

"Since news of the sinking became public, thousands have visited the scene, and this morning hundreds lined the canal bank and surrounding bridges to view salvage operations. Some persons brought picnic lunches. Most of them were in for disappointment because preparations to raise the tug are a long drawn out process with little of interest to be seen."

The cutline of a photo which appeared with the article indicated that DALHOUSIE ROVER was lying on her side at a 65 degree angle, with her smokestack down into the mudbank. It was said that the intentions were that S.A. QUEEN would right the sunken tug, after which a cradle would be placed about her and SALVAGE PRINCE would tow her eastward, where she would be sealed, pumped out, and totally refloated.

The "Standard" of Friday, July 5th, noted that Pyke's Capt. Beaupre hoped that the tug could be lifted so that the cabin would be above water by late Saturday afternoon.

"Yesterday afternoon, the DALHOUSIE ROVER was moved about 45 feet. When she steamed into a mudbank on the east side of the drainage ditch of the canal in the darkness early last Saturday, she turned over on her side with her funnel resting toward the bottom of the canal. The stern was about four feet under water and the bow was in deeper water. Yesterday afternoon, the salvage tug SALVAGE PRINCE sailed out near the ROVER and divers fixed a 1½ inch steel cable to the bow of the sunken tug. The PRINCE then pulled the bow of the ROVER around so that now, instead of lying parallel with the canal, it is lying almost across the waterway. However, it is to the east of the deep section of the channel, and navigation by other ships is proceeding without interruption.

"Capt. Beaupre felt that the ROVER now is in a more secure position. Held fast by the SALVAGE PRINCE, it will be unable to slip down into the bottom of the drainage ditch (toward the weir -Ed.). The SALVAGE PRINCE is anchored securely by another cable from her stern to the east bank of the canal. The cable is fastened about a stout timber with three poplar trees banking the timber.

"On the first attempt yesterday afternoon to move the ROVER, the SALVAGE PRINCE was anchored to only one tree. The weight of the pull bent the tree almost double, and the heavy cable started to strand. When one strand snapped, the tension was released and a new anchor had to be devised. Alex Macdonald, canal diver on loan to the salvage firm, was preparing to go down this afternoon around the ROVER. Two heavy straps are to be placed around her hull, and with these she will be raised by the S.A. QUEEN and towed by the SALVAGE PRINCE to more shallow water to be sealed and pumped out and refloated so she can be towed to the government drydock for inspection and repairs."

On Saturday, July 6, the "Standard" reported that the three poplar trees, serving as a brace for SALVAGE PRINCE, had been uprooted and a new brace would have to be rigged. On Monday the 8th, the paper noted that three divers working through the weekend had placed steel cable straps around DALHOUSIE ROVER's hull, fore and aft. And on Saturday, July 13th, it said that the tug had been lifted enough that five feet of the smokestack and three feet of the pilothouse of the tug were visible. SALVAGE PRINCE and S.A. QUEEN were holding her off the canal bottom using winches and booms and the straps, although the ROVER still had a 45 degree list. LAVIOLETTE and the government derrick were assisting in the righting of the tug.

Despite difficulties encountered in sealing the tug so that she could be pumped out, this work finally was accomplished and, at 8:10 p.m. on Tuesday, July 16, 1946, DALHOUSIE ROVER was moored alongside the government drydock. Shortly before, the bodies of Harry and Esther Wheeler finally had been removed from their cabin, were taken ashore aboard the fishing boat OSPREY, and were sent to Galt for burial. Some fifty tons of mud had to be scraped