

Readers will recall that, in our December issue, we featured as our Ship of the Month No. 200, the wooden freighter MYLES (06), (b) CATARACT (39), (c) THERESE T. We did the best we could to detail the history of this interesting steamer, but there remain many unanswered questions concerning the vessel, and we still are hoping that our readers will be able to come up with some of the answers for us.

One member who has provided invaluable further material is Alan Mann, of Wallaceburg, Ontario. He graciously has shared with us a photo which came from his father's collection. Dated 1890, it shows MYLES berthed at the Steinhoff & Gordon Mill at Wallaceburg. This mill was run by Capt. J. W. Steinhoff and his nephew, D. A. Gordon, both of whom had lake steamers named for them. These gentlemen were involved in the glass, sugar and brass trades, as well as the lake shipping business.

Seen alongside MYLES in the photo are the steam tugs GRACE (her registered name was GRACE DARLING) and ARIADNE. The GRACE (DARLING) was owned by John Wm. Taylor and Hiram Little, of Wallaceburg, built in 1884 and dismantled in 1902. ARIADNE, owned by Steinhoff, was built in 1885 and was abandoned after stranding on Point Pelee in 1916.

We would like readers to compare carefully this photo of MYLES with the views on the front of our December photopage. The Mann photo obviously can be placed in time between the 1886-1887 Kingston affair and the occasion (we have guessed it was in the late 1890s) when MYLES was photographed at Kincardine, Ontario.

It will be noted that her pilothouse has been enlarged, and she has the new, squared texas cabin, not the original one with the pointed forward end which can be seen particularly well in the photo in the ice at Kingston. She still has her grey (?) hull, and the name is still down on the main deck rail although it is painted in a much less ornate fashion than it was at the time of the 1886 sinking.

The single fidded mast is still present and it still carries auxiliary sail; the second (new main) mast visible in the Kincardine photo has not been added. There is a deckhouse set on the spar deck somewhat abaft the texas, and this may be the three-windowed part of the old deckhouse that was left by the salvage crews when the ship was being raised at Kingston. (Compare the first and second views on the December photopage to see the stripping work that had to be done before the aft section of the steamer could be cofferdammed by the salvagers.)

It should also be noted that the Wallaceburg photo shows a small boiler-house (not full cabin height) under the smokestack, something that certainly does not seem to be visible in the Kincardine photo. Also, there is no stern cabin on the upper deck at all.

We are now disposed to wonder whether the version of MYLES which we see in the Wallaceburg is what emerged from the reconstruction at Kingston following the November 2, 1886, sinking and the salvage efforts of the following winter. If so, then she probably looked like this for nine seasons, or until her further reconstruction over the winter of 1895-1896, at which time she was made to look as she did when photographed at Kincardine.

If any other readers have material, written or photographic, touching on this interesting ship, we should be pleased to hear from them. Of particular interest would be a photo of the boat as the barge THERESE T., or any additional information concerning her activities during the years when she was sailing under the name CATARACT. Our readers are very good at ferreting out obscure information and perhaps they will produce something good for us in this case.