

at Sturgeon Bay, of the wooden-hulled steamer HENNEPIN (I), (a) GEORGE H. DYER (96), into the first Great Lakes self-unloader equipped with elevating equipment and an unloading boom.

As a result of her acquisition by Smith, MARY H. BOYCE became a member of what was known as the Green Fleet (probably because of the colour of the vessels' hulls). Frank W. Smith was a prominent shareholder in this fleet, along with James C. Wallace (of the American Ship Building Company) and a number of other Milwaukee and Lake Michigan shipping men. It was at the time of this sale that the registry port of MARY H. BOYCE was changed from Grand Haven to Milwaukee.

MARY H. BOYCE carried a wide variety of cargoes for her new owners, but in 1907 she was used to perform a very unusual duty. During the early part of that year, the American Ship Building Company yards at Superior, Chicago, Wyandotte, Lorain and Cleveland were hit by labour unrest which culminated in full strikes by the yard workers in March. James C. Wallace, as head of the shipbuilding firm, did everything he could to break the strikes in order that the company might be able to fulfill its many contracts, and by May and June, the workers' resistance had ended at all of the yards except the one at Chicago.

At the latter plant, however, lay the hull of the big steel steamer THOMAS LYNCH, which was under construction for the Pittsburgh Steamship Company, and which had been launched about the time that the labour problems were reaching a head. Despite the strike, the company managed to get the LYNCH far enough along by May that she could be taken to another of the AmShip yards for completion. The little MARY H. BOYCE was engaged to tow the big hull and she took her all the way from Chicago to the Lorain shipyard, where the LYNCH had her machinery installed and her cabins fitted out. The tow must have been a difficult one indeed for the BOYCE...

The little steamer apparently did work at various times for AmShip, no doubt because of the "Wallace connection" to her ownership, and eventually the shipbuilder came to the conclusion that it should acquire the BOYCE. Accordingly, MARY H. BOYCE was purchased by the American Ship Building Company on July 5, 1912, and on August 28, 1912, her port of registry was changed from Milwaukee to Cleveland. She then was kept busy hauling all sorts of materials required by the AmShip yards, and she probably attended to a few more towing jobs as well, although none as major as the long tow of the LYNCH.

On Dominion Day (July 1st), 1908, the Canadian government implemented a duty of 25% on the value of repairs done to Canadian vessels in U.S. shipyards. AmShip concluded that it could garner a lot of Canadian ship repair business by opening a subsidiary shipyard in Canada, and accordingly the Western Ship Building & Dry Dock Co. Ltd. was formed. It constructed a new shipyard at Port Arthur, Ontario, which was opened to business during 1911.

Hull 6 of the Port Arthur yard was the big passenger and package freight steamer NORONIC, which was built in 1913 to the order of the Northern Navigation division of the Richelieu and Ontario Navigation Company Ltd. (which was merged into the newly-formed Canada Steamship Lines Ltd. before NORONIC was completed). The steel plates for the construction of NORONIC were rolled in Cleveland and then were loaded aboard MARY H. BOYCE for delivery to the shipyard at Port Arthur. Considering the small size of the BOYCE, it undoubtedly took her many trips to move all of the NORONIC's plates up the lakes.

Vessel sales reports published by the Lake Carriers' Association indicate that on February 28, 1916, MARY H. BOYCE was sold by the American Ship Building Company to Peterson and Collinge, apparently for the princely sum of one dollar. Peterson and Collinge were, in fact, Capt. F. J. Peterson, of Oswego, New York, and George A. Collinge, of Conneaut, Ohio.

Almost immediately, the new owners resold MARY H. BOYCE to the Ontario Transportation and Pulp Company Ltd., of Thorold, Ontario, which had been