

FRAGE was operating in 1916 for the Canada Shipping Company, of Montreal, but we believe that this report was either erroneous or premature, because all other sources indicate that Ball was still running the steamer out of Chatham until 1917. The Dominion List for 1918 still showed Ball as owner but we believe she actually was sold in 1917.

In any event, OSSIFRAGE was taken to the east coast, where she was cut down for use as a barge. We are not certain who was operating her when she was out there but, as was typical of many wooden lake hulls taken off lakes, she did not last long on salt water, where age and navigation conditions exacted their toll. OSSIFRAGE met her demise during the early autumn of 1919, whilst she was in tow of the tug SIR HENRY HARNESS, bound from Wallace, Nova Scotia, to Souris, Prince Edward Island. Nasty weather was encountered in the Straits of Northumberland, and OSSIFRAGE was driven hard aground. She broke up under the pounding of the seas. There seems to be some doubt about the exact date on which the wreck of OSSIFRAGE occurred; in Namesakes 1910-1919, John Greenwood has shown the date as September 29, 1919, whereas the Dominion Wreck Reports list the date as September 25th.

And so ended the long life of a little wooden ship, far from the waters where she was built and where she ran for so many years. She served many operators well over the years, and her contribution to the development of the Algoma Central fleet should be recognized, albeit now almost a century after the fact. That we tell her story now is so very suitable as the year of the Algoma Central Corporation's centenary draws to a close.

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Ed. Note: This feature on OSSIFRAGE is not the one that we originally had planned for the December issue, but we made a last-minute switch in order to feature one more Algoma Central vessel before the end of the year of the Corporation's centenary celebrations. There are a lot of unanswered questions about OSSIFRAGE, and we wish that we had enjoyed the luxury of more time to work on some of them. Instead, we throw them out to the members; we hope that they can help us, and all contributions of additional information will be received with gratitude.

Meanwhile, we would like to acknowledge some of the printed sources of our information on OSSIFRAGE. As well as from a multitude of shipping registers and directories, data came from Julius F. Wolff Jr.'s Lake Superior Shipwrecks, from John O. Greenwood's Namesakes 1910-1919 and, of course, from the newly (and privately) published Algoma Central Corporation, The Centennial Anniversary History 1899-1999. The latter, incidentally, is one of the most impressive volumes we have seen in many a year.

And once again, to the Algoma Central Corporation, our very best wishes for the second hundred years!

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MARINE NEWS - CONTINUED FROM PAGE 5

A rather strange story was played out on Lake Ontario during November, and it involved the salt water vessel SEA GLORY. When the ship arrived at Hamilton and a new master took over, he found that his crew was somewhat smaller than expected and that seven men had jumped ship when the vessel was in Montreal. SEA GLORY was moved to an anchorage in Humber Bay, off Toronto's Western Gap, and there she remained while the matter was investigated by the authorities. In the meantime, the ship was undergoing a rename to SEA GLORIA and it was not until November 19th, after more than a week swinging at anchor, that the seizure was lifted and the ship permitted to sail. At last report, the seven missing crewmen had not been located and were presumed to have been attempting to make their way to the United States.