

the vessel, and so many people went aboard that the sum of 115 pounds could be donated to the Liverpool Sailor's Orphanage. A photograph of the WETMORE, showing her lying at the East Prince's Half Tide Dock in Liverpool, recently was published in the British marine magazine "Sea Breezes".

Once she had unloaded her cargo of North American wheat at Liverpool, the WETMORE crossed the Atlantic again, apparently in ballast this time. She made the voyage in safety, proceeded to Wilmington, Delaware, and there loaded cargo for Puget Sound, on the West Coast. The WETMORE became an important part of plans to establish a new city, named Everett, at the mouth of the Snohomish River, in the State of Washington. The 2,200-ton cargo of the WETMORE contained many materials essential to the establishment of the new townsite, and also to build another whaleback steamer which was to be put together on the West Coast rather than at West Superior.

In his autobiography, McDougall stated: "In her cargo were desks for the school, a pulpit for the church, two sawmills, tools for the shipyard, paper mill machinery, nail factory machinery, and various materials for small manufacturing plants." CHARLES W. WETMORE, after loading this unusual cargo, set off southward, rounded the Horn of South America, and then proceeded north to Puget Sound. The trip was made in safety, lasting 72 days, and the steamer consumed twelve tons of coal per day as she made the long voyage.

When the WETMORE reached Puget Sound, Captain McDougall was there with his entire work camp. The men were waiting at a site from which they could see her make her approach to the mouth of the Snohomish River, and McDougall fed them with boiled Puget Sound crabs. Captain McDougall recalled: "When the WETMORE was sighted... we raced across country (on horseback) to see her make her landing in the river.

"At her destination she went eight miles up the river, through what had been an Indian reservation, where no craft but the Indian canoe had ever parted the waters, and made a landing at a temporary dock as sweetly as you please, as though that landing in the wilderness were the foot of Forty-Second Street, New York City."

Amongst the other cargo in the holds of the WETMORE lay some of the materials intended for the construction of yet another whaleback steamer. McDougall had a small shipyard built at Everett, and there the Pacific Steel Barge Company launched the 346-foot whaleback CITY OF EVERETT on September 13, 1894. McDougall gave her Hull Number 145, continuing his sequence of numbers from the lake shipyard. In 1895, CITY OF EVERETT distinguished herself by sailing across the Pacific Ocean with much-needed food for famine relief in India. From there, she sailed through the Suez Canal and on to the East Coast of the United States. CITY OF EVERETT was the first American steamer to transit the Suez Canal, and also the first to sail from the U.S. West Coast to the U.S. East Coast on a westbound voyage.

As a matter of interest, CITY OF EVERETT passed into the ownership of Standard Oil in the early years of the new century, was converted to a tanker about 1904, and disappeared with all hands in the Gulf of Mexico whilst on a voyage from Santiago, Cuba, to New Orleans, Louisiana, during October, 1923.

The ownership of CHARLES W. WETMORE was transferred on May 28, 1892, to the Pacific Steel Barge Company. At about this time, she was hauled out at an unidentified West Coast shipyard (perhaps at her owner's own Everett yard, but more probably at Coos Bay, Oregon), where some repairs and modifications were made. Four small new turrets were erected on the spar deck, evenly spaced between the old forward turret and the after cabin. The old fore and main masts were removed, and five heavy and tall pole masts were fitted, one just abaft the forward turret and one rising up from each of the new turrets. Also added were catwalks running between the turrets and back to the forward end of the upper deck aft to provide a more safe route for crew having to move forward or aft during heavy weather. At first, there were no cargo booms on any of the masts (or so a pre-relaunch photo would suggest)