

light, collided off Spry's lumber dock at the Soo just at break of day. The WALDO struck the CHOCTAW exactly amidships on the starboard side, cutting a hole about 10 ft. long from the deck to the bilge. As soon as possible, the captain of the CHOCTAW headed his boat for shore and got her into shoal water. Her stern lies in about 15 ft. of water and her bow is clear out of the water.

"The WALDO lies at Spry's dock with her collision bulkhead full of water, but is floating. She is drawing about 15 ft. Her bow is broken and twisted from port to starboard from 10 ft. from the top to below the water line, and several plates are cracked and warped on the port side. Both boats were running under check at the time of the collision, and neither master will make a statement as to the cause of the accident. The CHOCTAW was headed for the American lock. The WALDO will have to lighter about 1 foot to get over the Encampment. (This reference is to the turn at Sailors' Encampment at the lower end of the Middle Neebish Channel, then the only channel for both upbound and downbound vessel traffic past Neebish Island, located between Lakes Nicolet and Munuscong -Ed.)

"The WALDO is on her first season. She is owned by the Roby Transportation Co. of Detroit. The CHOCTAW is owned in Cleveland with W. D. Rees as managing owner. The insurance on the CHOCTAW is with foreign underwriters, placed through Johnson & Higgins."

Another item from the same edition of the Buffalo paper was datelined Cheboygan, May 20: "A telegram was received here tonight ordering the wrecker FAVORITE to the stm. CHOCTAW, sunk in the St. Mary's River. The FAVORITE is away working on the schr. COMMODORE, ashore at Seul Choix Pt. (on the north shore of Lake Michigan, west of the Straits of Mackinac -Ed.)."

"The Marine Record" of May 28, 1896: "All sides seem to be preparing for a lawsuit in the collision case of the WALDO and CHOCTAW... H. (Harvey) D. Goulder of Cleveland and Judge E. S. B. Sutton, of Sault Ste. Marie, have been retained by the owners of the CHOCTAW, and Oren & Webster and John Shaw of Detroit, will look after the WALDO's interests. A Marquette Correspondent announces that according to the wreck report the whistle of the WALDO was stated to have been broken, thus making it an unavoidable accident or holding the WALDO responsible. 'The Record' was told the story of the collision by an eye witness to the disaster (sic), however, who made no reference to the breaking of any whistle cord. As the WALDO is provided with a wire in addition to her whistle cord, it is difficult to see how such an occurrence, at the distance the vessels were apart, could have had such result. The facts, as they will come out in case the matter goes into the courts, will without doubt, be found radically different from that told in the papers, and the placing of the blame will be correspondingly alerted (??? -Ed.). Both Capt. Ward, of the CHOCTAW, and Capt. Duddleson, of the WALDO, has since gone to California, where his wife was dangerously ill (sic - whose wife and who went to California? -Ed.). She died last Friday evening. The tug FAVORITE has been wrecking on the CHOCTAW, and the WALDO came to Cleveland for repairs after lightering 250 tons of ore."

On another page of the very same journal, we have confirmation of how early in L. C. WALDO's career this accident occurred. "The WALDO has been rather unfortunate having incurred some damage on her second trip down, through collision with the stm. CHOCTAW, at the Sault, the latter ship, however, having got the worst of it." This also confirms that Capt. John Duddleson was in the WALDO right from the start, and thus was her master for the entire eighteen years she sailed for Roby Transportation.

"The Marine Review" of August 5, 1897, reported: "A part of the testimony in the WALDO-CHOCTAW collision case, which involves a loss of about \$25,000, has been taken at Sault Ste. Marie during the past week. The case will probably be tried in Cleveland in the fall. Harvey D. Goulder represents the CHOCTAW, and the WALDO is represented by John Shaw of Detroit and Geo. Clin-