

The "Detroit Free Press" reported on November 10th that divers have located and identified the wreck of the 1846-built, beam-engined, sidewheel steamer DETROIT in more than 200 feet of water in Lake Huron off Point aux Barques. The passenger and freight steamer, owned by the Ward Line and operating under charter to the St. Mary's Falls Ship Canal Company to carry supplies for the construction by Charles T. Harvey of the first Soo locks, was sunk in May of 1854 when she was struck, in foggy weather, by the sailing vessel NUCLEUS. The wreck is reportedly in good condition, considering its age.

The U.S. Coast Guard is investigating an October 1st accident off South Bass Island in Lake Erie, in which two teenagers were killed. They were in a small fishing boat which was struck by the barge KELLSTONE 1, being pushed by the tug FRANK PALLADINO JR. Two other occupants of the boat survived.

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THE END OF JACQUELINE

Last issue, we featured as our Ship of the Month No. 215 the small passenger steamer HIAWATHA, which was built in 1874 at Dresden, Ontario, and was operated for many years by W. B. Clark, of Sarnia. HIAWATHA ran on the service between Wallaceburg and Sarnia, and did many special excursions, but she was best known for her later years of operation on the ferry route across the St. Clair River between Sarnia and Port Huron. Then, when that was finished, she went northward in 1930 and spent three years running the short ferry route that connected the highway from Espanola, Ontario, to the Manitoulin Island town of Little Current.

During the course of the HIAWATHA story, we mentioned a number of other vessels whose careers were connected with that of HIAWATHA. One of them was the wooden-hulled, diesel-powered, open-decked, double-ended ferry JACQUELINE, which was built in 1933 at Midland to replace HIAWATHA. JACQUELINE herself only ran the route until 1945, when a railway bridge was adapted to carry highway traffic into Little Current.

We noted that JACQUELINE met her end in the late 1940s, when she was beached in sinking condition on the north side of Clapperton Island, and that her bones were left to rot there. It had been reported to us that her loss was attributed to "overloading". There is, however, more to the story than that, and we are pleased that a T.M.H.S. member, Capt. John Tackaberry, of St. Catharines, has come forward to help us get the full story on the record.

What actually happened was that the Owen Sound Transportation Company passenger steamer MANITOULIN, (a) MODJESKA, had run aground on Clapperton Island during the course of one of her regular "Turkey Trail" trips. (We believe that this occurred in 1947.) The little JACQUELINE, owned by a local supply company, was taken to the scene for use as a lighter in the removal of part of MANITOULIN's cargo.

She did her work well, but in the course of this heavy duty, she was loaded rather deeper than normal. This meant that seams in her wooden hull that normally were above the waterline, and thus were not as tight as those continually immersed in the water, were submerged. Anything but tight enough to withstand such immersion, those seams began to leak badly, and JACQUELINE was beached on Clapperton Island. There she was left to rest, and for many years, her pilothouse was visible above the water.

Our thanks to John Tackaberry for this addition to our story, and to Gordon Shaw for suggesting the date of the accident. We never cease to be amazed at the amount of material that our members can provide to us, and we are exceedingly grateful for the assistance that they give us in filling out our features and providing follow-ups to our articles. So look for even more about HIAWATHA in the January issue!

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