

The forward end of the ship had angled down about 15 feet at the break, and this created even more strain on the hull. As a result, at about 2:00 p.m., there was another loud noise, and the hull broke on the starboard side between hatches 22 and 23. During the night of October 22-23, this crack extended down the port side and the deck pulled apart, the stern section settling some 18 inches. The four men remaining aboard had been removed immediately after the first hull break occurred.

During October 20th, the tug JAMES WHALEN and lightering barge EMPIRE, of the Canadian Towing & Wrecking Company Ltd., arrived from Fort William, and the Great Lakes Towing Company's wrecker FAVORITE (II) and tug C. L. BOYNTON arrived from Port Huron and the Soo, respectively. The condition of the ship being extremely serious, work immediately was begun on removing the cargo from the MORELAND and tossing it into the lake. The wreckers had removed some 2,500 tons of iron ore on the 21st but, during the evening, worsening weather forced the salvors to seek shelter in the Portage Ship Canal.

The wreckers and tugs returned on the 23rd and began work again. The FAVORITE had four pumps working on the forward and centre sections of the hull, while the MORELAND, with steam up, was running her own pumps in the after end. Also arriving at the wreck that day were the wrecking tug J. D. MORRISON and lightering barge IMPERIAL, from Port Arthur. Late on the evening of the 23rd, the wreckers again were forced by inclement weather to leave the exposed wreck site, and they could not return until the 25th, when the cargo removal was recommenced and the holes in the hull plugged as well as possible.

That night, conditions again forced the salvors to retreat, but they returned the next day. The weather again worsened on the 26th, however, and the wreckers had to shelter in the Portage Canal until the 30th. Again driven away, they returned on the 31st, working into November 1st. In all, some 7,000 tons of cargo had been removed from the MORELAND, but each onset of bad weather would undo all the pumping and patching work the salvors had done. The forward section of the ship had been raised considerably when bad weather developing on November 1st tore the hull apart further. That day, it was decided that nothing more could be done and the wreckers left the scene.

The MORELAND was abandoned to the underwriters on November 2nd, and their representative, Capt. Joseph Kidd, of Duluth, remained aboard, along with the MORELAND's chief engineer and two crewmen, whom the underwriters retained to keep steam up and ensure that the after section of the ship remained dry. The insurers paid out \$392,000 on the MORELAND and \$50,000 on her cargo. In addition, the salvage efforts had cost almost \$45,000. The Interstate Steamship Company had originally paid \$450,000 for the construction of WILLIAM C. MORELAND.

On November 20, 1910, the underwriters gave the Reid Wrecking Company, of Sarnia and Port Huron, a no-cure/no-pay contract to salvage the MORELAND. Capt. James R. Reid and his son, Capt. Thomas Reid, took the tug SARNIA CITY and lighter MANISTIQUE to the scene and work began on the wreck, the first job being the removal of the rest of the cargo. Again, however, inclement weather plagued the wreckers almost continually. The effort of dealing with these conditions proved too much for Capt. James Reid, who suffered a debilitating stroke during December.

Tom Reid carried on, however, despite bad weather that continued through the beginning of January, when the wreckers finally were forced to abandon their efforts until spring. They returned to the wreck when better weather prevailed, and managed to bulkhead both hull breaks and lash the sections of the hull together. The MORELAND was floated free of the reef during the evening of Saturday, June 20th, 1911.

Something had to be done immediately to get the refloated MORELAND away from the reef. The MORELAND had steam up and they got her engine turning over,