

at Buffalo, New York. A notation read: "Formerly Canadian st.s. LAKE ONTARIO". We should note that there also was a propellor named CHARLES C. RYAN, built in 1881 at Lockeport, New York, which later was converted to a tug. She was only 28 tons, and measured 52 feet in length and 14 feet in breadth.

CHAS. C. RYAN did not get out of the shipyard until well on in the 1890 season, and she was on her very first trip when disaster struck. Some press reports (some of which called her CHARLES E. RYAN [sic]) indicated that the RYAN sank on Friday, June 6, 1890, in deep water, ten miles off Port Austin, Michigan, on Lake Huron. The RYAN and two consort barges, JOURNEYMAN and E. COWAN (sic), all three with cargoes of ice, had departed Midland, Ontario, the previous day, bound for Buffalo. The RYAN, under the command of Capt. Michael Carr, of Buffalo, was carrying 500 tons of ice.

The barges were more fortunate than the RYAN, and arrived safely at Port Huron in tow of the tug NATE WILLIAMS. The E. COHEN (U.S.8192) had been built at Black River, Ohio, according to some sources in 1856, and to others in 1867, as a brig. She was not among the vessels shown on the U.S. enrollments as having been built at Black River. She was cut down and rebuilt as a barge in the autumn of 1878. She was enrolled at Buffalo on May 1, 1884, her owner at that time being Bridget Collins, of Buffalo, with Michael Collins as master. Ye Ed.'s 1888 U.S. register shows the "unrigged" E. COHEN, 205.16 Gross and 194.91 Net Tons, as registered at Buffalo and built in 1856 at Black River, Ohio. The COHEN was lost only four months after the accident that claimed the RYAN. On October 18th, 1890, she was driven ashore at Port Hope, Michigan, on Lake Huron, and went to pieces.

JOURNEYMAN (U.S.75549) was a wooden schooner launched in 1873 at Wenona, Michigan, by I. Preston for Whitehead & Webster, of Bay City. She was listed on the register in 1890 as a schooner, owned in equal partnership by Thomas M. Ryan and Sarah J. Hess. One of Capt. Michael Carr's sons was her commander. She was registered as a barge by 1893, and last appeared on the U.S. registry in 1896.

Captain Carr later stated that it was extremely foggy when the RYAN and her consorts left Midland, so he proceeded slowly, not seeing anything until he reached Beckworth (correctly "Beckwith") Island. He then steered for Cabbage (read "Cabot") Head and ran eleven hours before changing course to make the run down Lake Huron some forty miles. The chief engineer then reported that the ship was leaking, but that he felt that he could keep the leak confined. Shortly thereafter, he reported that the water was gaining on the pumps. Captain Carr blew the whistle signal for the barges to let go on Saturday (Note - June 7th) at noon, after which he headed for Alpena and ran the RYAN full out for thirty miles. By 8:00 p.m., the water had gained the engine-room, even with all of the pumps going. At 9:30 p.m., Capt. Carr ordered the yawl launched and some articles were put into it for the crew.

All of the crew, including the woman cook and a man who had been working his passage down, got into the boat, with the exception of the mate, Pat Slattery, who refused to go. He felt that he stood a better chance staying with the RYAN, as there were heavy seas running, and he was sure that the yawl would founder as there already were ten men and a woman in it.

"I tried to persuade him to come with us," said Capt. Carr, "and told him we would come out all right, but he refused, so we pushed off and had got only 40 or 50 feet away when she went down. We tried to find Slattery after that, but he was surely drowned. I kept the boat near the spot till the men said we would all go down, and at last we pulled away. The men rowed and bailed all night. We had to run with the wind and it carried us back to Georgian Bay. We found a shirt and an old bag next day to make a sail with, and we set them up on an oar so that we made about six miles an hour.

"I steered the boat from the start till we were picked up by the schooner BRECK on Monday, and I think we must have sailed about 120 miles. We didn't eat or sleep during the time. There wasn't any time. The boat had to be