



John B. Cowle (built 1902) seen here unloading coal, collided on July 12, 1909 with the brand-new *Isaac M. Scott*. (Thunder Bay Research Collection, Alpena County Public Library)

agencies took up positions to protect those willing to cross the picket lines and to hassle strikers. The association again recruited sailors from the East Coast as they had in 1901 to get their fleets up and running.⁴⁰

From the start of the strike, both sides utilized the media as a tool to shape public opinion and to bolster their positions. Though the Lake Seamen's Union had access to an affiliated publication, *The Coast Seamen's Journal*, the sailors received limited attention. Union leaders relied on newspapers both to spread their message and for news of the strike. Though often hostile, union leaders noted that a number of marine reporters and editors were sympathetic to the strikers and carried favourable stories and press releases with few alterations.⁴¹ Among the most serious lines of attack by the sailors was the charge that the owners had resorted to using underage boys as sailors, inexperienced men as engineers, and other violations of their stated policies.⁴² The Lake Carriers' countered stating: "Everything is lovely. None of our men are quitting worth mentioning, and when one does we are able to find three to take his place provided we needed them. [sic]."⁴³ They further asserted strict adherence to policy and prohibited the hiring of inexperienced men or family

40 "Guards are Employed," *DEH*, 1 May 1909.

41 Michael Casey to Robert Clarke, 27 June 1908, Box 1, Folder: 1908, Correspondence, ISU-DPL.

42 Michael Casey to Robert Clarke, 1 July 1909, Box 2, Folder: MFOWBA, 1909; Joseph Liebold to Robert Clarke, 23 May 1909, Box 2, Folder: MFOWBA, 1909, ISU-DPL.

43 "Report Sailors Leave Vessel," *DNT*, 7 May 1909.