

the entire crew had leaped to the rocks, some without clothes, where, because of the waves, they were compelled to remain without food or shelter more than forty-eight hours. Two of the party went almost insane of hunger and exposure, and there is little doubt that had the storm continued another forty-eight hours there would have been at least one death."

The report indicated that MONKSHAVEN was bound for Fort William to load wheat and had passed up at the Soo on the evening of Sunday, November 26th. The ship struck the rocks at 5:30 a.m. on Tuesday, the 28th. It went on to give some of the crewmen's descriptions of the accident, which we haven't space to repeat. It did, however, identify the crew as P. McIntyre, captain; Samuel Beatty, chief engineer; C. Albertson, first mate; Isaac Woolner, second mate, C. Dieth, first cook. The rest of the crew were G. Irish, D. Cochrane, E. Sherwood, Geo. Murray, Fred Cockburn, James Moffatt, John Pier-son, F. Anderson, W. Cruthers, B. Overland, Jos. Silverthorn, Chas. Dieth Jr., W. Hill, Jack Aston, R. Lucas and Wm. Drummond.

The Algoma Central centennial history indicates that the insurance payments received in respect of the loss of MONKSHAVEN in 1905 and THEANO in 1906 tot-alled \$149,371.

Don Boone also turned up some clippings concerning the loss of LEAFIELD in the Great Storm of 1913. As the LEAFIELD headed up Lake Superior into the teeth of the storm, the Algoma steamer W. C. FRANZ was only twenty miles be-hind her. But the FRANZ saw no sign of LEAFIELD as she headed into Fort Wil- liam, nor was anything seen when she headed out again, bound for Port McNi- coll with grain. The clippings identified LEAFIELD's crew as Charles Baker, captain; Alfred Northcote, first mate; Fred Begley, second mate; Robert Whitelaw, wheelsman; Andrew Kerr, chief engineer; Thomas Bowie, second engi- neer; Robert Sheffield and Lorne Sheffield, cooks, and Charles Brown, fire- man. Others aboard were Robert Robinson, John Munro, Michael Tierney, Olivia Peteau, Harry Hughes and Jack Barrett.

We had mentioned that LEAFIELD was owned by S.S. Leafield Company Ltd. until Algoma bought her. Bill Schell, of Holbrook, Massachusetts, has added that the managing owners of that firm were Sutton, Brewis & Co.

Bill has also added some detail regarding PALIKI. The original owner was P. G. Cicellis (spelling corrected), and there was no 1895 change in regis- try, for Argostoli actually is the principal town of the island of Cephalo- nia.

After Algoma sold her to Hall in 1915 (apparently after a special survey at Port Arthur during August), Lloyd's showed her as owned in 1916 by Associa- ted Shipping Co. Ltd. (Oscar de Lucovich, mgr.), London, and from 1917 onward by C. A. Stewart & Co., London. It was late in 1926 that PALIKI was sold to Salvatore Comis, of Catania, and renamed (b) CARMELA (spelling cor- rected). Lloyd's recorded CARMELA as broken up in the first quarter of 1930.

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More Marine News: The Port Huron Seaway Terminal was destroyed in a \$2 mil- lion fire on November 16th. The fire is believed to have been the result of spontaneous combustion of corn pellets stored in the building.

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A CHRISTMAS GIFT TO THE MEMBERS

On Page 14 is a reproduction of the 1950-1951 Inspection Certificate of the 1906-built Toronto Island sidewheel ferry steamer BLUEBELL, the earlier near-sistership of TRILLIUM. BLUEBELL ran until 1954 and in 1955 was cut down to a barge. Her remains still lie near the Leslie Street Headland. We hope our members enjoy this trip "Down Memory Lane".

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