

but she could not be steered on her own. The MANISTIQUE had a damaged propeller, but the tug JAMES REID hurried up from Houghton, in the Portage Canal. But the REID, while assisting, damaged some of the MORELAND's patches with her screw, and the entire ship again sank, some two miles from the original wreck site. This time, with her bow on the reef and her stern in 30 feet of water, she was down almost to the top of the pilothouse and the boat deck aft.

Reid resumed work once again, but nasty weather continued to plague the salvage efforts. The after end was pumped dry again during July, but a storm on the 24th tore the after end of the MORELAND away from the rest of the wreck. Work then was concentrated only on the after section, and it was floated into shallow water on August 28th. The stern of the steamer finally was towed into the shelter of the Portage Ship Canal on September 1st, 1911, and was beached near the lifesaving station. There it would remain for almost a year.

The bow and midships sections of the MORELAND never were recovered, and the forward end slipped off the reef into deep water during the winter of 1911-1912. The registry of WILLIAM C. MORELAND had been closed on May 15, 1911, only three days after her replacement, the THOMAS WALTERS, began her maiden voyage.

Reid's salvage contract called for the salvaged ship to be delivered to Superior, while he wanted to take her to the Canadian Lakehead. But she went to neither place and stayed in the Portage Canal until September 4th, 1912, when with MANISTIQUE lashed alongside to help steer the unwieldy stern section and with JAMES REID pulling, what was left of WILLIAM C. MORELAND departed for Detroit, where the underwriters wanted to drydock her. The tow was a very difficult one, and Reid very nearly lost the MORELAND in heavy weather on Lake Huron, but she finally was got to shelter in Thunder Bay, on the west side of the lake.

Reaching Port Huron on September 16th, she had to be beached in shallow water when one of the pumps gave out. When the pump was repaired, she was refloated and taken alongside the ore dock at Point Edward, where the last of her iron ore cargo was removed. (Some small bits of this ore dock can still be seen along the shore below the Blue Water Bridge and above the old C.N.R. and C.S.L. freight shed.) She got to Point Edward on September 18th, and departed again for Detroit on the 26th, with Reid's tug S. M. FISCHER assisting the REID and MANISTIQUE. The MORELAND stern went on the Great Lakes Engineering Works drydock at Ecorse on September 29th.

The shipyard cleaned up the MORELAND and reinforced the bulkhead. The stern was held at the shipyard and advertised for sale, but no adequate bids were received and so, on November 29th, Tom Reid had the MORELAND towed over to the C.P.R. dock at Windsor. She lay there for almost a year until the C.P.R. demanded that she be removed. S. M. FISCHER and MANISTIQUE arrived on October 7th, 1913, to pump out the MORELAND, and she then was taken up to Port Huron. She arrived there on October 17th, and was allowed to settle to the bottom at Reid's yard. She lay there for two and a half years, by then looking a pretty sorry sight, as photos of the part-ship show.

Finally, during the autumn of 1915, a satisfactory bid for the MORELAND's stern was received. It came from Roy M. Wolvin and Capt. J. W. Norcross, two of the founders and leading lights of Canada Steamship Lines Ltd., and their bid was in the amount of U.S. \$55,650.00. After deducting the salvage expenses, the underwriters received \$13,732.44 from the sale, while the Reid Wrecking Company received \$25,503.10.

Wolvin and Norcross purchased the MORELAND with a view to having her rebuilt to operate in the U.S. iron ore trade. Only with U.S. ownership did coasting regulations permit vessels to operate in that trade, and C.S.L. had operated STADACONA (I) in this service since 1913 under the ownership of the affiliated American Interlake Line. It was to this firm that the ownership of the