

FIELD was aground on Angus Island, and the tug J. T. HORNE made two trips to the area in an attempt to find the Algoma Central steamer, but all to no avail. LEAFIELD was nowhere to be found.

None of LEAFIELD's crew ever was found, nor was the ship herself. It was thought that her cargo may have shifted as she changed course, but all involved came to the conclusion that she had foundered near Angus Island, and quite probably on the opposite side of the island from where MONKSHAVEN had gone to the bottom in 1906. One of these days, the deep, cold waters of Lake Superior may give up their hold on LEAFIELD, and her wreck may be discovered and explored, but until then, the circumstances of her demise will remain a mystery and LEAFIELD will remain one of the unfound victims of The Great Storm of 1913.

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The last of the "Original Four" was the iron-hulled bulk carrier PALIKI (Br.109701), which was built in 1889 by J. Blumer & Company, as its Hull 98, at Sunderland, England. She was 240.0 (b.p.) x 36.0 x 17.0, 1578 Gross Tons and 993 Net, with a cargo capacity of 2,200 tons. She was powered by a triple expansion steam engine (no building date given), with cylinders of 19 1/8, 30 and 48 inches diameter, and a stroke of 36 inches, built by Alley & MacLellan, of Glasgow. There were two Scotch boilers (no size, builder or date), but we do know that they had a total of four furnaces, with 77 square feet of grate surface and 2,084 square feet of heating surface, and produced steam at a working pressure of 160 p.s.i.

Registers indicate that PALIKI had a forecastle that was 29 feet long, a bridge deck 106 feet long, and a quarterdeck 89 feet long. It also is recorded that PALIKI's original boilers were removed during a rebuild at Collingwood, and were replaced by a single Scotch boiler, 15½ feet by 10½ feet, which had 66 feet of grate surface and 2,475 square feet of heating surface, and produced steam at 180 p.s.i. Again, we have no builder or date for the replacement boiler.

PALIKI was reported to have been built for Greek owners, namely P. G. Cicolis, of Cephalona, Greece. She was registered at Cephalona until 1895, and then at Argostoli, Greece. By 1900, she was registered at Sunderland, England, and that is the year in which Francis Clergue acquired her for the Algoma Central Steamship Line. She reportedly suffered damage on November 10th, 1913, in the "Great Storm", but she survived and lived to serve the longest of all of Algoma Central's "Original Four".

During 1916, Algoma sold PALIKI to F. E. Hall & Company, of Montreal. Franklin Hall (not related to the George Hall interests) was an active owner and operator of canal-sized vessels in the years prior to World War One, but his career was cut short by his death while in war service in 1917. Shortly after acquiring her, F. E. Hall resold the PALIKI in 1916 for \$28,500 to C. A. Stewart & Company, and she was operated by McLean, Kennedy & Company. The name of the Associated Shipping Company Ltd. also seems to have been connected with this operation. PALIKI was chartered for a period to the Nova Scotia Iron & Steel Company, for which she carried raw materials on the east coast of Canada. She was used on a route between St. John's, Newfoundland, and Montreal, Quebec, during the 1923 season, and is reported to have re-entered the lakes on various occasions.

It is reported that, in 1927, PALIKI was sold to Italian buyers who renamed her (b) CARMELLA, although it is possible that this sale may have occurred as early as 1924. She was out of Lloyd's Register by 1930, reportedly sold for scrapping. We have one report that claims that the steamer was not scrapped until 1950, but we cannot find any verification of this, and we sincerely doubt that PALIKI lasted beyond 1930.

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