

to her decks, with heavy wooden fender strakes running along the sides for protection when canalling. There was a 36-foot fully-topgallant forecastle with a short section of closed steel bulwark at the forward end of its head. Elsewhere around the decks, there were only open rails. Five large cargo hatches were spaced along the spar deck, while another was located at the forward end of the 88-foot-long, fully-topgallant quarterdeck. There were no deckhouses aft, as these ships were of the "submarine" type, but atop the forecastle head was positioned a texas cabin, containing the master's office and quarters, and a raised pilothouse with three large windows in its face. There were flying bridgewings and an open navigation bridge on the monkey's island was equipped with a closed wooden dodger. A tall pole foremast, well raked, rose immediately abaft the pilothouse, while well aft and considerably behind the tall and thin smokestack was stepped the tall pole mainmast. There was a single lifeboat on each side of the boat deck aft, worked with radial steel davits.

Period photos indicate that some of the steamers were equipped with three whirly-type cranes, all set on the port side of the ship. One crane was positioned between hatches one and two, the second between hatches three and four, and the third atop the extreme forward end of the poop. The PARENT had such cranes, while the WALLACE did not. We have our doubts, however, that such cranes were original equipment, and we think that they were added by subsequent management.

The Wolvin canallers all had black hulls, forecastles and poops, white deckhouses forward, and all-black stacks. The aft bulkhead of the forecastle and the forward bulkhead of the poop were painted white. Both masts were black.

Once in service, the Wolvin canallers carried grain downbound to Oswego, Ogdensburg, Montreal and Quebec, while on upbound trips they carried considerable quantities of coal from Oswego to the upper lakes. Roy Wolvin continued as general manager of the ships until 1905, when management of the Great Lakes and St. Lawrence fleet passed to D. Sullivan and Company, of Chicago, Illinois. It may have been after this change that some of the ships were fitted with the deck cranes, but there was little change in their operations, and their colours remained the same.

The fleet continued to consist of the original ten canallers until, in the autumn of 1910, JOHN SHARPLES stranded on Galoo Island in Lake Ontario and was abandoned to the underwriters. She thus left the fleet, although she would rejoin some of her sisters under other management in later years. Her nine sisters continued on in the Great Lakes and St. Lawrence fleet.

During World War One, however, there was a great demand for tonnage on salt water, and many canallers of both Canadian and U.S. registry were sent to the coast or overseas. On August 8, 1916, Ellwell and Company, New York, acting on behalf of French interests, closed a deal for the purchase of the nine remaining Wolvin canallers. However, on August 31st, U.S. Federal Court Judge Kenesaw Mountain Landis at Chicago granted an injunction to the Scranton Coal Company, which had a three-year contract with Great Lakes and St. Lawrence Transportation, enjoining the latter firm from selling the ships. As a result, the steamers were laid up at Montreal and their crews were paid off. The injunction later was lifted and the fleet proceeded to sea. Two of them, A. D. DAVIDSON and JOHN LAMBERT, were lost to enemy action on their delivery voyages across the North Atlantic.

The purchaser of the vessels was Les Chemins de Fer de l'Etat Francaise (the French state railway), and they were managed by the Societe Maritime Nationale of Le Havre. They carried coal for the railway, and they were all renamed for French towns. The PARENT, before sailing eastward, was renamed (b) VEULETTES for a town on the northwest coast of France, between Dieppe and Le Havre, in the Department (region) of Seine-Maritime. ROBERT WALLACE became (b) TREGASTEL, her name honouring a town on the north shore of the Department of Cotes-du-Nord, west of the Golfe de St. Malo.