

some way they got a line in her wheel. The sea was running high and the wind blowing hard, and both vessels dropped anchors, the masters concluding to remain where they were until morning. A tug which went out to ascertain what was the matter encountered such heavy seas that she returned with a foot of water in her firehold."

The same paper, in its edition of June 28, 1893, reported that "The CALEDONIA is aground below the St. Clair Flats Canal. The wrecker SAGINAW is working at her."

Three items printed by the "Buffalo Enquirer" in the spring of 1894 have to do with CALEDONIA working in the grain trade that season. The March 14 edition carried a Cleveland item: "The stms. CALEDONIA and ITALIA of the Corrigan fleet were chartered here Monday (March 12th) for the season to carry grain from Washburn to Buffalo. It is said the boats will receive \$9,000 free of everything for the season's work."

On April 12th, the paper printed a slightly different version of the story: "The stms. ITALIA and CALEDONIA have been chartered for the season to J. M. Jenks & Co., to trade between Washburn and Port Huron. The two boats take the place of the UGANDA, which was in that trade last year."

Then, on May 23, 1894, the "Enquirer" carried a report from Chicago: "About 200,000 bu. corn was placed for Buffalo at 1½ cents. The CALEDONIA was among the charters."

The Summer, 1992, issue of "Inland Seas" (Great Lakes Historical Society) ran a list of casualties in connection with a storm which occurred on May 17 through 20, 1894. We quote: "Schooner LEM ELLSWORTH (U.S.140062) was launched at Milwaukee in 1874. 340 g.t.; 138 x 26 x 11. Captain John Wilson. Homeport: Detroit. Estimated loss: \$10,000. The skipper of the steamer CALEDONIA, which passed her in the St. Mary's River on the evening of the 14th, reported that the ELLSWORTH was riding very low in the water and appeared to be overloaded."

CALEDONIA received a major rebuild at Duluth, Minnesota, in 1900, and it would appear that it was at this time that the depth of her hull was changed from 13.9 feet to 24.7 feet. In our original feature, we commented upon the change in depth as shown by the various shipping registers, and wondered how such a change in the depth of a wooden hull could be accomplished. We speculated that it might have resulted from a register error, but such is not the case because the first depth of 13.9 feet is shown on all four of the steamer's enrollments prior to the turn of the century. The increased depth is shown on CALEDONIA's new enrollment at Cleveland (no. 36), which is dated January 25, 1901.

The rebuild of CALEDONIA was said to have added new deck beams and decking, a water-ballast system and steam pumps, according to the 1902 Inland Lloyd's. Another source has suggested that a new deck and cabins were added, but CALEDONIA was listed as having two decks (she had a 'tween deck) on her enrollments both before and after the reconstruction! In any event, CALEDONIA's length (277.2 feet) and beam (42.0 feet) stayed the same in the rebuild, although her tonnage increased from 1846.59 Gross and 1468.81 Net to 2197 Gross and 1509 Net.

The "Buffalo Evening News" of September 30, 1907, carried a story originating on September 29th at Escanaba, Michigan, that was anything but happy. "Capt. James W. Nicholson, aged 62, of Buffalo, fell through a hatch into the hold of his boat, the CALEDONIA, of the Corrigan McKinney fleet yesterday, and was instantly killed. His neck was broken. He had been dead an hour before his body was discovered."

The "Evening News" of October 1st carried an interesting follow-up to this story: "In Cleveland, two women have advanced claims to being the widow of Capt. J. W. Nicholson, of Buffalo, who was killed Saturday (Sept. 28) at Es-