

mainland for 22 seasons, the steamship PELEE will not likely travel the Lake Erie route this season. Federal Government tenders were called yesterday for steamship or motorship service between the Island, Leamington and Kingsville, Essex County towns.

"Dominion Government subsidy for the route has been reduced from \$8,250 to \$7,000. Frank Harris, president of the Windsor & Pelee Island Steamship Company, said the PELEE would not operate for any amount less than that received last year. Specifications call for a minimum of six round trips each week until the close of navigation, weather permitting. Contractors must, during the period of open navigation, carry the mail free of charge from such post offices on the mainland as may be designated to Pelee Island, 14 miles out on Lake Erie. At present, mail is being taken to the Island in a fishing tug."

Captain McQueen jumped on this situation, which he appears to have precipitated himself anyway, and submitted the successful bid to run the Island ferry service. Accordingly, WAUBIC was the Pelee Island boat for the 1937 season, while PELEE remained in lay-up. This situation did not sit easily with the owners of PELEE, and the Harris interests circulated a petition amongst the Islanders, seeking to have WAUBIC removed from the run. Things got so hot that the office of the Director of Trade Routes and Steamship Subsidies instituted an investigation into an official complaint against the operation of the WAUBIC. Nevertheless, WAUBIC remained on the route for the duration of the 1937 season.

It may have been nothing more than a coincidence, but on the night of Tuesday, January 18th, 1938, while WAUBIC was in winter quarters at Kingsville, she was severely damaged by fire. When navigation opened in the spring, McQueen had WAUBIC towed down to the Muir Bros. shipyard above old Lock One at Port Dalhousie, and there she was rebuilt. Renamed (b) ERIE ISLE, she was back in service on western Lake Erie during July of 1938.

From April until ERIE ISLE was available, the Pelee Island service was run by the wooden-hulled steamer ISLET PRINCE (C.122436), (a) MARIPOSA (U.S.93330) (09), (b) BON AMI (25), which had been built in 1902 at Manitowoc, Wisconsin, by R. T. Rogers. The U.S. register showed this steamer to be 93.6 feet in length, but the 1937 Dominion List showed her to be 105.0 x 24.5 x 8.0, 245 Gross Tons and 142 Net. McQueen acquired ISLET PRINCE from John Tackaberry, of Lion's Head, Ontario, specifically to fill in for the absent WAUBIC/ERIE ISLE, but once ERIE ISLE was back on the Pelee Island run, ISLET PRINCE was sold. She did not last long, for she burned at Southampton, Ontario, on July 19, 1938.

There seems to be some difference of opinion amongst sources as to what PELEE and ERIE ISLE did for the next few years. It seems certain, however, that ERIE ISLE ran the Pelee Island service for the duration of the 1938 season and, like PELEE had, went across to Sandusky on Fridays, just as she had the previous year as WAUBIC. McQueen appears to have held on to the government tender for the 1939 and 1940 seasons, but whether PELEE remained idle throughout those years is not certain. At any rate, it would seem that the Harris interests won back the contract to run the ferry service for the 1941 season, because PELEE was sent to drydock late in 1940 in preparation, while McQueen sold ERIE ISLE to off-lakes buyers in May of 1941.

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And there, dear readers, we leave the story of PELEE until next month, when you'll find out all about storms, slot machines, Sunday beer and <gasp!> smuggling and vandalism. In the meantime, we extend sincere thanks for their assistance to Ron Beaupre, Alvon Jackson, Alan Mann, Jack Messmer, Gerry Ouderkirk and Frank Prothero, and acknowledge the writings of Gordon Wendt and Theodore Ferris. Full credits will appear next month. Meanwhile, who has a good photo of ERIE ISLE or of WAUBIC in McQueen's service?

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