

he heard the Thunder Bay, Middle Island and Presque Isle whistles, and that he set his course for Detour, steering a quarter of a point to the westward of his usual course. The weather at the time was foggy. The captain turned in to get some rest leaving the first mate in charge. Later on the mate called him and told him that they were making the land on the north shore. Capt. Morgan got up, the weather was clear, and he saw he had made the land about 12 miles to the eastward of Detour. The weather was clear and he could see the land. He headed his ship west, remained on deck in charge of his steamer, but fetched up on Holdridge Shoal."

The "Toledo Blade" of August 25, 1910, reported the following details of the wreck: "Big Freighter on Rocks. Port Huron, Mich., August 25 - The 600-foot steamer THOMAS F. COLE, of the Pittsburgh Steamship Co. went ashore Wednesday morning, about six miles east of Detour. It has been very thick on the Upper Lakes the past few days. The big freighter was bound from Lorain to the head of Lake Superior without cargo when she stranded and she is in bad shape.

"The COLE is out about half her length on the rocks and her Nos. 4, 5, 6, 7 and 8 - 7' tanks on her starboard side are full of water. The big steamer was drawing about 15 feet of water and her stern is in about 13 feet of water, which means the boat is out about 2 feet. The stranded boat is exposed to all southerly and westerly winds and it was blowing pretty fresh from the south yesterday. The bottom of the steamer, it is feared, will be badly damaged.

"The wrecker FAVORITE of the Great Lakes Towing Co. was ordered to the COLE and she left Port Huron at noon, yesterday. The FAVORITE will reach the wrecked boat this morning and will start to work at once. Air compressors will be used in floating the ship. Capt. W. W. Smith, marine superintendent for the Pittsburgh Steamship Co., who will have charge of the job will reach the wrecked boat today. The COLE will probably be returned to Lake Erie for repairs and she will be out of commission for some time."

The "Duluth Herald" of Aug. 26, 1910, reported: "The THOMAS F. COLE, the big freighter of the Pittsburgh fleet, which grounded Wednesday on the Gravel Island reefs in St. Mary's River, was released yesterday afternoon by the tug FAVORITE. The tug GENERAL was alongside to render assistance, but it was not necessary, the anticipated difficulty not being encountered. The big freighter was brought to Detour at 4 o'clock yesterday afternoon, where W. J. Olcott, president of the Oliver Iron Mining Company, and party, who were aboard, were landed. Mr. Olcott will arrive in Duluth tomorrow.

"The steamer went aground in the smoky haze, which hung over the lake for several days. Several compartments were punctured and filled with water, but the complete extent of the damage will not be ascertained until she is drydocked. A heavy wind and rain storm broke at the Soo yesterday, causing many boats to tie up or seek shelter until it blew over."

Gravel Island is located six miles east of the DeTour Passage. A shoal extends to the south of this island about half a mile. We find it hard to believe that the COLE would have run in so close to shore, but she did. We do not have the report of where she was repaired after this heavy grounding.

The next adventure for the THOMAS F. COLE occurred in the St. Clair River at the head of Russell Island, which is located near Algonac, Michigan, and Port Lambton, Ontario. On May 3, 1913, she collided with and cut in half the barge IRON CITY. The barge was built as a schooner with three masts in 1874 at Toledo. She came out as the DANIEL E. BAILEY (U.S.6875) and was 187' x 36' x 14', 648 Gross tons. She was sold and renamed in 1886. She had been converted to a barge in 1912 by the Buffalo Dry Dock Company.

The following report appeared in the May 23, 1913, edition of the "Duluth Herald". "Will Abandon. Buffalo, N.Y., May 23 - The owners of the wooden barge IRON CITY, which was sunk in St. Clair River, opposite Russell Island on May 3rd, in collision with the steamer THOMAS F. COLE, as yet have sent no formal notice of their abandonment of the wreck to the war department, but they have informed Lieut. Col. Mason M. Patrick, United States district engineer at Detroit, that it is their intention to take such action. Relying on this information, Col. Patrick is having specifications prepared and will solicit bids for removal of the wreck, probably fixing next Monday as the date for opening the bids."

Shortly afterwards, the wreck was declared a menace to navigation and the destruction of IRON CITY was completed with dynamite.