

but she still was listed (most certainly erroneously) as a steamer, and under the name "THERESE F.". In fact, this appears to have been a misprint, and there is no indication that the vessel ever bore that exact name.

The 1940 List of Shipping, apparently more accurately reporting the situation, listed the vessel correctly as the barge (c) THERESE T., still owned by Sorel Harbour Tugs Limited, and with a Net Tonnage of 693. The 1940 season, however, probably was the last for her under that ownership, for soon afterward, she was sold "up the river".

Late in 1940, or perhaps in 1941, THERESE T. was sold to J. F. Sowards, of Kingston, who over the years had operated a variety of small and usually elderly vessels, primarily in the coal trade around the eastern end of Lake Ontario. During the 1941 and 1942 seasons, the Sowards-owned steamer PATDORIS generally towed THERESE T. in the coal trade from the south shore of the lake into Kingston.

However, PATDORIS went out to salt water during World War Two, and Sowards was out of the shipping business by 1945, no longer able to make the small shipping venture pay its way. The 1944 and 1946 editions of the List of Shipping showed THERESE T. as a barge, 174.6 x 33.5 x 14.5, 693 Net Tons, with her registered owner being the Toronto General Trusts Corp., Toronto. We are not certain whether this was a receivership situation, or perhaps a repossession by a mortgagee.

We probably never will know the full story, nor what finally happened to the remains of MYLES/CATARACT/THERESE T. The hull reportedly lay at Kingston for some years before it was dismantled, but we have no details as to when she actually went out of service or what really did happen to her remains. Suffice it to say, however, that she undoubtedly lasted a great deal longer than could have been anticipated by A. M. Robertson when he built her at Hamilton back in 1882.

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Ed. Note: We are very grateful to our T.M.H.S. secretary, John H. Bascom, for gathering together the material for this feature while your Editor was deeply involved in the intricacies of putting a new foundation under a 56-year-old wooden "cottage" sitting on a rather mobile sandbar, and then went gallivanting on riverboats! Of particular assistance in the feature's preparation was the unpublished manuscript, Hamilton Harbour 1826-1901, by T.M.H.S. member Ivan S. Brookes, of Hamilton. Our thanks to member Ronald F. Beaupre for the photograph of the rebuilt MYLES in the harbour at Kincardine, Ontario.

If any of our members can fill in any of the gaps in our story with written or photographic material, particularly in the 1910-1918 period, or from 1924 onward, we would be very pleased to hear from them so that we might complete the history of this famous steamer.

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ADDITIONAL MARINE NEWS

The currents of Toledo's Maumee River claimed another victim on the evening of November 14th. Departing the Cargill elevator and assisted by the G-tugs NEW HAMPSHIRE and OREGON, the ALGONORTH made the 90-degree port turn but failed to line up with the draw of the Conrail swing bridge ahead. She put her bow in the mud, with her stem up against a fixed span of the bridge, while her stern swung over against MURRAY BAY, which had been loading at The Andersons elevator. The two tugs held ALGONORTH all night against the swollen river to prevent further damage to the bridge, and on the evening of the 15th, the tugs, assisted by LOUISIANA, WISCONSIN and TUG MALCOLM, were able to free the ship and take her back up the Cargill dock. ALGONORTH finally departed on November 17, after Coast Guard inspection and the subsiding of the river flow. Some rail traffic over the bridge was delayed.

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