

for the 1915 season were Captain Joseph Napier and Chief Engineer L. McMillan. Three pages further on in that same issue of "C.R.&M.W." appeared an article entitled "Lake Vessels Chartered for Gulf and Ocean Service". It listed the various lakers that had been sent eastward for gulf and deep sea service at that early stage of World War One, and it noted: "The steamships W.H. DWYER, PORT COLBORNE and PORT DALHOUSIE, owned by Forwarders Limited, Kingston, Ont., have not been chartered but will be operated in the pulpwood trade between New Brunswick and Maine ports from May to August, and after that, in the St. Lawrence grain trade". This report contradicts a report that, on March 10, 1915, the Forwarders Limited ships were sold to the Nova Scotia Steel & Coal Company Ltd., of Sydney, Nova Scotia.

A follow-up article in the same publication's issue of July 1915 elucidated. "Forwarders, Ltd., Kingston, have chartered their steamships PORT COLBORNE, PORT DALHOUSIE and W. H. DWYER to the International Paper Co., and these vessels will run into Portland, Me., during the summer". Perhaps it was later in the year that they were running under charter or sub-charter to the Nova Scotia Steel & Coal Company Ltd.

Regardless, PORT DALHOUSIE sailed from Pictou, Nova Scotia, in January of 1916, bound for England. On March 19, 1916, whilst en route from Middlesbrough to Nantes, France, with a cargo of steel billets, PORT DALHOUSIE was torpedoed by the German UB-10 in a position two miles south and half a mile west of the Kentish Knock Light Vessel. The steamer sank quickly and twelve lives were lost.

Unfortunately, PORT DALHOUSIE was not the only Forwarders Limited steamer sunk during the war. W. H. DWYER was torpedoed and sunk by UB-38 whilst bound in ballast from Rouen, France, for Newport, Monmouthshire, England, on August 26th, 1917. Her crew was saved. PORT COLBORNE managed to evade the U-boat menace but, on October 26th, 1917, she stranded near Land's End, Cornwall, whilst en route from Rouen to Barry Roads, England. She broke up in heavy weather before any salvage effort could be undertaken.

Forwarders Limited did not replace any of its three lost canallers, and thus ended the operations of one of the more short-lived canaller fleets.

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Ed. Note: We are indeed pleased to have been able to make such a long article out of the history of a ship which enjoyed such a short life! Without our copies of the relevant pages from "Canadian Railway and Marine World", however, we would never have been able to do so. The writings of the late John H. Bascom were, as usual, invaluable, and for the details of the loss of PORT DALHOUSIE and W. H. DWYER, we are indebted to the research of Rev. Peter J. Van der Linden.

We do have several good photographs of PORT COLBORNE, one of which we present herewith. If any member should, however, have any better photo of PORT DALHOUSIE than the one distant stern shot that accompanies this article, we would be pleased to have sight of it. And if somebody has found ANY photo of W. H. DWYER, we would do unmentionable things just to have a print of it!

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AN EARLY-SEASON GROUNDING

It was reported in the press on April 29th that the American Steamship Company's self-unloading stemwinder AMERICAN MARINER was aground in the Lake Huron approaches to the Huron Cut after suffering a steering problem whilst downbound with a cargo of iron ore. The grounding, some 5 km. north of the Blue Water Bridge, stopped St. Clair River traffic, as three tugs tried to pull AMERICAN MARINER free. Cargo was lightered into another vessel which stood by the scene.

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