

terday, some covered with ice, others covered with snow, and all proceeding cautiously. A fleet of eight or nine vessels, upbound, rode out the storm at Whitefish yesterday afternoon and evening, but late at night they weighed anchor and went up the lake."

QUEDOC and KAMLOOPS sailed together across Lake Superior, taking the northerly route to Passage Island. They were observed by Capt. Harry Lavers of the Algoma Central steamer J. FRATER TAYLOR as she passed downbound. The following statement from Capt. Lavers appeared in the "Owen Sound Daily Sun Times" on December 14th: "I passed quite close to the KAMLOOPS somewhere between Caribou Island and Michipicoten Island, and while it was blowing fairly hard at the time, I did not think there was any danger, although I thought about her safety after we had passed her. There was another freighter going with her, but she was some little distance away, and I could not say what boat it was, but I know that one of the two boats was carrying quite a heavy deck load, and I am of the impression that it was the one nearest to us, which would be the KAMLOOPS."

Some sources would later say that the deck load observed aboard KAMLOOPS included coiled fence wire, and this would appear to be confirmed by a letter that KAMLOOPS' chief engineer, J.A.C. Hawman, of Collingwood, sent home to his wife from the Soo. He remarked that there was a printing press for the Fort William newspaper stowed on the 'tween deck, and big spools of wire on deck. He stated that the deckload already was all iced up, but that the steamer was heading out that day for the Lakehead.

No matter what the deck load contained, there was great danger in carrying anything on the exposed deck in such extreme weather conditions. Deck cargoes are notorious for collecting heavy accumulations of ice as spray is blown across the deck or waves break right over a ship, the weight of that much ice topside, in addition to the ice that may gather on exposed deck-houses, may adversely affect the stability of a vessel.

Capt. Roy Simpson, of the QUEDOC, would later describe an event which took place on the evening of Tuesday, December 6th. His report appeared in the December 14th edition of the "Montreal Gazette". "'On December 6, we were below Isle Royale, the QUEDOC was leading and the KAMLOOPS was one quarter mile astern. At 10 o'clock Tuesday night, the lookout on the QUEDOC suddenly saw a dark mass ahead and gave the alarm immediately.

"'The QUEDOC turned sharply to starboard to avoid running head on into the rocks, at the same time blowing the danger signal to the KAMLOOPS. A north gale was blowing. There was a heavy sea and it was rough going. The visibility was very poor on account of frost fog. It is not known if the KAMLOOPS saw the rocks or heard the signal. The KAMLOOPS had no wireless aboard.'

"The pilot house of the QUEDOC is higher than the pilot house on the KAMLOOPS and for that reason it is thought by Captain Simpson and the crew, the KAMLOOPS may not have seen the rocks."

Early on December 7th, the storm warnings were raised again around Lake Superior as yet another winter storm moved in from the northwest bringing bitter cold, high winds at first from the northeast, and snow. Visibility was severely reduced by frost fog coming up off the water. The temperature dropped to 10 degrees Fahrenheit below zero. The wind shifted to the northwest and increased in velocity to peak at 80 miles an hour. The storm continued unabated well into Thursday, the 8th, and the temperature fell to -18°F. at Duluth. For a period of thirty-six hours, no ships arrived at the Canadian Lakehead. As might have been anticipated, damage reports soon began to come in and the press was full of stories of ships in distress.

The Algoma Central bulk carrier AGAWA (I) had locked down at the Soo at 4:30 p.m. on December 6. She was on her last trip of the year and was carrying a storage cargo of 200,000 bushels of wheat. Caught by the storm in northern Lake Huron in the early morning hours of Wednesday, December 7th, she slid her bow onto the reef at the entrance to Michael Bay, on the south shore of