

MYLES REVISITED - YET AGAIN!

Our Ship of the Month No. 200, which appeared in the December issue, was the wooden-hulled freight steamer MYLES (06), (b) CATARACT (39), (c) THERESE T. We commented at length concerning the appearance of the steamer at various stages during her career, and then in the January issue we presented a follow-up article, accompanied by an additional photograph of MYLES as she appeared in 1890 when she was photographed at Wallaceburg, Ontario.

Now, courtesy of Ron Beaupre, we have yet another photo of MYLES, which we are pleased to present in this issue. It was taken at Kincardine, in almost exactly the same spot as the Kincardine photo that we ran with the original feature back in December. But check out the steamer's appearance!

She still has the tall, fidded foremast in this "new" photograph, and she sports the new mainmast which she did not have in the 1890 photo. She also still has the deckhouse on the spar deck abaft the texas, which she showed in the Wallaceburg view, but now she has another small cabin behind the deckhouse, and this does not show in ANY other photo which we have presented earlier. In addition, she still has the low-rise boilerhouse that was in the Wallaceburg photo, and has not yet received the big upper cabin aft which was so evident in the later Kincardine picture.

So when did all these various changes happen? Good question! We now are more confused than ever. We do know that she was rebuilt in 1896, and had been listed in 1892 as "requiring repairs", but more than that we cannot say with any degree of certainty. We'll just have to assume that she went through an ongoing series of reconstructions in the decade or so following her November 2, 1886, sinking at Kingston.

We should also mention that we have received from member Pat Labadie, of the Canal Park Marine Museum, of Duluth, a photocopy of yet another photograph of MYLES which shows her with exactly the same cabin and mast configuration (we believe) as in the Beaupre photo in this issue. An interesting stern view, attributed to the Thunder Bay Historical Society and allegedly taken at a Fort William elevator, it shows MYLES loading grain, while along the outboard side of her is her consort schooner-barge T. R. MERRITT.

(The MERRITT [C.72212], 138 feet in length, was built in 1874 by Andrews at St. Catharines. In 1895, she was owned by Sylvester Neelon and registered at St. Catharines, although by 1899 her owners were listed as the Mackays of Hamilton. She was lost on September 12, 1900, on eastern Lake Ontario, a victim of the tail end of the storm better known as the Galveston Hurricane.)

We have been able to discover evidence of yet another accident which befell the oft-hapless MYLES. Ron Beaupre provided us with a transcript of a 1901 Marine Protest, which came to him from correspondent Pat Folkes, of Willowdale, Ontario, who in turn credited the document to the Archives of Ontario. Nevertheless, as Ye Ed. writes these words, he is reading directly from the actual original Protest, which is part of the collection of the late and famous C.P.R. Commodore, Capt. James F. McCannel, which is now in our possession. It came to us, for use in the preparation of "Scanner" material, through the courtesy of James D. McCannell, one of the sons of the late Captain, and brother of our late T.M.H.S. member, R. T. "Scotty" McCannell.

Please understand that the incredibly nasty punctuation and grammar are that of the original Protest, and we have altered the text only where absolutely necessary to make the narrative understandable.

The Protest was sworn before George Moberly, Notary Public, at Collingwood, Ontario, on June 15, 1901, before whom "personally appeared James Dix, master of the Steamer MYLES, of Hamilton, Ont., of the burthen of 742 tons, and brought with him John Black, mate on board of the steamer, (and) Overton Dix, second mate said steamer, each of whom do solemnly declare and say as follows: