

"That the said vessel being tight staunch and seaworthy, and well and properly found and manned left the port of Fort William, Lake Superior, on Saturday the 8th day of June A.D. 1901, at the hour of 7 O'Clock P.M., loaded with 42,000 bushels of wheat and bound for the port of Depot Harbor on the Georgeon (sic) Bay.-We had fine weather and a good run all the way down. We arrived at red rock at 7 O'Clock A.M. of the 11th June and after passing red rock and about two miles inside and running by the Government chart, a buoy that was marked of the chart was not there and in consequence of having no guide at this point we got out of the channel which is very crooked at this place; we struck a rock and the bow went out about 2 feet which caused the vessel to leak badly, immediately started pump (steam pump), there was about 3 feet of water in hold, the pumps were able to keep it from raising (sic) any higher.

"We were then about 15 miles from Parry Harbor, and the Captain, second mate and 3 of the crew started for Depot Harbor, to get assistance, started at 7:30 A.M. on the 11th arrived at 10:30, telegraphed to the insurance company the position of the vessel, Co instructed the Captain to engage James Playfairs wrceking tug and appliances which the Captain did, -The tug HARVEY NEELON with lighter and pumps arrived at vessel between 6 and 7 A.M. of the 12th. -lighted out about 5,000 bushels of grain in one lighter and we put 11,000 bushels in the second lighter, in the meantime the Tug RELIANCE (from the same wrecking plant) came with two more steam pumps, we used two of the pumps belonging to the Playfair company, and held the water from rising, when we had removed the 11,000 bushels the steamer RELIANCE pulled vessel off without any trouble with quite a light pull, -We then proceeded to Depot Harbor and delivered 33,212 bushels of dry grain on the 14th June, at the elevator, the remaining 8,798 bushels we brought to Collingwood where we arrived at 5 O'Clock A.M. on the 15th of June, where we came to get on the Dry Dock for repairs."

We have been able to locate two additional references to matters involving the steamer after she had been renamed (b) CATARACT. "Canadian Railway and Marine World" reported on Page 209 of its issue of April, 1912, that CATARACT had been purchased by the Port Colborne & St. Lawrence Navigation Company Ltd., of Toronto, for use as a lighter at Montreal.

Then, the same publication reported that CATARACT was involved in a collision with the steamer JOHN B. KETCHUM 2nd on November 8, 1923, in the Cornwall Canal of the St. Lawrence canal system. The report gave no details of the occurrence, except to say that the KETCHUM was severely damaged.

In our original article and also in the follow-up, we indicated that we were extremely anxious to obtain any existing photograph of the steamer in her latter days when she was the barge THERESE T., running coal on eastern Lake Ontario. Member Ralph Roberts, of Saginaw, Michigan, came up with an excellent view, which we have included on our current photopage. It shows THERESE T., her name just faintly legible on the taffrail, lying abandoned at Kingston. It will be noted that the cabins visible on her stern obviously are the same cabins which were serving as texas and pilothouse forward in the 1918 Buffalo Dry Dock photo, although without the bridge deck overhang and stanchions, and with all the glass now gone.

When Ralph so kindly provided the print of THERESE T. for use in "Scanner", he indicated the date of the picture to be 1948, but this we rather doubted because we had no definite indication that THERESE T. had lasted quite that long, although we did know that she was still at Kingston in the mid-1940s.

However, subsequent to sending our photopage pictures and captions to the printer, we received correspondence from C. Patrick Labadie, which we already have mentioned earlier in this piece. Pat provided us with yet another copy of this same photograph of THERESE T., indicating that it had come from the collection of the late T.M.H.S. member, Capt. Frank E. Hamilton, that collection currently being housed at the R. B. Hayes Presi-