 10 July-29 Oct 1916, 20 July-18 November 1917; Montreal Transportation Co. Kingston Letter Books May 1914 and Sept 1916; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1913 and 1914; Canada List of Shipping 1886, 1895, 1910, 1912 and 1918; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes 1920-1929; Inland Lloyd's Vessel Register Canadian

Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; *British Whig* 11-13 and 17 May, 17 June, 7 and 27 July, 2 August and 28 September 1881, 13 May 1882, 20 September and 6 October 1883, 12 May and 7 June 1884, 16 July 1889; *Cleveland Herald* 26 July 1881; *Collingwood Bulletin* 2 January 1919; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898; Neilson "Montreal Transportation Company" *Freshwater* 1989.

- 74 **KANSAS** river barge (C 70293). 1883-1899. 404 tons new measurement, 357.42 "unit tons". 148.0'. Capacity 24,000 bushels. Built by F. Cantin at Quebec City and launched in June 1874. No masts. Round stern. 1878 rated 1 and valued at \$8,500. 1884 rated A2. 1890 rated 00 (uninsurable).

Thomas Workman of Montreal was the first owner of KANSAS although she was towed by Montreal Transportation Co.'s tug GLIDE at least once in 1875. In 1878 she was owned by the St. Lawrence & Chicago Forwarding Co. and came to Montreal Transportation Co. in 1883 when they took over that firm. She was in the coal trade out of Oswego New York in 1883 and was repaired in the Montreal Transportation Co.'s Kingston Ontario yard in 1884. Broken up. Her registry was closed on 27 April 1899.

Many of Thomas Workman's barges were named after American grain-growing states.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892 and 1897; *British Whig* 24 May 1881, 3 May and 6 October 1883 and 29 August 1884; *Kingston Daily News* 22 July 1874, 10 October 1875 and 5 June 1876; *Marine Record* 7 April 1887.

- 75 **KILDONAN** composite schooner barge later river barge (C 92548). 1888-1916. 522.78 tons gross, 499.06 tons net, 174.1' (between perpendiculars?). Capacity 40,000 bushels. Built in 1888 at Kingston Ontario by Ainsley. Steel frame. Three masts. Round stern. 1890 and 1892 rated A2 and valued at \$20,000. 1902 value \$6,000. 1903 value \$5,400. 1906 value \$5,000. 1908, 1910-12 value \$4,000. 1913 value \$3,500. 1914-15 insurance rating = 85 restricted to Lake Ontario and St. Lawrence River only. 1914 value \$3,000 with the same restrictions. 1915 value \$2,000. 1919 restricted to lower Lake Ontario and the St. Lawrence River. 1921 insurance rating = 85 coarse freight only [see definitions] and restricted to Lake Ontario and the St. Lawrence River.

KILDONAN was stranded near Nicholson's Island (off Brighton Ontario) on 22 October 1898 along with the Montreal Transportation Co. barge HECTOR. Both barges were under the tow of the Montreal Transportation Co. tug JAMES A. WALKER while on passage from Charlotte (Rochester) New York to

Kingston. WALKER foundered. There was \$2,000 damage to KILDONAN. She was aground on the False Ducks near Kingston on 15 May 1905 while carrying coal. She was sold to the Gulf Pulp and Paper Co. in 1916 for \$4,500. Her 1918-19 owner was J.G. Rene Transportation of Montreal. J.G. Rene one of the founders of Atlas Transportation, a subsidiary of Sincennes-McNaughton. Her 1920 owner was given as Atlas Transportation. In 1921-25 she was owned by Sincennes-McNaughton. Her last owner was Consolidated Oka Sand and Gravel, also owned by Sincennes-McNaughton. She was laid up in 1928 and broken up in 1929.

Kildonan was a grain producing area in Manitoba.

Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913-16; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Directors' Minutes 26 May 1916; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 5 Oct-28 Dec 1900, 14 June-24 November 1901, 28 April-26 November 1902, 30 May 1902-4 May 1903, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 8-19 November 1903, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 5 Oct-24 November 1904, 19 July-22 November 1905, 28 Sept-6 Dec 1905, 21 April-24 May 1906, 29 November 1912-8 Oct 1914, 28 Aug-7 Dec 1903; Montreal Transportation Co. Kingston Letter Books May and June 1914; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping [Great Lakes Register 1919](#) and [1921](#); Bascom and Gillham [Early Ships of Canada Steamship Lines](#); Bureau Veritas [Great Lakes Register 1914](#) and [1915](#); Canada [List of Shipping 1895, 1910, 1918, 1925](#) and [1929](#); Canadian Heritage Ship Information Database; [Green's Marine Directory of the Great Lakes 1916](#) and [1920](#); Greenwood [Namesakes 1920-1929](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892](#) and [1897](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1897, 1919, 1921, 1923](#) and [1925](#); *Canadian Railway & Marine World*; *Canadian Railway & Shipping World* November 1898; *Detroit Marine Historian* April 1952; *Marine Review* 24 March 1898.

- 76 **KINGHORN** composite river barge. 1871-1897. 303 tons gross, 262 tons register, 131.0'. Capacity 20,000 bushels. Iron frame built by London & Glasgow Engineering & Shipbuilding Co.'s Middleton yard at Govan Scotland on the Clyde. Yard #152. Frame assembled and vessel built by J.B. Auger at Montreal in 1871. 2 iron watertight bulkheads. 1874 rated 1 and valued at \$12,000. 1878 rated 1 and valued at \$10,500. 1884 rated A1½. 1890 rated A1½ and valued at \$11,000. 1892 rated A2 and valued at \$10,000.

KINGHORN was rebuilt in 1880 and 1890. She foundered in 28m (90') of water on 26 April 1897 while under tow by the Montreal Transportation Co. tug JAMES A. WALKER just off Rockport Ontario She was carrying wheat from Kingston Ontario to Montreal. Her hull is buoyed and is now a popular dive site. She was not removed from the register until 9 February 1915. WALKER frequently towed the barges KINGHORN and MINNEDOSA together in the grain trade from the lakehead [see definitions].

George M. Kinghorn, a Kingston merchant, shipowner and forwarder, was one of the founders of Montreal Transportation Co.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895 and 1910; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; MarHst-L contributors Paul Adamthwaite, David Asprey and Roland Webb; Mills Barges and Scows Before 1890; *British Whig* 19 September 1881; *Buffalo Evening News* 30 April 1897; *Kingston Daily News* 15 and 18 August 1871, 11 August 1873, 16 and 18 October 1875, 13 May and 2 September 1876 and 1 June 1877; *Marine Record* 7 April 1887; Neilson "Montreal Transportation Company" Freshwater 1989.

- 77 **KINGSTON** composite barge (C 103958). 1883-1919. 599 tons gross, 578 register, 181.0' (Bascom and Gillham said 190' but that may have been overall). Built at Montreal Transportation Co.'s Kingston Ontario yard in 1883. Rigged as a lake barge by 1887. 1902 value \$15,000. 1903-06 value \$14,500. 1908 value \$14,000. 1910 value \$9,000. 1912 value \$8,500. 1913 value \$8,000. 1913-15 insurance rating = 90 restricted to Lake Ontario and the St. Lawrence River only. 1914 value \$7,500. 1915 value \$6,500. 1916 value \$6,000. 1917 value \$15,000. 1918 value \$12,750. 1919 value \$10,500. 1921 insurance rating was 90 restricted to Lake Erie and the St. Lawrence River.

The barge KINGSTON was apparently not active on the upper river in 1884 and was not included in the Montreal Transportation Co. fleet list published in the *Marine Record* in 1887. Rebuilt in 1898? She was ashore somewhere at the foot of Lake Ontario on 5 October 1918 and was soon sold "as is" to A.A. Larocque as part of a \$75,000 package along with nine other barges. The real buyer was Sincennes-McNaughton. Her 1920 owner was Atlas Transportation that was owned by Sincennes-McNaughton, who owned her directly in 1921-27. During 1929-35 her owner was Consolidated Oka Sand and Gravel, owned by Sin-Mac. She was finally scuttled off Becancour Quebec in 1936.

As early as the 1850s what is now Kingston Ontario was the operational base of the transshipment or forwarding trade on the upper St. Lawrence. The major commodity moved was grain. Montreal Transportation Co. dominated the trade through most of its existence.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 January 1919; Montreal Transportation Co. Engineer's Log Mary P. Hall 1 Sept 1918-10 Dec 1918; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 24 Apr-22 June 1900, 5 May-4 Aug 1900, 14 June-24 November 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 27 April-28 Sept 1905, 19 July-22 November 1905, 28 Sept-6 Dec 1905, 21 April-24 May 1906, 22 April-28 May 1906, 30 Aug-16 November 1917; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and 29 Apr 1919-30 November 1919, P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American

Bureau of Shipping [Great Lakes Register 1919](#) and [1921](#); Bureau Veritas [Great Lakes Register 1914](#) and [1915](#); Canada [List of Shipping 1910, 1918, 1927, 1929](#) and [1935](#); Canadian Heritage Ship Information Database; [Green's Marine Directory of the Great Lakes 1916](#) and [1920](#); Greenwood Namesakes 1910-1919; [Lloyd's Register 1919, 1920](#) and [1922](#); [Mercantile Navy List 1921, 1923](#) and [1925](#); *British Whig* 28 May 1884 and 26 March 1887; *Canadian Railway & Marine World* June 1917; *Collingwood Bulletin* 2 January 1919; *Detroit Marine Historian* April 1952; *Marine Review* 24 March 1898.

LALONDE see M. LALONDE

- 78 **L'UNION** river barge (C 92558). 1890-1898. 303.69 tons gross, 298 net, 132'. Launched by P. Letendre at Yamaska Quebec in October 1888. No masts. Square stern.

L'UNION was sold to Adolf Lomer of Montreal by 1904. He was still her owner in 1911. Her registry was closed on 15 October 1915 as she had been broken up at Longueil Quebec.

Montreal Transportation Co. Kingston grain ledger 1897; Canada [List of Shipping 1895, 1910](#) and [1912](#); Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892, 1897, 1898, 1904, 1907](#) and [1911](#); Mills [Barges and Scows Before 1890](#); *British Whig* 25 November, 1890.

- 79 **LANCASTER** river barge (C 71603). 1873-1899. 219.7 tons gross. 125.1'. Capacity 17,500 bushels. Built by Alexander Stickler (Streckler?) (the Canadian Heritage Ship Information Database said Stuhler) at Lancaster Ontario in 1873. No masts. Round stern. Built to the same basic plans as GLENGARRY, LORNE and ROYAL OAK. 1874 rated 1 out of a possible 3 and valued at \$7,000. 1878 rated 2 and valued at \$5,000. 1884 rated A2. 1897 rated B1, valued at \$3,600 and required repairs.

LANCASTER was rebuilt in 1880-81 at a cost of \$6,000 and "completely overhauled" at Portsmouth in 1884 including a new bottom and bilge cheeks, floor, ceiling, frames and keelson. She was on the Kingston Ontario marine railway in June of 1886 and was repaired in 1894. She was in the [Mercantile Navy List](#) of 1904 as owned by Pierre Paul of Ste.-Anne-de-Sorel Quebec. He is also shown as her owner in 1907. It was reported that she was lost in Bayfield Sound of Georgian Bay in 1907. Her registry was not closed until 6 July 1915.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Kingston grain ledger 1898; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Marine Register 1874](#); Board of Lake Underwriters [Lake Vessel Register 1878](#); Canada [List of Shipping 1877, 1895, 1910](#) and [1912](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892](#) and [1897](#); Marine Museum of the Great Lakes Canadian Ship Registers on line, [Mercantile Navy List 1892, 1898, 1899, 1904, 1907](#) and [1911](#); *British Whig* 25 March, 10 and 30 May and 10 June 1881, 19 September and 30 December 1884, 20 and 30 March 1885 and 15 June 1886; *Kingston Daily News* 21 September 1872, 7 May 1874,

24 October 1875, 30 June, 3 July and 2 and 28 September 1876, 1 June 1877; *Marine Record* 7 April 1887 and 31 March 1898; *Marine Review* 24 March 1898 and 6 April 1899.

- 80 **LAPWING** composite river barge ex schooner (C 96918). 1906-1918. 536.11 tons gross, 515.71 tons register, 175.7' (between perpendiculars?) 182' (overall). Capacity 40,000 bushels. Built at Garden Island Ontario in 1892. Iron frame. Two masts. Round stern. Rig reduced and classed as a river barge by 1897. 1897 rated A2, valued at \$15,500 and noted that she required repairs. 1906 value \$5,500. 1908-12 value \$5,000. 1913 value \$4,500. 1914 value \$7,500. 1914-15 insurance rating = 85 restricted to Lake Ontario and the St. Lawrence River. 1915 value \$6,500. 1916 value \$6,000. 1917 value \$14,000. 1918 value \$11,900. 1919 value \$9,800. 1921 insurance rating 90 restricted to Lake Ontario and the St. Lawrence River.

The Calvin Co. was both LAPWING's builder and first owner. She came to Montreal Transportation Co. from the Kingston & Montreal Forwarding Co. when they took over that firm. She was repaired in 1914. She was sold "as is" to A.A. Larocque as part of a \$75,000 package with nine other barges. In 1920 her owner was Atlas Transportation. In 1921-29, she was owned by Sincennes-McNaughton directly and after that by Consolidated Oka Sand and Gravel Co. (a Sin-Mac subsidiary). She sank near Sorel Quebec on 16 September 1932. Her registry was closed five days later on 21 September.

Montreal Transportation Co. Annual Directors' Reports 1906, 1908, 1910 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 January 1919; Montreal Transportation Co. Engineers' Logs Mary P. Hall 4 May 1917-8 Oct 1918 and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 21 April-24 May 1906, 29 November 1912-8 Oct 1914, 8 Oct-22 November 1915; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1895, 1910, 1918, 1929 and 1930; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916 and 1920; Greenwood Namesakes 1910-1919; Inland Lloyd's Vessel Register Canadian Hulls 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1897, 1919, 1921, 1923, 1925 and 1928-31; Swainson A Shipping Empire: Garden Island; *Canadian Railway & Marine World* April 1906 and June 1917; *Detroit Marine Historian* September 1952.

LaSALLE see SELKIRK.

- 81 **LION** river barge. 1883-1884. 203.28 unit tons. 107.8'. Capacity 13,000 bushels. Built at Montreal in 1863 by George Tait. No masts. Round stern. 1864 rated A and valued at \$6,000. 1866 rated 1 and valued at \$3,000. 1878 rated 2 and valued at \$3,000. 1884 rated B1½.

George Tate, her builder, was LION's first owner. In 1869-70 she was owned by J.H. Henderson. She was repaired in 1870-71. In 1874-83 she was owned

by the St. Lawrence & Chicago Forwarding Co. She was repaired again in 1875 and was one of seven St. Lawrence and Chicago Forwarding Co. barges involved when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock Two of the Lachine Canal in 1880. LION came to Montreal Transportation Co. when they took over St. Lawrence and Chicago Forwarding Co.

LION was apparently not active on the upper river in 1884-86. The *British Whig* reported on 22, 27 and 30 June 1884 that she had been sold to the Kingston Ontario Dominion Day Celebration committee for \$125 and that Sgt. Major Bertlet from Royal Military College was going to blow her up in Kingston harbour using 500 lb of powder. Originally, it had been proposed to blow up CONVOY. The explosion of powder in LION would be set off by wire from Point Frederick. She had been rigged with three masts and yards, Chinese lanterns, a fake black and red funnel, black hull with white ports and bunting. Twelve dummies were suspended in the rigging. The explosion was to take place at 8 pm. In 1888 the *British Whig* made a reference to a wreck in the harbour near Point Frederick that was the remains of a barge blown up "a few years ago". LION was removed from the register on 27 April 1899 because, it was said, she had been broken up.

Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1866 and 1878; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Register of the Ships of the Lakes and the River St. Lawrence 1864; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *British Whig* 30 June, 2 and 6 July 1880, 24 May 1881, 22, 27 and 30 June 1884 and 27 August 1888; *Kingston Daily News* 6 August 1869, 19 September 1870, 14 September 1871, 8 June 1874, 27 June 1876.

- 82 **LORNE** river barge. 1872-1882. 222 tons new measurement, 241 tons register, 122'. Built at Lancaster Ontario in 1871 by Deshaw & Strickler to the same basic plans as GLENGARRY, LANCASTER and ROYAL OAK. 1878 rated 2 and valued at \$5,000.

This barge aged rapidly. She was hauled out to be rebuilt during 1881-82 but was broken up instead. Much of her material was used again, possibly in the rebuild of SENATOR. LORNE was removed from the register on 6 March 1890.

Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; *British Whig* 11 May 1880 and 25 May 1882; *Kingston Daily News* 4 May 1872, 5 June 1873, 29 June 1874, 8 June, 6 July and 5 October 1876, 1 June 1877 and 11 June 1879.

- 83 **M. LALONDE** aka LALONDE river barge (C 74203) 1879-1881. Built by Jules (illegible) at Coteau Landing Quebec in 1875. 131'. 340 tons gross, 250.15 tons register. No masts. Round stern.

The first owner of this barge in 1877 was L. Lalonde of Coteau Landing. Putting together the information in different entries in the *British Whig*, she was chartered by Montreal Transportation Co. in 1879 and may have been bought by them in the fall of 1880. She was one of five Montreal Transportation Co. barges involved in the BOHEMIAN (1,139 tons register) incident of 1880 when the basin above Lock Two in the Lachine Canal was drained by the collision of the steamer with the lock gate. LALONDE got 4' of water in her hold and lost 3,000 bushels of her cargo. Her 1884 owner was Paradis of Montreal. She foundered on Lake Ontario in 1884 and her registry was closed on 2 April 1887.

Alpena Public Library Great Lakes Maritime Database; Canada [List of Shipping 1877](#); Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; *British Whig* 4 May, 30 June, 2 and 6 July 1880 and 25 March 1881; *Kingston Daily News* 7, 10 and 30 June 1879 and 25 March and 6 July 1881.

- 84 **McCARTHY** river barge ex lake barge. 1871-1913. 270 tons new measurement, 254 tons register, 124.9'. Capacity 16,500 bushels. Built at Sorel Quebec by McCarthy in 1871. Rig cut down to a river barge by 1874. Round stern. 1874 rated 1 out of a possible 3 and valued at \$7,000. 1878 rated 2 and valued at \$5,000. 1884 rated A2. 1897 rated B1, valued at \$3,400 and noted required repairs.

McCARTHY was presumably bought to fill out the fleet capacity during the glut of grain at the time. She was rebuilt during 1881-82 and was on the Empire (floating) dock at Kingston Ontario in 1883 for repairs. She was also repaired in 1891 and 1894. She was broken up at Sorel in 1913 and was removed from the register on 12 December that year.

The McCarthy family of Prescott Ontario, who owned the Grenville Brewery founded in 1869 and also owned at least two barges (see ALFRED and ONONDAGA), may have been related to the McCarthy family of Sorel who were shipbuilders and operators.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Marine Register 1874](#); Board of Lake Underwriters [Lake Vessel Register 1878](#); Canada [List of Shipping 1877, 1895 and 1910](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897](#); Mills [Barges and Scows Before 1890](#); *British Whig* 19 September 1881 and 31 August 1883; *Kingston Daily News* 21 August 1871; 9 September 1872, 27 October 1873, 29 June and 5 October 1874, 24 October 1875, 1 August, 2 September and 5 October 1876 and 11 May 1880; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

McLACHLAN see MARY E. McLACHLAN

85 **MAGGIE** ex ONEIDA river barge (C 88570). 1883-1902. Original: 375 gross tons, 319.44 tons register, 134.5'. Capacity 18,000 bushels. No masts. Round stern. As rebuilt 1884: 434.81 gross and 414.99 tons net, 166.4' (between perpendiculars), 171' (overall). Built by Henry Roney at Garden Island Ontario, launched 24 April 1869. Two masts. Round stern. 1874 rated 1 and valued at \$9,000. 1878 rated 1 and valued at \$7,000. 1884 rated B1. 1890 rated A2 and valued at \$8,000.

ONEIDA became a St. Lawrence & Chicago Forwarding Co. vessel by 1870. She was aground in the Sault rapids near Dickinson's Landing Ontario in June 1881 when 4 frames were broken and her bottom was damaged. Some of her cargo of 19,000 bushels was jettisoned; the rest (all wet) was later sold in Buffalo New York. She was hauled off, towed to Kingston by the St. Lawrence and Chicago Forwarding Co., later Montreal Transportation Co., tug JESSIE HALL and subsequently repaired with a new stern in 1882. ONEIDA came to Montreal Transportation Co. when they took over St. Lawrence and Chicago Forwarding Co. in 1883 and was in the coal trade out of Oswego New York that year.

She was rebuilt and lengthened in 1884-85 and was renamed at the time of her re-launch on 20 June 1885. Her bottom was caulked in 1891. She was sold in 1902 at which time Montreal Transportation Co. said she was "on hand but of no value". In 1904-14 her owner was Alex Laplante of Lachine Quebec. In 1915-18 her owner was P.C. Bonham of Montreal. She foundered off Presque Isle Michigan (Lake Huron) in 1918 while carrying iron ore but was not removed from the register until 10 December 1937.

ONEIDA was another of the barges built at Garden Island that had Iroquoian names. She was renamed after John Gaskin's eldest daughter Margaret ("Maggie") who was born in 1869.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Report 1902; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 1 Jan-1 November 1900, 24 Apr-22 June 1900, 5 Oct-28 Dec 1900, 14 June-24 November 1901, 29 June-6 Dec 1901; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Marine Register 1874](#); [Board of Lake Underwriters Lake Vessel Register 1878](#); Canada [List of Shipping 1877, 1895, 1910, 1912, 1915](#) and [1918](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); [Inland Lloyd's Vessel Register Canadian Hulls 1892](#) and [1897](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892, 1904, 1907, 1911](#) and [1914](#); Mills [Barges and Scows Before 1890](#); Swainson [A Shipping Empire: Garden Island](#); *British Whig* 10 and 24 May, 10 and 23 June 1881, 14 March 1882, 16 June, 6 October and 20 November 1883, 2 May, 31 October and 19 November 1884, 4 March and 19 June 1885; *Kingston Daily News* 23 April, 5 July and 18 August 1869, 19 December 1870, 17 July 1873, 21 May 1874, 27 June 1876; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

MALTA see THUNDER BAY.

- 86 **MAMIE** steel harbour lighter (C 96867). 1907-21. 390 tons gross, 370 tons register, 129.3'. Capacity 24,000 bushels. Built by Bertram Engineering Works of Toronto in 1897. Steel with wood-sheathed bottom. 1908 value \$17,000. 1910-1916 value \$10,000 (\$450 improvements 1916). 1914 insurance rating = 90 restricted to the St. Lawrence River. 1917 value \$20,000. 1918 value \$17,000. 1919 value \$14,000. 1920 value \$12,600.

MAMIE was another one of the barges built for the Prescott Elevator Co. Ltd. That firm was wound up and by 1904 her owner was the St. Lawrence Terminal Co. Ltd. In 1907 she was bought by Montreal Transportation Co. for \$4,000 to be a harbour lighter at Montreal and was chartered to the Montreal Warehouse Co. in which the McLennans had an interest. She was repaired in 1908 and 1916-17 and then sold to Donnelly Salvage of Kingston in 1921 as part of a \$9,000 package along with the tug MARY. Her registration was changed on 6 April 1921. Donnelly sold her to Sincennes-McNaughton in 1929 and then she went to Sin-Mac until 1948.

All the barges of the Prescott Elevator Company carried the first names of women.

Montreal Transportation Co. Annual Directors' Reports 1908, 1910 and 1913-20; Montreal Transportation Co. Directors' Minutes 20 May 1907 and 11 January and 11 November 1921; Montreal Transportation Co. Engineers' Logs R.G.A. Weaver 1 May-14 Oct 1917, Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 29 November 1912-8 Oct 1914, 10 July-29 Oct 1916, 20 July-18 November 1917; Montreal Transportation Co. Kingston Letter Book Sept 1916; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1910, 1928, 1929, 1939 and 1948; Canadian Heritage Ship Information Database; Mercantile Navy List 1904, 1907, 1911, 1923, 1925, 1928-31 and 1935; Brockville Recorder & Times 27 April 1921; Detroit Marine Historian September 1952.

- 87 **MARY ANNE GRANT** river barge (C 55950). 1883-1884. 135 tons register, 100'. Capacity 10,000 bushels. Built at Ste.-Genevieve-de-Batiscan Quebec by Artemis Dunning in 1868. 1884 rated B1.

Duguld McPhee of Kingston (St. Lawrence & Chicago Forwarding Co.) was the owner of MARY ANNE GRANT beginning in at least 1874. She was repaired in 1881 and then came to Montreal Transportation Co. when they took over St. Lawrence and Chicago Forwarding Co. She was sunk "below the bridge" (i.e. north of the Kingston Ontario "penny bridge") and later raised in June 1884. She was then, according to the *Whig*, going to be rebuilt as a steamer. That did not happen. She apparently did not fit out in 1885-86 and was not in the Montreal Transportation Co. fleet list published in the *Marine Record* on 7 April 1887. Broken up. Her registry was closed on 11 December 1899.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Mercantile Navy List 1875 and 1899; *British Whig* 24 and 30 May 1881, 3 June 1884.

- 88 **MARY E. McLACHLAN** lake barge (C 138004 ex U 92503). 1917-1919. Original: 1,394 tons gross, 1,324 tons net, 251' (between perpendiculars). Drew 16' fully loaded. 1905 measurement 1,762 tons gross, 1,692 net. Canadian measurement in 1916 1,739 tons gross. As rebuilt in 1918: 1,762 tons gross, 1,692 net. Four masts. Built of oak by F.W. Wheeler Co. at West Bay Michigan in 1893. Yard #95. Diagonally strapped. Iron fastenings. Crew of six. 1914 insurance rating = 90. 1918 value \$40,000. 1919 value \$32,583.96. 1921 insurance rating = 90 coarse freight only [see definitions].

This vessel was the largest wooden schooner on the lakes when she was launched. Her owners also had a small steamer that was loaded with spectators to see McLACHLAN's launch and the wave capsized the steamer, drowning one person. Up to 1914 her owner was McLachlan Transportation Co. (Colin McLachlan et al) of Port Huron Michigan. She sideswiped the American steamer KITTIE M. FORBES (U 14413, 792 tons gross) while being towed into Chicago in November 1895 resulting in some leaking and she had a broken pipe while on passage from Chicago at the beginning of the 1896 season when 21,000 bushels of her corn cargo got wet. Her topsides were caulked in 1909. She was repaired after a going aground in Black Bay on the Canadian side of Lake Huron on 20 October 1913. In 1915 her owner was J.H. Gillingham.

She came to Canadian registry in 1916. Montreal Transportation Co. bought her for \$40,000 on 19 July 1917 from Thomas Falls of Port Arthur. She spent the early part of the 1918 season getting a new stem and repairs at Port Huron and then at Sarnia Ontario and therefore did not take on a cargo until 18 June. She went to Canadian Towing and Wrecking Co. as part of a package with COTEAU and \$120,000 as payment for VINMOUNT. She sank in a storm in Nipigon Bay on 7 November 1921.

Montreal Transportation Co. Annual Directors' Reports 1918 and 1920; Montreal Transportation Co. Directors' Minutes 10 July 1917 and 13 December 1919; Montreal Transportation Co. Ships' Logs Atikokan 5 June-30 July 1917 and Mary E. McLachlan 1 May-3 July 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; American Shipmaster's Association Record of American and Foreign Shipping 1894-99; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1918; Gillham Ships in Trouble 1850-1930; Green's Marine Directory of the Great Lakes 1916; Merchant Vessels of the United States 1903; Milwaukee Public Library Great Lakes Marine Collection; *Marine Record* 14 November 1895 and 7 May 1896; *Port Huron Daily Times* 3-4 March 1893.

- 89 **MATILDA** river barge (later probably U 50157). 1863-1866. 337.08 unit tons. 139.58'. Capacity 19,000 bushels. Built at Montreal by J.B. Auger in 1863.

One mast. Round stern. After 1866 she was 309.25 tons gross, 298.73 tons net and 141.0' by American measurement. 1864 rated A and valued at \$7,000. 1866 rated 1 and valued at \$3,500.

MATILDA's first owners were McLennan & Auger and she operated mainly on the Richelieu River, presumably in the lumber trade. She was sold American on 17 January 1866 and was removed from the Canadian register on 2 February 1866. She retained her name under American registry but sank on 13 October 1866. She was raised and was registered in Detroit in 1871, Milwaukee Wisconsin in 1875 and East Saginaw Michigan in 1879-86, all while noted in the registers as "foreign built". Rigged as a schooner 1884-86. She was cut by ice on a voyage from Kelly's Island Ohio to Saginaw and later sank in Lake Huron near Pine River on Lower Saginaw Bay on 12 January 1886. She had been carrying wine and coal.

Note that Montreal Transportation Co. owned a steam tug of the same name in 1869.

Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1866; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Merchant Vessels of the United States 1886; Mills Barges and Scows Before 1890; Milwaukee Public Library Great Lakes Marine Collection; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864.

- 90 **MELROSE** composite schooner barge (C 103556). 1896-1920. 768.04 tons gross, 740.39 tons register, 183.5'. Launched at Montreal Transportation Co.'s Kingston Ontario yard by W. Ainsley on 26 April 1896. Iron frame. Steel keelson, combings, deck beams etc. Three masts. Round stern. 1897 rated A1 and valued at \$38,000. 1903 value \$11,500. 1906 value \$10,000. 1907 value \$15,000 and rated A1½. 1908-12 value \$10,000. 1913-14 value \$9,000. 1914 rated 90. 1915 value \$8,000. 1916 value \$7,500. 1917 value \$18,000. 1918 value \$15,300. 1919 value \$12,600 and restricted to the waters between Port Colborne Ontario and Montreal. 1920 value \$11,340. 1921 insurance rating = 90 restricted to Lake Ontario and the St. Lawrence River.

MELROSE went ashore one mile above Brockville Ontario on 23 November 1905 while in tow by the Montreal Transportation Co. canaller WESTMOUNT. She was got off by Donnelly and taken to Kingston where she was docked and caulked. In September 1906 she was ashore near Sault Ste. Marie when loaded with grain. 5,000 bushels of grain were lightered [see definitions] and she was pulled off. She sank in the Cornwall Canal on 9 June 1918 with a cargo of wheat but was raised. In 1920 she was sold to Sincennes-McNaughton in a package with BURMA for \$40,000. Her owner became Atlas Transportation, a Sincennes-McNaughton subsidiary. Her 1921-29 owner was

Sincennes-McNaughton and then Sin-Mac to 1935. She was broken up and her registry was closed on 5 February 1935.

Montreal Transportation Co. Annual Directors' Reports 1903, 1906, 1908, 1910 and 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 15 March 1920; Montreal Transportation Co. Engineers' Logs India 4 Sept-4 Dec 1917 and 25 April-1 June 1918, R.G.A. Weaver 1 May-14 Oct 1917, Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 23 April-14 July 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 12 May 1902-2 May 1903, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 5 Oct-24 November 1904, 27 April-28 Sept 1905, 29 April-23 June 1905, 15 June-26 Sept 1905, 28 Sept-6 Dec 1905, 22 April-28 May 1906, 10 July-29 Oct 1916; Montreal Transportation Co. Kingston Letter Book Sept 1916; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918, P.B. McNaughton May-Sept 1918 and D.G. Thomson 30 Aug-14 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1910; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916 and 1920; Inland Lloyd's Vessel Register Canadian Hulls 1897; Inland Lloyd's Vessel Register 1907; Lewis and Neilson The River Palace; Lloyd's Register 1905; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1919, 1921, 1923, 1925 and 1935; Milwaukee Public Library Great Lakes Marine Collection; Buffalo Evening News 24 and 27 November 1905; Canadian Railway & Marine World May 1907 and June 1917; Collingwood Bulletin 2 January 1919; Detroit Marine Historian October 1952; Marine Review 9 April 1896 and 24 March 1898; Toronto Mail & Empire 27 April 1896.

- 91 **MELVIN S. BACON** schooner barge (C 140964 ex U 90657). 1919-1921. Original: 614 tons gross, 584 tons net, 182' (registered). Capacity 825,000 board feet (all as of 1903). As remeasured Canadian 1919: 757 tons gross and 714 tons net, 185.58'. Crew of six. Launched by J. Squires (Lake Vessel Register 1878 said by Peter S. Crozier) at Vermillion Ohio on 29 July 1874. Three masts. Square stern. Donkey boiler. 1878 rated A1 and valued at \$31,000. 1914 insurance rating = 85. 1919 value \$29,713.30. 1919 rate = 90 coarse freight only [see definitions] and restricted to the waters between Port Colborne Ontario and Montreal. 1920 value \$26,741.97. 1921 still rated 90 coarse freight only [see definitions] and then restricted to Lake Erie, Lake Ontario and the St. Lawrence River. Value \$12,000.

This barge was refastened in 1875 only a few months after being launched. In 1878 her owners were F. and E.R. Pelton of Vermillion Ohio. Her bottom was caulked in 1886. J.C. Gilchrist was her owner in 1897-1900. During 1898-1902 she was in the US Atlantic coastal coal trade before returning to the lakes. She went ashore and burned at Ashland Wisconsin on 24 September 1905. Despite being a constructive total loss, she was rebuilt. She was caulked in 1909. Her 1914-15 owner was W.E. Chapman. On 16 November 1915 she sank in collision with the steamer JOESPH SELLWOOD in the Detroit

River but was raised. Her owner at the end of 1915 was A. King of Marine City Michigan.

BACON was sold to the Lake and River Transportation Co. (R.M. Wolvin) of Montreal in 1916, but still registered in the USA. Montreal Transportation Co. chartered her in 1918 (from Oswego Navigation Co., also owned by R.M. Wolvin) to move coal and then bought her early the next year for \$30,000 as part of a package with NICARAGUA, JEREMIAH GODFREY and AVON. Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet. She was quickly resold to Sincennes-McNaughton. They sold her in 1924 to Dominion Towing and Salvage of Midland and she was broken up in 1930.

Montreal Transportation Co. Annual Directors' Report 1920; Montreal Transportation Co. Directors' Minutes 9 October 1917, 11 June 1918, 18 February 1919 and 11 November 1921; Montreal Transportation Co. Engineers' Logs India 4 Sept-4 Dec 1917 and M.P. Hall; Montreal Transportation Co. Kingston Grain Ledgers 20 July-18 November 1917, 30 Aug-16 November 1917, 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Ships' Logs Mary 4 May 1917-8 Oct 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; American Shipmaster's Association Record of American and Foreign Shipping 1897-1900; Bascom and Gillham Early Ships of Canada Steamship Lines; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1927; Greenwood Namesakes 1920-29; Lloyd's Register 1920-22 and 1930; Mercantile Navy List 1921, 1923, 1924, 1925 and 1929; Milwaukee Public Library Great Lakes Marine Collection; *Detroit Marine Historian* February 1952; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

- 92 **MILWAUKEE** river barge. 1872-1883. 385 tons gross, 352 tons register, 147.6'. Capacity 22,000 bushels. Built by J.B. Auger at Montreal in 1872. 1874 rated 1 and valued at \$10,500. 1878 rated 1 and valued at \$6,500. 1880 valued at \$3,000. 1883 value \$3,000.

Striking a shoal and grounding in the Alexandria Bay New York narrows on 6 June 1876 was the first event that could be found about this barge. She had a cargo of 21,500 bushels of corn on board of which 16,000 were damaged. She was refloated and towed to Kingston Ontario two days later by the tug LADY FRANKLIN (C 61133, 33 tons). In 1880 she was repaired and was given new bilges. She foundered between Main Duck Island and Galoo Island near Kingston on 10 November 1883 while on passage from Charlotte (Rochester) New York to Montreal with a cargo of 550 tons of coal. She and the Montreal Transportation Co. barge SENATOR were being towed by the Montreal Transportation Co. tug DAVID G. THOMSON at the time. Reports vary, but between four and seven lives were lost.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Canada List of Shipping 1877; Directory of the Marine Interests of the Great Lakes 1884; Kohl Kingston's Shipwrecks; *British Whig* 15 November

1883; *Kingston Daily News* 16 and 31 May 1872, 11 August and 1 September 1873, 7 May 1874, 6 and 8 June and 2 September 1876, 1 June 1877.

- 93 **MINNEDOSA** schooner barge (C 94884). 1890-1905. 1,081.44 tons gross, 1,041.38 tons register, 245.0' (between perpendiculars), 250' (overall). Capacity 90,000 bushels. Launched at Kingston Ontario by James Roney from Montreal Transportation Co.'s Place d'Armes Shipyard on 26 April 1890 although she stuck when the ways spread under her weight and she did not completely float until the next day. 6,000 people watched the launch. Cost \$70,000. She had four relatively short masts. Round stern. Iron fastened. Steel belted (8" wide, ¾" thick) around the top of her ribs. Diagonally strapped. Very heavily built. Centreboard. Steam winch. Bow metal-sheathed. At first had a figurehead in gold leaf (Ceres, goddess of harvest, with vegetables, wheat, etc. and beavers) that cost \$1,000. The figurehead was soon removed due to clearance problems in canal locks. Hull painted black with two orange stripes on the bulwarks. She could make as much as 15 knots under sail by herself, but that required a crew of 12 or more. Usually operated as a tow barge with a crew of eight. 1890 and 1892 rated A1* and valued at \$61,000. 1897 rated A1 for 10 years. 1897 rated A1½ and valued at \$43,000. 1903 value \$18,000.

In October of 1892 MINNEDOSA was shoved against the side of a Welland Canal lock when Fairgrieve's new propeller ARABIAN (C 100394, 1,073 tons gross) (later owned by Montreal Transportation Co.) broke open the upper lock door. MINNEDOSA suffered a "disalignment" of her side and keel that would cost \$15,000 to repair. Montreal Transportation Co. collected the insurance money but did not repair her. She was lost on Lake Huron 2½ miles off Harbor Beach Michigan on 20 October 1905 with the loss of all hands (nine lives including her captain's wife). She was, together with the Montreal Transportation Co. barge MELROSE, being towed by the Montreal Transportation Co. canaller WESTMOUNT at the time. She was self-insured and on the company books for \$17,000. Her registry was closed on 18 April 1906. Together with the barge KILDONAN she was often towed by the Montreal Transportation Co. tug WALKER in the grain trade from the head of the lakes to Kingston.

The Minnedosa region of Manitoba was, and is, the source of great quantities of grain.

Montreal Transportation Co. Annual Directors' Reports 1903 and 1905; Montreal Transportation Co. Kingston Grain Ledgers 23 April-14 July 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 12 May 1902-2 May 1903, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 21 May-17 Dec 1904, 27 April-28 Sept 1905, 28 Sept-6 Dec 1905; Alpena Public Library Great Lakes Maritime Database; Bowling Green Great Lakes Vessels Online Index; Canada [List of Shipping 1895](#); Canadian Heritage Ship Information Database; Gillham [Ships in Trouble Great Lakes 1850-](#)

1930; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Metcalfe Canvas and Steam on Quinte Waters; Milwaukee Public Library Great Lakes Marine Collection; *British Whig* 26 April and 28 May 1890; *Marine Review* 24 March and 14 July 1898; Neilson "Montreal Transportation Company" *Freshwater* 1989; *Scanner* January 1973.

- 94 **MINNESOTA** ex HECTOR river barge. 1883-1895. 371 tons new measurement, 322 tons register, 138.8'. Capacity 20,000 bushels. As rebuilt was 325.82 tons gross and 137.42'. Built in 1862 at Quebec City by Tait. Round stern. No masts. 1873 rated A2 and valued at \$6,500. 1878 rated 2 and still valued at \$6,500. 1884 rated B1. 1886 classed coarse freight only [see definitions].

Her owner was probably J.H. Henderson in 1869-70. She was rebuilt at Montreal in 1871 (Mills said 1873 and the 1878 register said 1874) and renamed at about that time. She had become a St. Lawrence & Chicago Forwarding Co. (Coulthurst) vessel by 1873 and came to Montreal Transportation Co. when they took over that firm. She was apparently not active on the upper river in 1884 but was given some new frames in 1885. Not active on the upper river 1886. Broken up. She was removed from the register on 27 April 1899.

Minnesota was newly open for white settlement in the 1860s and was expected to be a large grain producing area.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Lake Vessel Registry 1873; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Directory of the Marine Interests of the Great Lakes 1884; Mills Barges and Scows Before 1890; Register of Ships of the Lakes and river St. Lawrence 1864; *British Whig* 24 May 1881 and 14 March 1882; *Kingston Daily News* various references in 1869, 1870, 1873, 1875, 1876 and 1878; *Marine Record* 7 April 1887.

- 95 **MINNIE E. ORTON** lake barge ex schooner (C 141754 ex U 91666). 1919-21. 433.72 tons gross, 410.18 net, 172' (US register). 424 tons gross/net, 178.5' (Canadian register). Capacity 700,000 board feet (all as of 1903). Initially three masts, later two. Built by D. Lester at Marine City Michigan 1884. A sister ship of J.R. EDWARDS. 1907 valued at \$6,000 and rated A2. 1913-21 insurance rating = 80 coarse freight only [see definitions].

The Toledo and Saginaw Transportation Co. was ORTON's first owner, followed by the Pawnee Boat Co. in 1884-1900. Both these firms appear to have been owned by H. McMorrان. He kept her employed in the coal, ore and lumber trades. In 1890 she arrived at Port Huron Michigan downbound in tow by PAWNEE (U 150455, 639.9 tons gross). ORTON was waterlogged. She received a new steel keelson in 1895. In 1900 she and two other barges were again being towed by PAWNEE when PAWNEE went aground on Gull Island Reef. None of the barges were harmed. ORTON was dry docked in 1903.

PAWNEE, the barge J.R. EDWARDS and ORTON all later belonged to Montreal Transportation Co.

McMorran sold ORTON in 1917 or 1918. Her new owner was the Reid Wrecking and Towing Co. of Port Huron Michigan, which was owned by R.M. Wolvin who was associated with Canada Steamship Lines. In 1919-21 she was owned by Montreal Transportation Co. under Canadian registry. Her ownership was transferred to Canada Steamship Lines (Thomas Ranger Enderby) in 1921 and he was her owner of record until 1929. Her last owner was Reid Towing and Wrecking of Sarnia Ontario, which was by that time a subsidiary of Canada Steamship Lines. Broken up. She was removed from the register in 1933.

Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; American Shipmaster's Association Record of American and Foreign Shipping 1898 and 1900; Bascom and Gillham Early Ships of Canada Steamship Lines; Beeson Steam Vessels of the Northwestern Great Lakes; Bureau Veritas Great Lakes Register 1913; Collard Passage to Sea; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes 1920-29; Lloyd's Inland Register 1907; Mercantile Navy List 1923, 1925 and 1934; Merchant Vessels of the United States 1899 and 1903; Milwaukee Public Library Great Lakes Marine Collection; Canadian Railway & Marine World August 1917; Detroit Free Press 16 October 1900; Marine Record 11 April 1895; Saginaw Courier Herald 18 November 1890.

MONTRE COTEAU ex BELLE (C 96868) see COTEAU.

96 **MONTREAL** composite river barge (C 151873). 1873-1921. 333 tons gross. 143.0'. Capacity 22,000 bushels of wheat = 660 tons on a 9.7' draft. As rebuilt 1925: 337 tons gross. Built by Montreal Transportation Co. at Montreal 1873. Iron frame. Cost \$27,000. 1874 rated 1 out of a possible 3 and valued at \$18,000. 1878 again rated 1 and valued at \$15,000. 1884 rated A1½. 1890 same rating, valued at \$14,000. 1892 rated A2 valued at \$12,500. 1902-03 value \$3,000. 1906 value \$2,000. 1908 value \$3,000. 1910-12 value \$4,500. 1913-16 value \$4,000. 1914 insurance rating = 90 restricted to the St. Lawrence River. 1917 value \$10,000. 1918 value \$8,500. 1919 value \$7,000. 1920 value \$6,300. 1921 on the company books for \$7,500.

MONTREAL was another one of the barges damaged in the BOHEMIAN incident at Lock Two in the Lachine Canal in 1880. She lost 14,000 bushels of her grain cargo. She was repaired on the Empire (floating) Dry Dock at Kingston Ontario after running aground at Alexandria Bay New York on 26 August 1883. Her cargo was 18,500 bushels of grain that must have sustained a great deal of damage as she had 5' of water in her hold. She had been in tow by the Montreal Transportation Co. tug FRANK PEREW. MONTREAL got new decks in 1884 and was rebuilt in 1889-90 with new decks (again), rails and ceilings. She was caulked in 1892 and rebuilt again in 1909.

Her ownership was transferred to Canada Steamship Lines in 1921 as part of the final winding up of the Montreal Transportation Co. fleet. In 1923 she was resold to R.G. Weddell Construction of Trenton Ontario who owned her to 1932. Rebuilt 1925. Her 1933-35 owner was the St. Lawrence Coal Co. of Montreal and her 1937-39 owner was Amable Lavoie of Petite-Riviere-St.-Francois Quebec. In 1948 she was owned by the Sorel Dock & Stevedoring Co. Ltd. She was not listed after then.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908-10 and 1913-20; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors Minutes 11 November 1921; Montreal Transportation Co. Engineers' Logs Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 24 Apr-22 June 1900, 27 July 1900-14 June 1901, 5 Oct-28 Dec 1900, 14 June-24 November 1901, 29 June-6 Dec 1901, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 8-19 November 1903, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 29 April-23 June 1905, 15 June-26 Sept 1905, 19 July-22 November 1905, 28 Sept-6 Dec 1905, 21 April-24 May 1906, 22 April-28 May 1906, 29 November 1912-8 Oct 1914, 22 June-14 November 1914, 6 May-15 November 1918, 22 May-24 November 1918; Montreal Transportation Co. Kingston Letter Book June 1914; Montreal Transportation Co. Ships' Logs Mary 4 May 1917-8 Oct 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Association of Canadian Lake Underwriters Marine Register 1874; Bascom and Gillham Early Ships of Canada Steamship Lines; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Bureau Veritas Great Lakes Register 1914; Canada List of Shipping 1877, 1895, 1910, 1912, 1932, 1933, 1935, 1937, 1939 and 1948; Canadian Heritage Ship Information Database; Inland Lloyd's Vessel Register Canadian Hulls 1890 and 1897; Marine Interests of the Great Lakes 1884; Mercantile Navy List 1923; Mills Barges and Scows Before 1890; British Whig 30 June and 2 July 1880, 7 May 1881, 10 June 1882, 24, 28 and 31 August 1883, 24 November 1884 and 23 January 1889; Detroit Marine Historian October 1952; Kingston Daily News 14 May 1873, 5 and 29 June 1874 and 3 and 5 October 1876;; Marine Record 7 April 1887; Marine Review 24 March 1898.

- 97 **MUSKOKA** schooner barge. 1902-1919. 481 tons gross, 454 tons register, 149.0'. Built by J. Simpson at Chatham Ontario in 1872. Built with three short masts. Had centreboard. 1878 value \$15,000 and rated A2. 1897 insurance rating A2 and valued at \$7,300. 1903 value \$4,000. 1906 value \$3,000. 1908 value \$5,000. 1910 value \$4,000. 1912 value \$3,500. 1913-16 value \$3,000. 1914 insurance rating = 80 restricted to Lake Ontario and the St. Lawrence River. 1917 value \$7,000. 1918 value \$5,050. 1919 value \$4,900 and rated 85, still restricted to Lake Ontario and the St. Lawrence River.

The first owners of MUSKOKA in 1872-78 were Isaac May et al of Keswick Ontario They used her as a consort barge in the lumber trade, at least part of the time under the banner "Beaver Line". In November of 1879 MUSKOKA was ashore one mile above Port Huron Michigan during the great storms that happened that month. She was pulled off by the Canadian tug McARTHUR (C 72586, 169 tons register) owned by Collins Bay Forwarding & Rafting of

Kingston Ontario. The steam barge ISAAC MAY (later C 100031 892 tons) and all three of her consorts (including MUSKOKA) were seized by a US Marshall in 1883 for non-payment of a mortgage of \$84,000. In 1884-86 her owner was R. Moat of Montreal. In 1887 she was leased to Crosthwaite & Case of Buffalo New York to engage in the Georgian Bay lumber trade. She was rebuilt, including a new deck, in 1889-90 while owned by A. Muir et al of Toronto. During 1892-1901 she was owned by the Collins Bay Forwarding & Rafting Co. MUSKOKA went aground at Sand Beach Michigan on the west side of Lake Huron on 30 April 1897. Her crew were taken off.

MUSKOKA came to Montreal Transportation Co. when Collins Bay Forwarding and Rafting was wound up. Montreal Transportation Co. bought her for the coal trade. She was rebuilt in 1902 and repaired in 1915. On 30 September 1918 she was adrift on Lake Ontario. In 1919 she was sold "as is" to A.A. Larocque as part of a \$75,000 package along with nine other barges. Her 1920-21 owner was the Atlas Sand Co. (Atlas Transportation) of Montreal. In 1924-27 her owner was Consolidated Sand and then in 1929-34 it was Consolidated Oka Sand and Gravel. She was not in the 1935 Canada List of Shipping, at least not under that name.

Alphonse Arsene Larocque (1865-1936) was managing director of Sincennes-McNaughton tugs. He bought control of the firm in 1917. Sincennes-McNaughton owned Consolidated Sand Co., Touzin Sand and Atlas Transportation as well as other companies. Larocque became a director of the Bank of Hochelaga and then president of the Montreal Dry dock and Ship Repair Co. In 1919 he bought AUGUSTUS and ten smaller Montreal Transportation Co. barges (CONDOR, DAKOTA, DORCHESTER, DUNMORE, KINGSTON, LAPWING, MUSKOKA, SELKIRK, VALENCIA and WINNIPEG).

Muskoka is an area of lakes and forest north of Lake Simcoe. In early days it was the source of a great deal of lumber and tanbark. It is now a summer resort and cottage area.

Montreal Transportation Co. Annual Directors' Reports 1903, 1906, 1908, 1910 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 January 1919; Montreal Transportation Co. Engineer's Log Mary P. Hall 4 May 1917-8 Oct 1918; Montreal Transportation Co. Kingston Grain Ledgers 29 November 1912-8 Oct 1914, 17 May-24 Oct 1917, 20 July-18 November 1917; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1877, 1895, 1910, 1912, 1918, 1924, 1927, 1929 and 1934; Directory of the Marine Interests of the Great Lakes 1884; Green's Marine Directory of the Great Lakes 1916 and 1920; Greenwood Namesakes 1920-1929; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Mills List; Milwaukee Public Library Great Lakes Marine Collection; British Whig 19 May 1880; Canadian Railway &

Marine World June 1917); *Detroit Marine Historian* October 1952; *Detroit Post & Tribune* 2 December 1879; *Marine Review* 14 March 1901.

- 98 **NADINE** steel river barge (C 107681). 1906-1920. 526 tons gross, 484 tons register. Capacity 38,000 bushels of wheat = 1,140 tons on a 10.7' draft. 166.0'. Built by Bertram's Engineering Works of Toronto in 1898. Yard #39. Steel with wood-sheathed bottom and bilges. Steam pumps and winches. 1906-08 value \$10,000. 1910-16 value \$14,000 (\$850 in improvements 1916). 1914 insurance rating 90 restricted to the St. Lawrence River. 1917 value \$30,000. 1918 value \$25,500. 1919 value \$21,000. 1920 value \$18,900. 1921 rating 80 restricted to the St. Lawrence and on the Montreal Transportation Co. books for \$36,000.

NADINE's first owner, the Prescott Elevator Co. Ltd., went bankrupt. By 1904 her owner was the St. Lawrence Terminal Co. Ltd. of Quebec City. Montreal Transportation Co. bought her from the Great Lakes & St. Lawrence Transportation Co. She underwent large repairs in 1918 and was bought by Canada Steamship Lines in 1920 for \$41,000. In 1924-31 she was owned by Weddell Constr. of Trenton Ontario who then sold her to her final owner R.A. & J. McLean of Sault Ste. Marie Ontario. She foundered near Brush Point in the St. Mary's River on 7 November 1945 after a collision with the bulk carrier CLARENCE B. RANDALL (U 243412. 7,176 tons gross). She was raised and sold for scrap in 1946.

All the barges of the Prescott Elevator Co. carried the first names of women. Greenwood said that this one was named for Nadine Florence Ingram Ketterson (1877-1928), the wife of Keith Ketterson who was apparently a nephew of one of the partners in the firm.

Montreal Transportation Co. Annual Directors' Reports 1906, 1908, 1910 and 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 10 April 1906 and 22 June 1920; Montreal Transportation Co. Engineer's Log R.G.A. Weaver 1 May-14 Oct 1917; Montreal Transportation Co. Kingston Grain Ledgers 19 July-22 November 1905, 28 Sept-6 Dec 1905, 29 November 1912-8 Oct 1914, 17 May-24 Oct 1917, 20 July-18 November 1917, 22 May-24 November 1918; Montreal Transportation Co. Kingston Letter Book May 1914; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918, P.B. McNaughton May-Sept 1918, D.G. Thomson 30 Aug-14 Dec 1919; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1910; Canadian Heritage Ship Information Database; Greenwood Namesakes 1930-1955; Mercantile Navy List 1904, 1923-25, 1931, 1933 and 1935; *Detroit Marine Historian* October 1952; *Scanner* October 1971.

- 99 **NEBRASKA** river barge (C 70294). 1883-1905. 423 tons new measurement, 387.56 "unit tons". 151.5'. Capacity 24,000 bushels. She was launched by F. Cantin at Quebec City in June 1874. No masts. Round stern. 1878 rated 1 out of a possible 3 and valued at \$8,500. 1884 rated B1. After reconstruction 1890 she was rated A2 and valued at \$8,000. 1892 rated A2½, valued at

\$6,700 and required repairs. In 1897 her rating was the same but she was valued at \$5,400 and she still required repairs. 1902 value \$1,500. 1903 value \$2,000.

The first owner of this barge was Thomas Workman of Montreal followed by St. Lawrence & Chicago Forwarding in 1877 or before. NEBRASKA was repaired in 1875 and 1878. She was one of seven St. Lawrence and Chicago Forwarding Co. barges involved when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock Two of the Lachine Canal in 1880. She was then rebuilt with a new bow and stern during 1882-83. She came to Montreal Transportation Co. when they took over St. Lawrence and Chicago Forwarding Co. She was briefly aground on Hickory Island near Quebec Head (the foot of Wolfe Island) in September 1884 while loaded with coal. She had been in company with the Montreal Transportation Co. barge TOLEDO and was being towed by the Montreal Transportation Co. tug GLIDE. She was rebuilt in 1888-90 (was in the new Davis Dry Dock at Kingston in June 1889) and her bottom was caulked in 1894. She was sold for \$1,600. Her owner 1907-14 was A. Desrosiers of Lanoraie Quebec Her registry was closed on 9 June 1915 as she had been broken up in 1911.

Many of Thomas Workman's barges were named after American grain-growing states.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902 and 1903; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Directors' Minutes 5 February 1906; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 1 Jan-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 5 Oct-28 Dec 1900, 14 June-24 November 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 8-19 November 1903, 7 May-15 Sept 1904, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 27 April-28 Sept 1905, 19 July-22 November 1905, 28 Sept-6 Dec 1905; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters [Lake Vessel Register 1878](#); Canada [List of Shipping 1877, 1895, 1910 and 1912](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897](#); Marine Museum of the Great Lakes Canadian Ship Registers on line, [Mercantile Navy List 1892, 1897, 1904, 1907, 1911 and 1914](#); Mills [Barges and Scows Before 1890](#); *British Whig* 30 June, 2 and 6 July 1880, 24 May 1881, 14 March 1882, 2 May and 15 September 1884 and 14 June 1889; *Kingston Daily News* 28 August 1876; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 100 **NEWBORO** river barge. 1870-1880. 230 tons gross, 199 tons register, 110.5'. Capacity 15,000 bushels. Built at Bedford Mills Canada West by William Saunders (for Chaffey Bros.) in 1862. No masts. Round stern. 1863 rated 1 and valued at \$4,000. 1866 rated 1 and valued at \$2,500.

NEWBORO's first owner was George Chaffey. She was intended for the Rideau ore and lumber trades. In 1868 she was owned by George Mathieson Kinghorn of Kingston Ontario. She sank about 1876 but was refloated. She sank again in the Beauharnois Canal in 1880 and was removed from the register on 12 March of that year.

Named after the Rideau lake port. Many of Chaffey's barges had Rideau associated names.

Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters (Buffalo) Marine Register 1863; Bush Commercial Navigation of the Rideau Canal; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890.

- 101 **OAK LEAF** river barge. 1869-1877. 192.57 tons register, 110.4'. Built by H. McKinnon at St. Anicet Canada East in 1864. Round stern. 1866 rated 1 and valued at \$3,500.

Rankin and Stickler were the owners of OAK LEAF in 1866. She sank in Lac St. Francis in November 1869 with a cargo of wheat. The Montreal Transportation Co. barge SAGUENAY was lost at the same time. OAK LEAF was raised but eventually broken up. Her registry was closed on 10 March 1880.

Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1866; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; *Kingston Daily News* 2 June and 1 November 1869.

ONEIDA see MAGGIE

- 102 **ONONDAGA** river barge (C 80913). 1883-1884. 364.01 tons gross, 320 tons register, 136.9'. Capacity 20,000 bushels. Built by Henry Roney at Garden Island Ontario in 1870. No masts. Round stern. 1874 rated 1 and valued at \$9,500. 1878 rated 1 and valued at \$7,800. 1890 rated B1½ and valued at \$4,000.

Originally a Calvin & Breck vessel, ONONDAGA went aground on Galoo Isl. Shoal in the NE corner of Lake Ontario on 3 November 1876 while in tow by the American tug W.M. GARDNER (U 80279, 107 tons new measurement) en route to Montreal with a cargo of coal. She went to St. Lawrence & Chicago Forwarding in 1878 and was one of seven of their barges involved when the steamer BOHEMIAN (1,139 tons register) broke the gate of Lock Two in the Lachine Canal in 1880. She was rebuilt and given an official number during 1882-83.

She came to Montreal Transportation Co. in 1883 when they took over St. Lawrence and Chicago Forwarding Co. In 1884 she was chartered to the George Hall Coal Co. of Prescott Ontario to fill an Oswego New York -Montreal coal contract and was subsequently sold to them. 1887-1904 she was owned by the St. Lawrence & Canada Forwarding Co. of Prescott (R. McCarthy). She foundered off Stoney Point in Lake Ontario on 5 November, 1907 when owned by Canadian Towing & Transfer (A. Lemay) of Montreal. She was loaded with coal. Her registry was closed on 9 January 1908.

Another of a series of barges built at Garden Island with Iroquoian names.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters [Marine Register 1874](#); Board of Lake Underwriters [Lake Vessel Register 1878](#); Canada [List of Shipping 1877](#) and [1895](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890](#) and [1892](#); McCormick [Wishbone Fleet](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892](#) and [1897](#); Swainson [A Shipping Empire: Garden Island](#); *British Whig* 30 June and 2 July 1880, 24 May 1881 and 21 April 1884; *Buffalo Commercial Advertiser* 4 November 1876; *Kingston Daily News* 28 August 1876.

ORTON see MINNIE E. ORTON

103 **OSWEGO** river barge (C 74230). 1877-1899. 389.74 tons gross. 300 tons register, 151.5'. Built by George Drolet at Montreal in 1876. No masts. Round stern. 1878 rated 1 out of a possible 3 and valued at \$10,000. 1884 rated A1½. 1890 rated 00 (uninsurable) and noted required repairs.

In 1884 OSWEGO was in the Empire (floating) dry dock at Kingston for repairs due to a collision with a schooner. Relunched in May 1886 after having had general repairs. Broken up. Her registry was closed on 27 April 1899.

Named after the American Lake Ontario port that received cargoes of grain from Canadian Lake Ontario ports and shipped coal to Montreal. Canal connections were made at Oswego to the New York State canal system, the Hudson River, and then all the way to New York City.

J. Gaskin Letter Book 1884-86; Board of Lake Underwriters [Lake Vessel Register 1878](#); Canada [List of Shipping 1877](#) and [1895](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892](#) and [1899](#); *British Whig* 7 May 1881, 2 May and 26 June 1884 and 21 May 1886; *Kingston Daily News* 1 and 23 June 1877; *Marine Record* 7 April 1887.

104 **PORTLAND** river barge. 1870-74. 183 tons gross, 176 tons net, 101.8'. Capacity 13,000 bushels. Built at Bedford Mills Canada West by Wm. Saunders for G. Chaffey & Bros. in 1861. No masts. Round stern. 1863 rated 1 and valued at \$3,000. 1874 classed 2 and valued at \$1,800.

PORTLAND was one of the Rideau trade barges built for George Chaffey. In 1868 her owner was George Mathieson Kinghorn of Kingston. She was rebuilt in 1873. In 1877 her owner was D. Deschamps of Lachine Quebec and in 1884-88 it was J.B. Cantin of Montreal.

Named for the Rideau lake port. Many of Chaffey's barges were named after ports on the Rideau lakes.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Board of Lake Underwriters (Buffalo) Marine Register 1863; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Polk's Marine Directory of the Great Lakes 1888; Register of Ships of the Great Lakes and River St. Lawrence 1864; *Kingston Daily News* 19 December 1869, 19 December 1870, 7 June 1872, 19 June and 6 August 1873, 7 May 1874 etc.

- 105 **POWERFUL** river barge (C 42749). Signal letters TLCV. 1883-1899. 283 tons register, 140.0'. Capacity 20,000 bushels. Built at Quebec City by Thomas C. Lee in 1861. 1866 rated 1 and valued at \$4,500. 1874 rated 2 and valued at \$5,500. In 1884 was rated B1. 1885 rated B2. 1887 Rated coarse freight only [see definitions].

POWERFUL's first owner was Glassford Jones & Co. Rebuilt 1870. Had probably become a St. Lawrence & Chicago Forwarding Co. (Coulthurst & McPhee) vessel by 1874 although the List of Shipping 1877 continued to show her owners as Glassford Jones, and other sources give her 1874 owner as D. Butters of Montreal. She was repaired in 1874 and was definitely owned by St. Lawrence and Chicago Forwarding Co. by 1879. She was repaired again in 1882. Her ownership was transferred to Montreal Transportation Co. when they took over St. Lawrence and Chicago Forwarding Co. Broken up. Her registry was closed on 11 December 1899.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Mercantile Navy List 1883 and 1899; Mills Barges and Scows Before 1890; *British Whig* 24 May 1881; *Marine Record* 7 April 1887.

- 106 **PRINCESS** river barge (C 70282). 1906-07. 336 tons new measurement, 300.3 tons register, 142.0'. 22,000 bushels. Built at Montreal by A. Cantin in 1874. No masts. Round stern. In 1878 rated 1 and valued at \$7,500. 1892 rated A2½ and valued at \$5,000. In 1897 she was rated B1 valued at \$3,000 and noted required repairs. Her 1906 value was \$1,000.

The 1877 owner of PRINCESS was James C. Simpson of Montreal. Her next owner was Gunn & Co. (Kingston & Montreal Forwarding). She was repaired in 1880 when she was still owned by them. She was repaired again in 1889 and 1894. She came to Montreal Transportation Co. when they took over Kingston & Montreal Forwarding Co. Montreal Transportation Co. soon sold her for \$2,000. The Richelieu Ice Co. Ltd. was her owner 1910-17. Broken up. Her registry was closed on 16 April 1918.

Montreal Transportation Co. Annual Directors' Report 1906; Montreal Transportation Co. Directors' Minutes 26 June and 12 December 1907; Montreal Transportation Co. Kingston grain ledger 22 April-28 May 1906; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1899, 1907 and 1917; *British Whig* 12 November 1880, 3 October 1882; *Canadian Railway & Marine World* April 1906; *Kingston Daily News* 26 October 1876.

- 107 **QUEBEC** (1) river barge. 1883. 261 tons gross, 234.15 tons register, 114'. Capacity 13,000 bushels. Built by Henry Roney at Garden Island Ontario in 1862. Possibly a rebuild of an earlier vessel. No masts. Square stern. 1863 rated 2 and valued at \$3,500. 1866 rated 2 and valued at \$2,500. 1874 rated 2 and valued at \$3,000. 1878 rated 3 and valued at \$800.

QUEBEC (1) was owned by Calvin & Breck to at least 1866 and leased to the Chaffey Brothers. Her next owner was the St. Lawrence & Chicago Forwarding Co. She was rebuilt in 1872-73. By 1882 she was sunk in the Portsmouth Ontario harbour (Hatter's Bay) and had been there for some time. She would have come to Montreal Transportation Co. ownership in 1883 when they took over St. Lawrence and Chicago Forwarding Co. She was apparently not active on the upper river in 1884 and was not in the Montreal Transportation Co. fleet list published in 1887.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866 and 1878; Board of Lake Underwriters Marine Register 1863; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Classification of Lake Vessels and Barges 1871; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Swainson A Shipping Empire: Garden Island; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864; *British Whig* 14 March 1882; *Kingston Daily News* 27 February 1862.

- 108 **QUEBEC** (2) steel lake barge (C 111663). 1901-1920. 1,017 tons gross, 989 tons net, 206.16'. Built by Carrier-Laine Co. at Levis Quebec in 1901. Three masts. Sister to HAMILTON. 1903 value \$41,500. 1906 value \$40,000. 1907 value \$38,000 and rated A1½. 1908 value \$39,000. 1910 value \$38,000.

1913 value \$37,000. 1914-16 value \$36,000. 1914 insurance rating 95. 1917 value \$70,000. 1918 value \$59,500. 1919 value \$49,000.

QUEBEC (2) was docked, caulked and chartered to the Pentecost Lumber Co. in 1905. She was ashore near Charlotte (Rochester) New York on 12 November 1906. She was caulked again in 1908. In August 1913 she was aground at Alexandria Bay New York. She ran aground on Main Duck Island near Kingston Ontario in 1915 (see listing for Montreal Transportation Co. tug EMERSON) and, along with the barge BURMA, stranded near Morrisburg Ontario on 29 June 1916. She was afloat on 15 July after that incident. On 9 August 1919 she was involved in an explosion at the government grain transfer elevator in Port Colborne Ontario (the Montreal Transportation Co. bulk carrier WINDSOR was also involved). QUEBEC (2) had 1 crew member killed. In total 11 were killed and 16 injured. She was declared a constructive total loss. Montreal Transportation Co. got \$20,000 for her from the underwriters and then sold the wreck to John E. Russell Construction of Toronto in 1920. They had her rebuilt. On 20 February 1929 she was renamed LONDONDERRY. From 1929 to 1959 her owners were Sin-Mac. Her 1959-62 owner was McAllister Towing. In 1962-67 her owner was McAllister-Pyke Salvage and Towing. She was eventually scuttled off Amherst Island on Lake Ontario.

Montreal Transportation Co. Annual Directors' Reports 1903, 1906, 1908, 1910 and 1913-20; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 15 March 1905, 5 July and 15 September 1916 and 20 January and 22 June 1920; Montreal Transportation Co. Engineers' Logs India 4 Sept 1917-1 June 1918, R.G.A. Weaver 1 May-14 Oct 1917 and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 14 June-24 November 1901, 8 July 1901-29 May 1902, 12 May 1902-2 May 1903, 30 May 1902-4 May 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 21 May-17 Dec 1904, 19 July-22 November 1905, 22 April-28 May 1906, 8 Oct-22 November 1915; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1910 and 1967; Gillham and Onchulenko Beaconsfield, Mohawk and Red Barges; Green's Marine Directory of the Great Lakes 1916; Inland Lloyd's Vessel Register 1907; Lewis and Neilson The River Palace; Lloyd's Register 1905, 1919, 1920, 1922 and 1930; Mercantile Navy List 1923 and 1925; Milwaukee Public Library Great Lakes Marine Collection; Canadian Railway & Marine World May 1907 and September 1920; Detroit Marine Historian December 1952; Neilson "Montreal Transportation Company" *Freshwater* 1989.

- 109 **REGINA** schooner barge ex prop EUROPE (C 85423). 1886-1907. Original as steamer: 709.05 tons gross and 449.53 tons net, 136'. Compound engine. Rebuilt as barge: 440.6 gross tons and 411.24 tons register, 171.0'. Three masts. Round stern. Launched as a steamer in October 1870 at St. Catharines Ontario by L. Shickluna. 1902 value \$2,500. 1903-06 value \$2,000.

In 1870-1877 EUROPE's owner was S. Neelon, a large shipowner. She was rebuilt in 1883 and assigned her official number. She burned on 20 April 1884 in the Welland Canal at St. Catharines Ontario when her owner was Graham Bros. Montreal Transportation Co. bought her and her registry was transferred to Montreal on 23 July 1886. She was renamed, lengthened and rebuilt as a lake barge at Kingston 1886-87. She, with the Montreal Transportation Co. barges BRANDON and JENNIE, was being towed by the Montreal Transportation Co. tug THOMSON en route to Duluth Minnesota when a very severe storm struck them south of Isle Royale on 2 October 1888. BRANDON sank, JENNIE was heavily damaged and REGINA became waterlogged.

In August of 1892 REGINA was leaking at Ludington Michigan and the leak was plugged by washing sawdust into the openings from the outside. Her bottom was later properly caulked. Her rig was cut down and she became a river barge by 1895. On 29 November 1901 she struck a pier in the Cardinal Canal and sank with a cargo of cement. The 1902 Montreal Transportation Co. Directors' Report stated she had been lost but she continued to appear in the company books. She sank again on 12 November 1907 along with Montreal Transportation Co.'s barge HURON when the steamer NEEPEWAH (C 102579, 1,799 tons gross) broke the gate of Lock One in the Lachine Canal. REGINA had 25,000 bushels of grain on board, all of which were lost. She was abandoned to the underwriters and her remains were broken up on the spot as they were a hazard to navigation. Her registry was closed on 8 March 1908.

Renamed after the North West Territories town that was the centre of a large grain growing area in what is now Saskatchewan. Regina, the "Queen City", is now the capital of the province.

Montreal Transportation Co. Annual Directors' Reports 1902, 1903 and 1906; Montreal Transportation Co. Directors' Minutes 26 June and 12 December 1907; Montreal Transportation Co. Kingston Grain Ledgers 22 June-4 July 1900, 14 June-24 November 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 8-19 November 1903, 7 May-15 Sept 1904, 17 Aug-24 November 1904, 29 April-23 June 1905, 19 July-22 November 1905, 21 April-24 May 1906, 22 April-28 May 1906; Alpena Public Library Great Lakes Maritime Database; Bowling Green Great Lakes Vessels Online Index; Canada [List of Shipping 1895](#) and [1910](#); Canadian Heritage Ship Information Database; [Inland Lloyd's Vessel Register Canadian Hulls 1892](#) and [1897](#); [Lloyd's Register 1900](#) and [1905](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892](#) and [1897](#); [Mills Barges and Scows Before 1890](#); Milwaukee Public Library Great Lakes Marine Collection; New Mills List; *British Whig* 20 July 1886, 20 April 1887 and 5 October 1888; *Detroit Free Press* 29 August 1892; *Duluth News Tribune* 30 November 1901; *Marine Record* 7 April and 10 May 1887; *Marine Review* 24 March 1898.

110 **RELIEF** river barge. 1872-1878. 160 tons new measurement, 149 tons register, 101.8'. Capacity 11,000 bushels. Built at Sorel Quebec by McCarthy in 1861.

1874 rated 2 out of a possible 3 and valued at \$3,500. 1878 again rated 2 and valued at \$2,200.

RELIEF was rebuilt in 1871. Her 1884 owner was Owens of Montreal; in 1886-91 it was Jos. Laramie of Montreal and in 1895-1915 it was J. LaRiviere of St. Aime Quebec She was removed from the register on 4 January 1916 as she was "out of existence".

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895 and 1915; Marine Interests of the Great Lakes 1884; Mills Barges and Scows Before 1890; Polk's Marine Directory of the Great Lakes 1888; *Kingston Daily News* 7 June 1872, 8 July 1873, 29 June 1874, 18 November 1875, 30 June and 3 August 1876 and 22 July 1878.

- 111 **RIO** river barge. 1864-71. 100.7 tons register, 97.83'. Capacity 7,500 bushels. Built by Philip Cartier and Bruno Loignon at Montreal in 1861. No masts. Round stern. 1864 rated A and valued at \$2,500.

RIO was probably built for the Ottawa-Richelieu-Lake Champlain lumber trade. In 1864 she was owned by McLennan & Auger. Broken up. Removed from the register on 1 June 1871.

Alpena Public Library Great Lakes Maritime Database; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Thomas Register of the Ships of the Lakes and river St. Lawrence 1864.

- 112 **ROYAL OAK** river barge. 1871-1884. 196.91 tons register, 112.25'. Capacity 11,000 bushels. Built in 1865 by I. Lachance at Lancaster Ontario to the same basic plans as GLENGARRY, LANCASTER and LORNE. One derrick mast. Round stern. 1866 rated 1 out of a possible 3 and valued at \$3,500. 1874 rated 2 and valued at \$2,900. 1878 rated 3 (uninsurable), value \$1,700.

In 1865-1866 the owners of ROYAL OAK were Rankin et al. She was in an Montreal Transportation Co. tow in 1869. The *Kingston Daily News* and the *Toronto Mail* both reported on 14 June 1873 that she had been sunk the day before by collision in the Lachine Canal with the propeller DROMEDARY (461 tons gross). ROYAL OAK reportedly had 14,000 bushels of wheat on board. She was subsequently raised but was apparently not active on the upper river in 1884 and was not in the Montreal Transportation Co. fleet list published in 1887. The List of Shipping showed her owned by Montreal Transportation Co. until 1912, but she does not appear in the company director's minutes for 1903 or later. She was deemed to be out of existence and her registry was closed on 15 September 1915.

There have been eight Royal Navy warships with this name. One of them, an armoured frigate, was launched three years before this barge was built.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1866; Canada List of Shipping 1877, 1895, 1910 and 1912; Canadian Heritage Ship Information Database; Colledge Ships of the Royal Navy Vol 1; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; *Kingston Daily News* 3 August 1869, 15 August 1871, 4 May, 8 August and 21 September 1872 and 14 June 1873; *Toronto Mail* 14 June 1873.

- 113 **SAGUENAY** river barge ex steamer (C 37081). 1863-1877. 290.28 tons register, 167.5'. Capacity 18,000 bushels. Built at Montreal by J.B. Auger in 1862. No masts. Round stern. Used the bottom of a steamer of the same name (386 tons) that had been built by T. & J. McCarthy at Sorel Quebec in 1853 and had burned in the Lachine Canal in August 1861. 1863 rated 2 out of a possible 3 and valued at \$6,000. 1864 rated B (third) class and valued at \$3,000. 1866 rated 2 and valued at \$3,500.

In 1863-66 SAGUENAY's owners were McLennan & Auger. She sank in Lac St. Francis in November of 1869 (the Montreal Transportation Co. barge OAK LEAF was sunk at the same time) and was then raised. In 1877 her owner was Hugh McLennan. Her registry was closed on 9 March 1880.

Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Marine Register 1863; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1866; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; New Mills List; Thomas Register of the Ships of the Great Lakes and River St. Lawrence 1864.

- 114 **ST. LAWRENCE** river barge (scow). 1869-1884. 133 tons new measurement, 132 tons register, 103'. Capacity 10,500 bushels. Built at Riviere-du-Loup Quebec in 1869. 1874 rated 2 out of a possible 3 and valued at \$2,200. 1878 rated 3 and valued at \$700.

ST. LAWRENCE was apparently not active on the upper river in 1884. Broken up. Her registry was closed on 6 March 1890.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; *Kingston Daily News* 19 December 1869, 19 December 1870, 11 August 1873, 7 May and 29 June 1874 and 2 September 1876.

- 115 **SELKIRK** composite schooner barge (C 103097). 1894-1919. 747.58 tons gross, 719.05 net, 183.25'. Capacity 850,000 board feet. Built by Ainsley in the Montreal Transportation Co. yard at Kingston in 1894. Had three (later two)

masts. Round stern. Steel band on iron frames. 1897 rated A1½ and valued at \$28,000. 1903 value \$9,000. 1906 value \$8,000. 1907 value \$15,000 and rated A1½. 1908 value \$7,500. 1910 value \$8,000. 1912 value \$7,500. 1913 value \$7,000. 1914-20 insurance rating 90. 1914 value \$7,300. 1915 value \$6,500. 1916 value \$6,000. 1917 value \$14,000. 1918 value \$11,900. 1919 value \$9,800 and restricted to Lake Erie through to the St. Lawrence River.

In October of 1898, SELKIRK`s tow line from the Montreal Transportation Co. canaller ROSEMOUNT broke while they were on Lake Huron. SELKIRK was recovered several days later by American tugs. She had a disabled rudder and 3` of water in her hold. She was taken to Alpena Michigan for temporary repairs. She was caulked in 1901 and repaired in 1914. She was ashore at Lachine Quebec on 21 June 1918 and was soon sold "as is" to A.A. Larocque as part of a \$75,000 package with nine other barges. In 1919 she was owned by the Atlas Sand Co. (Atlas Transportation). She was owned by Sincennes-McNaughton from 1921 through to 1926 when she was renamed LASALLE. In 1927-28 her owner was Consolidated Sand. During 1929-36 her owner was Consolidated Oka Sand and Gravel. She disappeared from the Canada List of Shipping in 1936. From 1918 to 1936 all her owners were associated with each other.

Montreal Transportation Co. Annual Directors` Reports 1903, 1906, 1908, 1910 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors` Minutes 14 January 1919; Montreal Transportation Co. Engineers` Logs India 4 Sept-4 Dec 1917, Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 23 April-14 July 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 12 May 1902-2 May 1903, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 21 May-17 Dec 1904, 27 April-28 Sept 1905, 15 June-26 Sept 1905; Montreal Transportation Co. Ships` Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1914 and 1915; Canada List of Shipping 1895 and 1910; Canadian Heritage Ship Information Database; Green`s Marine Directory of the Great Lakes 1916 and 1920; Greenwood Namesakes 1920-1929; Inland Lloyd`s Vessel Register Canadian Hulls 1897; Inland Lloyd`s Vessel Register 1907; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1895, 1918-21, 1923, 1925-28 and 1936; Canadian Railway & Marine World June 1917; Canadian Railway & Shipping World November 1898; Collingwood Bulletin 2 January 1919; Detroit Marine Historian January 1953; Marine Review 22 March 1894 and 24 March 1898.

SENECA see **JENNIE**

116 **SENATOR** schooner barge (C 77698). 1871-1913. Original: 323.55 gross tons, 308.2 tons net, 150.7`. Built at Kingston Ontario by David P. Austin in 1871 (Inland Lloyd`s Vessel Register Canadian Hulls 1890 and 1892 said at Lancaster Ontario by Dashaw). There is a photo of SENATOR labeled "about

1892" showing two masts but looking like she might have once had three. Round stern. 1882 rated A2 and valued at \$8,000. 1884 rating A2. After repairs in 1890 rated A2½ and valued at \$6,000. 1897 rated B1 and valued at \$4,800.

SENATOR was rebuilt by David P. Austin at Kingston in 1882. Fifty tons of her deckload of coal were lost in heavy seas off Oswego New York in July 1882 when she was in company with the Montreal Transportation Co. barge TORONTO. On 26 September 1883 she was in collision with the Kingston & Montreal Forwarding Co.'s barge FRONTENAC (C 33566, 282 tons register) in the Cornwall canal. FRONTENAC sank although she was later raised. SENATOR had a cargo of rails at the time while FRONTENAC was carrying 18,000 bushels of corn. SENATOR was called a river barge by 1884. She was repaired in 1890 and 1894. In Montreal Transportation Co. Directors' Reports and minutes 1902-05 she was shown as "on hand but of no value" and was laid up at Kingston. She was sold to Donnelly of Kingston for \$450 and gradually broken up during 1913-14. Her registry was closed on 9 February 1915.

Senator James Skead (1817-1884) was a businessman whose interests included the Caughnawaga Ship Canal Co. and the Upper Ottawa Steam Boat Co.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Directors' Minutes 26 June and 12 December 1907; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900; Alpena Public Library Great Lakes Maritime Database; Bureau Veritas [Great Lakes Register 1913 and 1914](#); Canada [List of Shipping 1895 and 1910](#); Canadian Heritage Ship Information Database; [Directory of the Marine Interests of the Great Lakes 1884](#); Greenwood [Namesakes 1910-1919](#); [Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897](#); Marine Museum of the Great Lakes Canadian Ship Registers on line; [Mercantile Navy List 1892 and 1913](#); *British Whig* 13 and 22 July 1882, 27 September 1883; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 117 **SIREN** river barge (C 69599). 1906. 420 tons new measurement, 307.39 tons register, 137.3'. Capacity 24,000 bushels. Built at Point Levis Quebec by Guillaume Charland in 1874. Round stern. Scroll figurehead, the only Montreal Transportation Co. barge found to have had any such adornment. 1878 rated 1 and valued at \$7,500. 1884 rated A2. 1888-1897 rated A2½. 1890 valued at \$8,000. 1892 valued at \$6,000. 1897 valued at \$4,600.

SIREN's first owner was François Xavier Marquis of Levis 1874-75, then Holcomb & Stewart 1876-78. Her 1879 owner was Rose & Co. of Montreal, followed by the Kingston & Montreal Forwarding Co. She was repaired in 1883 after being aground three miles below Cornwall Ontario, rebuilt at Portsmouth Ontario in 1888 and caulked in 1893. She was caulked and repaired in 1897, including a new keelson. The reason for this was that she had hit a rock on 14

June in the Rapide du Plat below Prescott Ontario and subsequently grounded on Doran's Island while on passage Trenton Ontario - Quebec City under tow by the Kingston & Montreal Forwarding Co. tug IONA (C 94922, 231 tons gross). SIREN had 800,000' of deals [see definitions] on board at the time. Calvin's tug REGINALD (C 100654, 186 tons reg) pulled her off. After the purchase of Kingston & Montreal Forwarding Co. by Montreal Transportation Co., SIREN was quickly sold for \$1,350 although Kingston & Montreal Forwarding Co. continued to be mistakenly shown as owners in the Canada List of Shipping as late as 1917. She was broken up about 1916 and her registry was cancelled on 5 February 1919.

Newspapers sometimes spelled her name "Syren".

Montreal Transportation Co. Directors' Minutes 10 April 1906; Alpena Public Library Great Lakes Maritime Database; Bascom and Gillham Early Ships of Canada Steamship Lines; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910, 1912 and 1918; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892 and 1897; Mills Barges and Scows Before 1890; Polk's Marine Directory of the Great Lakes 1888; *British Whig* 25 March 1881, 29 October 1883, 17 June 1887 and 28 November 1888; *Canadian Railway & Marine World* April 1906; *Detroit Marine Historian* January 1953; *Marine Record* 22 July 1897; *Marine Review* 28 March 1895 and 2 April 1896; *Milwaukee Evening Wisconsin* 14 July 1897; *Montreal Herald* 4 November 1889.

- 118 **STAGHOUND** river barge 1869-1874. 139 tons register, 103.4'. Capacity 10,000 bushels. Built at Riviere-du-Loup Quebec in 1869. 1874 rated 2 and valued at \$2,200.

From 1877 to 1915, STAGHOUND was owned by the Montreal Harbour Commission. Broken up. Her registry was closed on 7 February 1916.

Association of Canadian Lake Underwriters Marine Register 1874; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Mills Barges and Scows Before 1890; *Kingston Daily News* 19 December 1869, 19 December 1870, 26 May and 21 September 1872, 7 and 13 May 1874.

- 119 **STAR No. 1** river barge. 1880-1903. 347 tons new measurement, 321 tons register, 136.3'. Capacity (1883) 21,000 bushels. Built by A. Cantin at Quebec City in 1872 (Lake Vessel Register 1878 and Lloyd's 1892 said in 1873). 1878 rated 1 out of a possible 3 and valued at \$6,500. 1884 rated A2. 1890 rated B1 and valued at \$4,500. 1892 still rated B1 but valued at \$4,000 and required repairs. 1897 rated A2½ and valued at \$6,000. 1902-03 value \$500.

STAR's 1877 owners were Holcomb & Stewart. Later that year and into 1879, her owner was lumber dealer W. McRossie of Kingston Ontario. She was rebuilt during 1883-84 at Kingston. In 1888 she was chartered to the Ogdensburg Coal and Transport Co. She was repaired in 1894 and in 1897

she got a new deck and other repairs. She was shown as lost in the 1902 Montreal Transportation Co. Directors' Report but was still on the company books in the next year. Canada List of Shipping continued to show Montreal Transportation Co. ownership to 1910. In 1912-15, she was owned by Joseph E. Senecal of Sorel Quebec and D. Cheverier of St.-Joseph-de-Sorel.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Annual Directors' Reports 1902 and 1903; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Kingston Grain Ledgers 1 Jan-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900, 14 June-24 November 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Directory of the Marine Interests of the Great Lakes 1884; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Canadian Heritage Ship Information Database; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; *British Whig* 12 September 1880 and three others that year, 23 March 1881 and four others that year, 4 May 1882, 19 April 1883, 28 April 1884, 30 November 1888; *Kingston Daily News* 12 May 1877; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 120 **THRUSH** schooner barge (C 97200). 1906-1916. 649 tons new measurement, 584.26 tons gross. 181' (also reported as 189.5', which may be overall). Capacity 42,000 bushels. Built by A. Cantin at Montreal in 1890. Three masts at first, later no masts. Not rigged. Round stern. 1890 rated A1 and valued at \$23,000. 1897 rated A2, valued at \$16,000 and required repairs. 1906 value \$8,000. 1908 value \$7,000. 1910 value \$6,000. 1912 value \$5,500. 1913 value \$5,000, insurance rating = 85, restricted to Lake Ontario and the St. Lawrence River. 1914-15 value \$4,500.

The *Whig* reported in 1890 that Cantin was building this vessel, the largest grain vessel they had ever produced, for the Kingston & Montreal Forwarding Co. She came to Montreal Transportation Co. when they took over Kingston & Montreal Forwarding Co. She then served mainly in the Lake Ontario coal trade. She was repaired in 1915. She was lost when she hit the east pier at the entrance to North Fairhaven New York (Sodus Bay) on 9 May 1916. There was no insurance. She was written off for \$4,500 and was removed from the register on 20 July 1916.

Montreal Transportation Co. Annual Directors' Reports 1906, 1908, 1910 and 1914-16; Montreal Transportation Co. Directors' Minutes 12 and 26 May 1916; Montreal Transportation Co. Kingston Letter Book May 1914; Montreal Transportation Co. Kingston Grain Ledgers 21 April-24 May 1906, 22 April-28 May 1906, 29 November 1912-8 Oct 1914, 22 April-31 Oct 1914; Alpena Public Library Great Lakes Maritime Database; Bureau Veritas Great Lakes Register 1913 - 1915; Canada List of Shipping 1895 and 1910; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes 1910-1919; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1897 and 1913; Mills Barges and Scows Before 1890; *Canadian Railway & Marine World* April 1906; *Detroit Marine Historian* January 1953.

- 121 **THUNDER BAY** ex MALTA steel barge (C 131060 later C173404 ex U 92637). 1917-1919. Original as barge: 2,237.48 tons gross, 2,132.40 net, 302' (between perpendiculars). Remeasured Canadian in 1913 = 2,144 gross and 1,951 net. Capacity 118,000 bushels of wheat = 2,300 tons. As steamer: 1,870 tons gross and 1,109 tons net, 247.6'. As powered bulk carrier: three-cylinder triple expansion = 400 indicated horsepower, 100 rated horsepower engine formerly used in Montreal Transportation Co.'s NICARAGUA. As tanker: 1,984 tons gross, 1,447 net. Built by Chicago Shipbuilding Co. in South Chicago and finished in January of 1895. Yard #13. Double bottom. Two masts. Steam windlass, capstan and steering gear. Had electric light by 1921. 1914 insurance rating = 95/100. 1917 value \$130,000. 1918-19 value \$110,500. 1920 value \$29,437.52. 1921 on the company books for \$65,000.

The Minnesota Steamship Co. (Pickands Mather managers) were MALTA's first owners. In 1900, the Minnesota Iron Co. was sold to Federal Steel (J. Pierpont Morgan). Federal Steel was, in turn, taken over by US Steel in 1901 and MALTA thereby went to the Pittsburgh Steamship Co. She came to Canadian registry in 1913 at the same time as CORONA (the future PAIPONNGE) and was renamed. She was operated by Canadian Towing & Wrecking of Port Arthur Ontario (Western Dry Dock Co.) although personally owned by James Whalen. Canadian Northwest Steamship Co., that was by then also owned by James Whalen, became her owner in 1916. THUNDER BAY was often a consort barge for PAIPOONGE.

THUNDER BAY grounded and blocked the West Neebish Cut in the St. Mary's River in 1916.

Her ownership was transferred to Montreal Transportation Co. when they took over Canadian Northern Steamships on 13 April 1917. Montreal Transportation Co. was, by that time, passing from the control of Roy M. Wolvin to the control of Canada Steamship Lines in which he had an interest. She was one of those Montreal Transportation Co. vessels sold to Angel B. Lagueruela of Havana Cuba. The steamers PAIPOONGE and WESTERIAN were sold to Lagueruela at the same time. It is unclear whether Lagueruela represented sugar interests or if he was a broker. THUNDER BAY fetched a price of \$290,000 on 3 October 1918 (deposit \$25,000). She was cut in two at Collingwood Ontario although the buyer defaulted. Despite that, her bow and stern were separately towed down the lakes and reassembled at Canadian Vickers in Montreal. She was at Sorel Quebec in 1919 when Montreal Transportation Co., Collingwood Shipbuilding and Sincennes-McNaughton jointly bought her back for \$43,500. Collingwood Shipbuilding and Montreal Transportation Co. then bought out Sincennes-McNaughton for \$20,000 and finally Montreal Transportation Co. transferred their 50% of her to Collingwood Shipbuilding. The American Bureau of Shipping Great Lakes Register 1919-21 showed her

owner as H.B. Smith of Owen Sound Ontario. Smith was associated with Collingwood Shipbuilding and was on the board of Canada Steamship Lines. Lloyd's Register 1920-22 showed her as registered in Havana Cuba but did not list an owner.

Canada Steamship Lines became her owner in 1920 and she was converted to a steamer by Davie Shipbuilding of Lauzon Quebec. The conversion included reducing her to St. Lawrence canal length. She was laid up at Kingston in 1930 and then in 1937 was sold to Chantiers Manseau of Sorel to be broken up. Instead, during 1939-40 she was converted to a tanker for Branch Lines and renamed PINEBRANCH. She served 1945-46 as EMPIRE STICKLEBACK chartered to the Ministry of War Transport at first in Canadian and then in British waters. After the war, she reverted to Branch Lines ownership and to the name PINEBRANCH. She was laid up at Sorel in 1955 and her hull was sunk as a wharf at Mulgrave Nova Scotia in 1961.

The Minnesota Steamship Co. Co gave vessels names beginning in "M" and ending in "A", such as MALTA. The name THUNDER BAY followed the Canadian Northwest Steamships Co.'s policy of naming vessels after sites in the area of the Canadian lakehead [see definitions].

Montreal Transportation Co. Annual Directors' Reports 1918-20; Montreal Transportation Co. Directors' Minutes 10 September, 8 October and 31 December 1918 and 13 May, 16 September and 18 November 1919, 11 November 1921; Montreal Transportation Co. Charter (1917) Schedule B; Montreal Transportation Co. Ships' Logs Mary P. Hall 3 June 1918-30 November 1918 and Paipoonge 1917-18; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1921; American Shipmaster's Association Record of American and Foreign Shipping 1898; Bascom and Gillham Early Ships of Canada Steamship Lines; Bowling Green Great Lakes Vessels Online Index; Bureau Veritas Great Lakes Register 1913 and 1914; Canadian Heritage Ship Information Database; Gillham & Boissenneault Branch Lines and Soconav Tankers of the Great Lakes; Green's Marine Directory of the Great Lakes 1916; Lloyd's Register 1920 and 1922; Mercantile Navy List 1918 and 1921; Merchant Vessels of the United States 1904; Milwaukee Public Library Great Lakes Marine Collection; *Canadian Railway & Marine World* October 1913 and November 1918; *Scanner* April 1978 and April 2015; Schell "Canada Steamship Lines" *Belgian Shiplover* 2/73.

- 122 **TIGER** river barge. 1883-1895. 202.45 tons register, 106.83'. Capacity 13,000 bushels. Built by George Tate at Montreal in 1863. No masts. Round stern. 1866 rated 1 and valued at \$3,000. 1878 rated 2 and valued at \$3,500. 1884 rated B1½. Rated not insurable in 1885. In 1887 she was rated coarse freight only [see definitions].

George Tate, her builder, was TIGER's first owner and then in 1863-67 she was owned by Holcomb & Cowan. In 1869-71 she was owned by J.H. Henderson. She was repaired in 1875 and 1878. In 1877-83, she was owned by St. Lawrence & Chicago Forwarding (Coulthurst & McPhee) and came to Montreal Transportation Co. when they took over that firm. In 1891 she was damaged by fire (arson) near the Cotton Mill in Kingston's inner harbour. At

the time the *Whig* described her as rotten. She was then broken up and was removed from the register on 27 April 1899.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1866; Canada List of Shipping 1877 and 1895; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mills Barges and Scows Before 1890; Register of the Ships of the Lakes and the River St. Lawrence 1864; *British Whig* 24 May 1881, 6 November 1891; *Kingston Daily News* 2 June, 5 July and 24 September 1869, 19 December 1870, 22 June 1874, 28 August 1876 and 6 November 1891; *Marine Record* 7 April 1887.

- 123 **TOLEDO** river barge. 1872-1902. 378 tons new measurement, 362 tons register, 137.9'. Capacity 24,000 bushels. Built by F. Cantin at Levis Quebec in 1872. 1874 rated 1 and valued at \$8,500. 1878 rated 1 and valued at \$7,800. 1882, 1884-97 rated B1. In 1890 was valued at \$4,000. In 1897 was valued at \$4,200.

TOLEDO was repaired in 1882 and rebuilt during 1883-84 in the Montreal Transportation Co. yard at Portsmouth Ontario (relaunched on 12 May 1884). She ran aground on Hickory Island near the foot of Wolfe Island (Quebec Head) for a few hours in August 1884. She had a cargo of coal and was in company with the Montreal Transportation Co. barge NEBRASKA, towed by the Montreal Transportation Co. tug GLIDE. TOLEDO was lightered [see definitions] and taken off. She got a new deck and extensive repairs at Portsmouth in 1885. In 1894 she was rebuilt at Levis Quebec. In 1902 Montreal Transportation Co. recorded her as "on hand but of no value". She was sold and continued to show up at the Montreal Transportation Co.'s Kingston elevator for another two years. She was not in the 1904 Mercantile Navy List but was not removed from the register until 14 January 1916.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Directors' Annual Report 31 December 1902; Montreal Transportation Co. Kingston Grain Ledgers 6 Aug-2 Oct 1903, 7 May-15 Sept 1904; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910 and 1912; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Mills Barges and Scows Before 1890; *British Whig* 19 June 1880, 2 August 1882, 22 December 1883, 13 May, 15 and 16 September and 30 December 1884, 20 and 31 March 1885; *Kingston Daily News* 7 August and 3 October 1872, 2 May, 19 August and 8 September 1873, 13 May 1874, 18 and 19 October 1875, 8 and 30 June and 5 and 9 October 1876, 1 June 1877; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 124 **TORONTO** river barge (C 71604). 1874-1904. 335.23 tons gross, 325 tons register, 150'. Built by George Drolet at Montreal in 1874. No masts as built, later had one. Round stern. 1878 rated 1 out of a possible 3 and valued at \$7,800. 1884 and 1890 rated B1. 1890 valued at \$3,500. 1892 rated A2½

and valued at \$5,500 so she possibly had been repaired. 1897 again rated B1 and valued at \$3,500. 1902-03 value \$500.

TORONTO` s deck cabin and mast were carried away by heavy seas off Oswego New York in July 1882. She was in company with the Montreal Transportation Co. barge SENATOR at the time. TORONTO had \$400 damage. She was in the Oswego coal trade in 1883. She was rebuilt with a new deck in 1885 and repaired in 1888. On 29 November 1898, she was cut by ice in the Lachine Canal and 4,000 bushels of her cargo (total 18,000 bushels) were damaged. She was shown as lost in the 1902 Montreal Transportation Co. Director's Report but was still on the company books the following year. She was sold in 1904 to A. Desrosiers of Lanoraie Quebec for \$1,500. He owned her at least to 1907. In 1910-15 her owners were J.C.A. Turcotte and D. Chevier of St.-Joseph-de-Sorel Quebec. Her registry was cancelled on 28 June 1918 as had been broken up on the beach at La-Pont-de-Sorel Quebec

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Barge Accounts 1900; Montreal Transportation Co. Directors' Annual Report 1903; Montreal Transportation Co. Directors Minutes 4 July 1904; Montreal Transportation Co. Kingston Grain Ledgers 6 November 1899-1 November 1900, 1 Jan-1 November 1900, 24 Apr-22 June 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-26 June 1901, 5 Oct-28 Dec 1900, 29 April-12 June 1901, 14 June-24 November 1901, 8 July 1901-29 May 1902, 28 April-26 November 1902, 30 May 1902-4 May 1903, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 8-19 November 1903; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910 and 1915; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1897, 1904, 1907 and 1911; *British Whig* 7 and 23 May and 28 September 1881, 22 July 1882, 6 October 1883 and 3 September 1884; *Canadian Railway & Shipping World* December 1898; *Kingston Daily News* 5 November 1875 and 8 and 30 June and 9 October 1876; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 125 **TWO** river barge. 1877-1884. 42 tons register, 71.4'. Built at Montreal in 1872. She was probably a harbour lighter there. The List of Shipping continued to list her (with Montreal Transportation Co. as her owner) as late as 1915.

Directory of the Marine Interests of the Great Lakes 1884; Canada List of Shipping 1877, 1895 and 1915.

- 126 **UNGAVA** steel lake barge (C 122066). 1906-1917. 1,318 tons gross, 1,226 tons net, 200' register. Capacity 85,000 bushels on a 14' draft. Launched by Collingwood Shipbuilding Co. on 27 June 1906. Yard #8. Expected to cost \$67,000. 2 watertight bulkheads, double bottom, steam pumps and steering gear. Designed by H. Calderwood. 1906 value \$70,000. 1908 value \$66,000. 1910 value \$55,000. 1912 value \$50,000. 1913 value \$49,000. 1914-16 value \$47,000. 1913-14 rated 100 (A1). 1917 value \$150,000.

Montreal Transportation Co. usually ran UNGAVA between Prescott Ontario and Montreal. In 1915 they received an offer to buy her for \$55,000. Instead, she was chartered to Dominion Coal for the Sydney Nova Scotia - St. Lawrence traffic in 1915 @ \$3,000 per month. It was agreed that she could trade as far as Saint John New Brunswick for \$500 per month more. She was damaged by a coal gas explosion and fire at a Sydney Nova Scotia pier on 22 June 1915. Repaired, she was sold French (French National Railway owners, Soc. Maritime Nationale managers) on 21 August 1917 for \$190,000 and was removed from Canadian registry on 8 September 1917. The French renamed her SEGRE. She disappeared at sea in November 1921.

Montreal Transportation Co. Annual Directors' Reports 1905, 1906, 1908, 1910 and 1913-18; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 18 February, 17 May and 21 July 1915 and 21 August and 9 October 1917; Montreal Transportation Co. Kingston Grain Ledgers 29 November 1912-8 Oct 1914, 10 July-29 Oct 1916; Bascom and Gillham Early Ships of Canada Steamship Lines; Bureau Veritas Great Lakes Register 1914 and 1915; Canada Annual Report of Department of Marine and Fisheries 1915; Canadian Heritage Ship Information Database; Gillham Ships In Trouble 1880-1950; Gillham Ships of Collingwood; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes 1910-1919; Lloyd's Register of Shipping 1921-22; *Canadian Railway & Marine World* March, August and September 1906; *Detroit Marine Historian* January 1953.

UNION see L'UNION

- 127 **UTILITY** river barge. 1869-1874. 217 tons register, 107.2'. Capacity 12,500 bushels. Built in Quebec City by Thomas C. Lee (Marcil said by Davidson and Goudie) in 1854. Two masts. Round stern. 1863 rated 2 and valued at \$3,500. 1866 rated 2 and valued at \$2,500. 1874 rated 2 out of a possible 3 and valued at \$1,800.

UTILITY's first owners were Walker & Berry of Kingston Canada West. She was rebuilt by F. Jobin at Berry's shipyard at Portsmouth in Canada West in 1862. She was wrecked in the Long Sault of the St. Lawrence River in September 1867 while under tow of the tug ADVANCE (possibly the one built at Bedford Mills Canada West in 1860) but was salvaged. In 1878 she was owned by the St. Lawrence & Chicago Forwarding Co. and presumably went to Montreal Transportation Co. in 1883 along with the rest of the St. Lawrence and Chicago Forwarding Co. fleet. She was removed from the register on 19 February 1895 as she had been "broken up some years ago".

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1866; Board of Lake Underwriters (Buffalo) Marine Register 1863; Canadian Heritage Ship Information Database; Marcil Charley-Man; Mercantile Navy List 1889 and 1892; Mills Barges and Scows Before 1890; *British Whig* "Spring Walks No 1" 22 March 1862; *Kingston Daily News* 11 September 1867, 20 August and 19 December 1869, 19 December 1870, 15 August 1871 and 27 May and 27 October 1873, 8 August 1872.

128 **VALENCIA** composite schooner barge (C 92394). 1902-1919. 568.62 tons gross, 542.82 tons register, 178.0'. Built at Garden Island Ontario in 1888 by Thomas O'Brien for the Calvin Co. Three short masts. Round stern. 1892 rated A2 and valued at \$20,000. 1897 rated A2½ and valued at \$16,000. 1902 value \$6,000. 1903 value \$5,400. 1906-08 value \$4,000. 1910 value \$4,500. 1912 value \$4,500. 1913-14 value \$4,000. 1914 rated 85 (A1¾) and restricted to Lake Ontario and the St. Lawrence River. 1915 value \$3,500. 1916 value \$3,000. 1917 value \$8,000. 1918 value \$6,800. 1919 value \$5,600.

VALENCIA was a consort for Calvin's steam barge D.D. CALVIN (C 83298, 750 tons gross). She was given new decks in 1894. Her ownership was transferred to Montreal Transportation Co. while the Calvin family was represented on the Montreal Transportation Co. board. Repaired in 1910 and in 1915, she was sold "as is" in 1919 to A.A. Larocque as part of a \$75,000 package along with nine other barges. Larocque registered her under his Sincennes-McNaughton corporate name. Her registry was transferred from Kingston Ontario to Montreal on 3 April 1919. Sincennes McNaughton traded her to the Webster Steamship Co., with which W.Q. Stobo was associated. In 1921 she was owned by the Canadian Import Co. of Montreal (W.Q. Stobo). In 1922-25 she was directly owned by Stobo. Her last owner was shown as the St. Lawrence Stevedoring Co. (also W.Q. Stobo) of Montreal. For all practical purposes her ownership was therefore stable from 1919 to 1926 when she was broken up.

Alphonse Arsene Larocque (1865-1936) was the managing director of Sincennes-McNaughton tugs. He bought control of the firm in 1917. Sincennes-McNaughton owned Consolidated Sand Co., Touzin Sand and Atlas Transportation as well as other companies. Larocque became a director of the Bank of Hochelaga and president of the Montreal Dry dock and Ship Repair Co. In 1919 he bought AUGUSTUS and ten smaller Montreal Transportation Co. barges (CONDOR, DAKOTA, DORCHESTER, DUNMORE, KINGSTON, LAPWING, MUSKOKA, SELKIRK, VALENCIA and WINNIPEG).

Montreal Transportation Co. Annual Directors' Reports 1902, 1903, 1906, 1908, 1910 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 January 1919; Montreal Transportation Co. Engineer's Log Mary P. Hall; Montreal Transportation Co. Kingston Grain Ledgers 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 21 May-17 Dec 1904, 17 Aug-24 November 1904, 15 June-26 Sept 1905, 19 July-22 November 1905, 28 Sept-6 Dec 1905, 29 November 1912-8 Oct 1914, 22 April-31 Oct 1914, 20 July-18 November 1917; Montreal Transportation Co. Ships' Logs Mary 4 May 1917-8 Oct 1918 and Mary P. Hall 3 June 1918-30 November 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping Great Lakes Register 1919 and 1921; Bureau Veritas Great Lakes Register 1913 and 1914; Canada List of Shipping 1895 and 1910; Canadian Heritage Ship Information Database; Green's Marine Directory of the Great Lakes 1916; Greenwood Namesakes 1920-1929; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Lloyd's Register 1919, 1920 and 1922; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1892, 1897,

1898, 1919, 1921, 1923 and 1925; Swainson A Shipping Empire: Garden Island; *British Whig* 28 March 1889; *Canadian Railway & Marine World* May 1920; *Detroit Marine Historian* January 1953.

- 129 **VICTOR** river barge. 1883-95. 200 tons new measurement, 186 tons register, 104.4'. Capacity 14,000 bushels. Built at Quebec City (Mills said Levis Quebec) by Cantin in 1873. 1874 rated 1 and valued at \$6,800. 1878 rated 1 and valued at \$5,200. 1882 rated A2. 1884 rated 00 (uninsurable). 1885 rated B2. 1887 Rated coarse freight only [see definitions].

The Montreal Elevating Co. appears to have been VICTOR's first owner. She was possibly intended for operation on the Richelieu River. She was in Montreal Transportation Co. tows to Kingston Ontario in 1873 but by 1874 was owned by the St. Lawrence & Chicago Forwarding Co. Co. and came to Montreal Transportation Co. in 1883 when they took over that firm. She was damaged by fire (arson) near the Cotton Mill in Kingston's inner harbour in 1891 and then broken up. The *Whig* described her as rotten. She was removed from the register on 27 April 1899.

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Canada List of Shipping 1877 and 1895; Mills Barges and Scows Before 1890; *British Whig* 24 May 1881, 14 March and 9 June 1882, 6 November 1891; *Kingston Daily News* 11 August and 8 September 1873, 29 May 1876; *Marine Record* 7 April 1887.

- 130 **VIRGINIA** river barge (C 70283). 1878 to 1906. 180 tons new measurement, 184.72 tons register, 110.0'. Built at Montreal by A. Cantin, launched in July 1874. No masts. Round stern. 1878 rated 2 and valued at \$4,700. 1884 rated A2½ and valued at \$4,000. 1890 rated B1 and valued at \$2,800. 1897 also rated B1 but valued at \$2,400.

VIRGINIA's first owner was G.M. Miller of Montreal. Her 1882 owner was the Kingston & Montreal Forwarding Co. She was repaired in 1897. The Kingston & Montreal Forwarding Co. were still shown as her owners in 1912 even though the company had been taken over by Montreal Transportation Co. in 1906. Broken up. Her registry was closed on 20 August 1915.

Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Canadian Heritage Ship Information Database; Directory of the Marine Interests of the Great Lakes 1884; Canada List of Shipping 1877, 1895, 1910 and 1912; Inland Lloyd's Vessel Register Canadian Hulls 1892 and 1897; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1875, 1878, 1882 and 1892; *British Whig* 23 April 1885.

- 131 **WANDA** river barge. 1872-1884. 150 tons new measurement, 153 tons register, 103.9'. 11,000 bushels capacity. Built by J.P. Abbey at Port Robinson Ontario

(on the Welland Canal) in 1868. 1874 rated 2 out of a possible 3 and valued at \$3,100. 1878 again rated 2 and valued at \$2,200.

In 1884 WANDA was shown as registered in Morrisburg Ontario although owned by Montreal Transportation Co. She does not appear to have been active on the upper river in 1884-86 and was not included in the Montreal Transportation Co. fleet list published in 1887.

Assumed to be the same vessel as the barge WANDERER or WANDER built by the same builder in the same year that is shown in some directories and at least one newspaper report.

Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877 and 1895; Directory of the Marine Interests of the Great Lakes 1884; Mills Barges and Scows Before 1890; *British Whig* 7 December 1871; *Kingston Daily News* 18 June, 3 July and 6 November 1872, 2 and 30 May and 3 June 1873, 20 and 29 June 1874; 12 June and 6 July 1876.

WANDER see WANDA

WANDERER see WANDA

132 **WAVERLEY** river barge. 1872-1877. 176 tons register, 110'. 13,000 bushels capacity. Built at Thorold Ontario (on the Welland Canal) by Notter in 1870. 1874 rated 1 out of a possible 3 and valued at \$4,100.

WAVERLEY was sold to the Montreal Harbour Commission by 1884 and was owned by the Department of Public Works by 1895.

Association of Canadian Lake Underwriters Marine Register 1874; Directory of the Marine Interests of the Great Lakes 1884; Canada List of Shipping 1877 and 1895; Mills Barges and Scows Before 1890; *Kingston Daily News* 4 May, 3 July, 7 and 23 August 1872, 3 June 1873, 1 September 1873, 7 May 1874.

WENONA see WINONA

133 **WHEAT BIN** river barge. 1870-1902. 334 tons new measurement, 320 tons register, 148.9'. 22,000 bushels capacity. Built by J.B. Auger at St. Marcel Quebec (other sources said Montreal) in 1870. 1874 rated 1 out of a possible 3 and valued at \$8,800. 1878 rated 2 and valued at \$6,500. 1884 rated B1. 1897 rated A2½, valued at \$5,700.

Judging from her name, WHEAT BIN was intended for the grain trade right from the beginning. She sprang a leak while on passage Kingston - Montreal in August 1873 and 200 bushels of grain were damaged. She went ashore in the Galops Rapids of the St. Lawrence River in 1877 while under tow by the Montreal Transportation Co. tug ELFIN, lost most of the wheat she was

carrying and suffered hull damage. She was repaired in 1881. During further extensive repairs she was given new deck planks, floor, ceiling, bilge cheeks, steam pump well, keelson and some frames during 1883-84 at Portsmouth Ontario. Noted as required repairs in 1892 and 1897. Had large repairs in 1897. She was sold in 1902 (when shown in Montreal Transportation Co. Directors' Report as "on hand but of no value"). In 1910-15 her owner was Alphonse Desrosiers of Lanoraie Quebec according to the List of Shipping, but she was not shown in the Mercantile Navy List for that period. Broken up. Her registry was closed on 4 January 1916.

J. Gaskin Letter Book 1884-86; Montreal Transportation Co. Directors' Annual Report 1902; Montreal Transportation Co. Kingston grain ledger 24 Apr-22 June 1900; Alpena Public Library Great Lakes Maritime Database; Association of Canadian Lake Underwriters Marine Register 1874; Board of Lake Underwriters (Buffalo) Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910, 1912 and 1915; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890, 1892 and 1897; Mercantile Navy List 1898 and 1904; Mills Barges and Scows Before 1890; *British Whig* 22 May 1880, 19 November 1884, 20 and 31 March 1885; *Kingston Daily News* 19 December 1869, 19 December 1870, 1 September 1873 and 7 May 1874, 6 July and 5 October 1876; *Marine Record* 7 April 1887; *Marine Review* 24 March 1898.

- 134 **WINNIPEG** composite schooner barge (C 100711). 1893-1919. 734.27 tons gross, 681.08 tons register, 179.5'. Built by Ainsley at the Kingston Ontario yard of Montreal Transportation Co. in 1893. Composite (steel band on iron frames). Originally three masts but was cut down to two by 1911 (as shown in the background of a photo of the tug POLANA (C 126930, 296 tons gross) under construction at Kingston). Round stern. 1897 value \$25,000 and rated A2½. 1903 value \$8,500. 1906 value \$7,500. 1907 value \$16,000 and rated A1½. 1908-12 value \$7,000. 1913 value \$6,500. 1914 value \$6,000. 1913-21 insurance rating 90. 1915-16 value \$5,500 (\$1,500 in improvements 1916). 1917 value \$12,000. 1918 value \$10,200. 1919 value \$8,400 and needed repairs. Restricted to waters between Port Colborne Ontario and Montreal. 1921 restricted to Lake Erie, Lake Ontario and the St. Lawrence River.

WINNIPEG sank off Farran's Point in the St. Lawrence on 15 September 1911 but was raised by Hackett. She went into the Kingston Dry Dock for repairs. She was aground again in June of 1912 and in July of 1913 grounded on the Bay State Shoal in the St. Lawrence River. Repaired in 1915, she was aground again (with the Montreal Transportation Co. barge CONDOR) near Bill Johnson's Light in the St. Lawrence in May 1917. WINNIPEG was sold "as is" in 1919 to A.A. Larocque as part of a \$75,000 package along with nine other barges.

Alphonse Arsene Larocque (1865-1936) was the managing director of Sincennes-McNaughton tugs. He bought control of the firm in 1917. Sincennes-McNaughton owned Consolidated Sand Co., Touzin Sand and Atlas

Transportation as well as other companies. Larocque became a director of the Bank of Hochelaga and president of the Montreal Dry dock and Ship Repair Co. In 1919 he bought AUGUSTUS and ten smaller Montreal Transportation Co. barges (CONDOR, DAKOTA, DORCHESTER, DUNMORE, KINGSTON, LAPWING, MUSKOKA, SELKIRK, VALENCIA and WINNIPEG).

In 1919 WINNIPEG's owner was Atlas Transportation, a subsidiary of Larocque's Sincennes-McNaughton. At least 1921-33 she was owned by Sincennes-McNaughton and then Sin-Mac. She was renamed NORTHLAND on 23 February 1924 and then COMPTON on 25 January 1926. Lewis and Neilson state that WINNIPEG was renamed WOODLANDS in 1918 but *Canadian Railway & Marine World* and *Mercantile Navy List 1923* both stated that WOODLANDS was the former American barge MIDDLESEX. The last year she was found in the *List of Shipping* was 1933.

Montreal Transportation Co. Annual Directors' Reports 1903, 1908, 1910-11 and 1913-19; Montreal Transportation Co. Charter (1917) Schedule A; Montreal Transportation Co. Directors' Minutes 14 January 1919; Montreal Transportation Co. Engineers' Logs Mary P. Hall and John C. Mann; Montreal Transportation Co. Kingston Grain Ledgers 23 April-14 July 1900, 25 April-26 July 1900, 5 May-4 Aug 1900, 27 July 1900-14 June 1901, 27 July 1900-26 June 1901, 29 June-6 Dec 1901, 8 July 1901-29 May 1902, 14 July-12 Aug 1902, 25 March-6 Aug 1903, 25 April-27 November 1903, 13 June-7 Dec 1903, 28 Aug-7 Dec 1903, 21 May-17 Dec 1904, 29 April-15 June 1905, 29 April-23 June 1905, 15 June-26 Sept 1905, 19 July-22 November 1905, 21 April-24 May 1906, 29 November 1912-8 Oct 1914, 30 Aug-16 November 1917; Montreal Transportation Co. Ships' Logs Mary May 1918, Mary P. Hall 3 June 1918-30 November 1918 and P.B. McNaughton May-Sept 1918; Alpena Public Library Great Lakes Maritime Database; American Bureau of Shipping *Great Lakes Register 1919* and *1921*; Bascom and Gillham *Early Ships of Canada Steamship Lines*; Bureau Veritas *Great Lakes Register 1913* and *1914*; Canada *List of Shipping 1895* and *1910*; Green's *Marine Directory of the Great Lakes 1916*; *Inland Lloyd's Vessel Register Canadian Hulls 1897*; *Inland Lloyd's Vessel Register 1907*; Lewis and Neilson *The River Palace*; *Lloyd's Register 1919*, *1920* and *1922*; Marine Museum of the Great Lakes *Canadian Ship Registers on line*; *Mercantile Navy List 1897, 1919, 1921, 1923, 1925, 1927* and *1933*; *British Whig* 4 November 1911; *Detroit Marine Historian* February 1953; *Marine Review* 22 March 1894 and 24 March 1898.

- 135 **WINONA** river barge (C 70295). 1883-1890. 250 tons new measurement, 227.23 "unit tons", 121.0'. Capacity 16,000 bushels. Built by F. Cantin at Quebec City, launched in June 1874. No masts. Round stern. 1878 rated 1 and valued at \$6,000. 1882 rated A2 and valued at \$5,000. 1884 rated A2.

WINONA's first owner that could be found was Thomas Workman of Montreal. By 1877 she was owned by Coulthurst (St. Lawrence & Chicago Forwarding) and she came to Montreal Transportation Co. in 1883 when they took over that firm. She got some new frames in 1885. Condemned in 1886. She was rebuilt in 1886-87. In 1891-1915 her owner was shown as Francois Sauve of Beauharnois Quebec. She was removed from the register on 26 August 1916 as she was presumed to be "out of existence".

J. Gaskin Letter Book 1884-86; Alpena Public Library Great Lakes Maritime Database; Board of Lake Underwriters Lake Vessel Register 1878; Canada List of Shipping 1877, 1895, 1910 and 1915; Directory of the Marine Interests of the Great Lakes 1884; Inland Lloyd's Vessel Register Canadian Hulls 1890 and 1892; Marine Museum of the Great Lakes Canadian Ship Registers on line; Mercantile Navy List 1876, 1882, 1891 and 1914; *British Whig* 24 May 1881, 13 July 1882, 11 May 1885, 27 April 1886 and 1 April 1887; *Kingston Daily News* 22 June 1874 and 28 August 1876; *Marine Record* 7 April 1887.

CANADIAN TOWING AND WRECKING CO. LTD. of PORT ARTHUR:

A.E. Conmee and A.F. Bowman were the founders of this firm, but James Whalen, who was related to Conmee by marriage and was an investor in marine and lumber businesses at the lakehead [see definitions], bought control of Canadian Towing & Wrecking Co. in 1906. James Playfair was also involved in the business. In 1916 Whalen gained control of the Western Dry dock and Shipbuilding Co. of Port Arthur and Western Dry Dock apparently then became the manager of Canadian Towing & Wrecking Co. Whalen operated three tug-owning firms at the lakehead [see definitions] - Thunder Bay Contracting Co., Great Lakes Dredging Co. and Canadian Towing and Wrecking Co. In 1917 50% of Canadian Towing & Wrecking Co. was purchased by Montreal Transportation Co. Of the remainder, 25% was then held by Reid Towing & Wrecking of Sarnia (at the time controlled by R.M. Wolvin of the Canada Steamship Lines syndicate), 15% was held by Reid Towing & Wrecking of Port Huron (also controlled by R.M. Wolvin) and 10% was held by J.W. Wolvin who was the brother of R.M. Wolvin. The total cost of the Montreal Transportation Co. share of the firm was \$315,000. For operational purposes, Canadian Towing & Wrecking Co. appears to have been absorbed into Reid Towing & Wrecking by 1922. Canada Steamship Lines inherited Montreal Transportation Co.'s 50% direct ownership of Canadian Towing & Wrecking Co. but sold it in 1924 as the firm had not made a profit since 1920. The purchaser of Canada Steamship Lines's shares was probably Sincennes-McNaughton. A new firm that was partly owned by James Whalen was created to consolidate the Canadian Towing & Wrecking Co. vessels with those of Dominion Towing of Sault Ste. Marie. The new firm was named Dominion Towing & Salvage.

REID TOWING & WRECKING CO. LTD. of SARNIA:

The relationship to Montreal Transportation Co. of a fifth firm, Reid Towing & Wrecking, is less clear. Reid was an American firm based in Port Huron Michigan that had been heavily involved in Georgian Bay timber towing. Reid had a dry dock in Port Huron Michigan that was 275' on the blocks. A subsidiary, Reid Wrecking & Towing Co. Ltd., was incorporated in Sarnia Ontario in 1903 because the Ontario government had restricted Georgian Bay timber towing contracts to Canadian firms. Canada Steamship Lines took over the Sarnia business in 1917. At that time Canada Steamship Lines owner R.M. Wolvin was president and J.T. Reid was

manager. Reid T&W, in turn, owned 35% of Canadian Towing and Wrecking from 1917 when 50% was owned by Montreal Transportation Co. In 1919 Reid's head office was at the same address as the Canada Steamship Lines head office in Montreal. The 1922 Canada Steamship Lines organizational chart shows Reid as a subsidiary of Montreal Transportation Co.

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All newspapers were read on line, mostly through the Maritime History of the Great Lakes at Kingston website. Rick Neilson is responsible for the online newspaper citations that were invaluable in compiling the annotations in this list. Some of the *Scanner* citations are from the compiler's own library but most were read at the Marine Museum of the Great Lakes. *Canadian Railway & Marine World* was accessed at the Marine Museum of the Great Lakes, the Rutherford Library of the University of Alberta and at the Douglas Library of Queen's University. Montreal Transportation Co. vessel and other operational ledgers from 1916 to 1921 (in other words, while the Montreal Transportation Co. fleet was under Canada Steamship Lines management) are in the Marine Museum of the Great Lakes archives. Montreal Transportation Co. business records are in the Queen's University archives. An almost complete run of *Lloyd's Register* from the very beginning to the end of the print version was found by putting together the holdings of the Marine Museum of the Great Lakes and the Royal Military College libraries.

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