

was handling the bow lines, and I was right near the edge of the deck when we seemed to hit a spar or something in the water. There wasn't any light on it and I didn't see it so I guess the captain, who was wheeling, didn't see it either. A minute later, the bow went up out of the water, and I went over the side. As she slid off, she went over. I got out of the way fast. I guess I was about 40 feet away when I stopped to look back, and all I could see was steam. The air was full of it, and that was all you could hear.

"Next thing I heard over the roar of the steam was this guy (indicating Harvey Alexander) hollering for help. I thought I'd better go back and get him, so I did. He was hanging on to an old oil barrel that was loose on the deck and was floating. Then a boat came out from the drydock with some welders and we got in, and then we got Mel (Kehoe) here, and they took us to shore. We thought we were the only ones saved, but a little while later, Vern (McCullough) and Mac (Louis McCormick) turned up. There was oil all over the water and everything was in confusion. I don't know how we got out, but we did and here we are...

"Welland Ship Canal officials, including C. W. West, superintendent, and northern division superintendent H. S. MacInnes, were quickly on the scene and worked with Fire Chief L. A. Burch and a rescue team from the St. Catharines fire hall in efforts to locate the six persons trapped in the tug. Efforts were unsuccessful and at dawn, after nearly three hours of fruitless dragging, Chief Burch ordered the crews back to headquarters. Provincial Constables Keith Collins and Norman Fach, later joined by Sgt. Don Huffman, Niagara Falls, and a squad from Welland, assisted canal authorities in rescue efforts.

"Crown Attorney E. M. Lancaster, K.C., went to the scene at Port Weller early today to get a first hand picture of the disaster scene. Later he conferred with provincial police. An investigation will be launched later by the Department of Transport, it is expected."

The lost crew of DALHOUSIE ROVER were slow in coming to shore. The body of LeRoy Stephens came to the surface and was recovered on the morning of Tuesday, July 2nd. Later that day, the bodies of Joseph Smith and Capt. McLean were recovered, while the mate, Orville McCormick was not found until the next day. The bodies of the cook and his wife were not recovered from their cabin until after the tug was raised.

The "St. Catharines Standard" of Thursday, July 4th, reported: "Salvage operations to raise the ill-fated tug DALHOUSIE ROVER, which sank in 25 feet of water in the Welland Ship Canal level at Port Weller last Saturday morning, were started today by the Pyke Towing and Salvage Company, of Kingston. It is expected that at least two or three days will be required to bring the... tug... to the surface. Shortly after dawn this morning, salvage experts aboard the (wrecking tugs) SALVAGE PRINCE and S.A. QUEEN moved to the scene, and began preliminary operations. Most of the morning was devoted to minutely locating the \$90,000 tug... The inquiry is being conducted by Capt. W. N. Morrison of the Department of Transport, Ottawa, being held in the office of the registrar of shipping for the port of St. Catharines, J. Colin Blain.

"The mudbank (which the tug struck) separated the navigation channel (from the weir and drydock areas) and was marked by buoys, according to canal officials. A diver worked around the craft, resting on its side, and it is expected that tomorrow, Alex Macdonald and Don Mackenzie, Welland Ship Canal divers on loan to the salvage firm, will assist in salvage operations. It was reported today that an effort will be made to move the tug to a new position before any attempt is made to raise it. Capt. Leo Beaupre of the Pyke Salvage firm is directing operations. The salvage tugs and equipment arrived last night from Kingston.

"The first official inquiry into the sinking of the tug... begins this afternoon in the Post Office Building in St. Catharines..."