

DETROIT 31, MICHIGAN

January 8, 1948

Miss Agnes M. Hepburn,  
Port Stanley, Ont.,  
CANADA.

Dear Miss Hepburn:

I am afraid that I cannot be of a great deal of help in your Port Stanley Memoirs. This should be an absorbing work, and I would love to see it when it is completed, with the idea of doing a story on it in my column in the Detroit News.

The trouble is, the Starks have been very careless about their genealogy, and my memory of the Port Stanley days is dim, as I was the only Stark child who was not born there. I was born in Detroit. My father's sister, Prudence Stark, married a Captain Ellison, and if any of the Ellisons are there they probably could be of more help than I.

As for the sailing vessels, I have a faint memory of a brave little schooner called the Dauntless which my father, Captain Nicholas Stark, sailed on the lakes over a period of years. He also had other sailing vessels. I seem to remember the Old Dominion and the Wissahickon, and there may have been others, but the Dauntless was his pride and joy, and as a wee boy I took some voyages on her with the rest of the family.

Captain Stark carried the huge timbers down from the North to be fed to the sawmills in Detroit and other lower lake ports. I still remember the Dauntless moored to the old dock at the foot of Mt. Elliott where Currie & Conn had their huge sawmills. I can see the horses treading endlessly while the native timbers were stripped of their bark and fashioned into cedar blocks with which the streets of old Detroit were paved. I wish I could help you more. I have not found any pictures of my father's ships.

One other episode that might interest you is this: Once my father leased the boat, the Dauntless, to a theatrical company, and they staged the famous Gilbert and Sullivan opera "The H.M.S. Pinafore" on the main deck. The engagement lasted all one summer at a place called Golden Valley, which was down the Detroit River about where Old Sandwich was situated. They played the opera on the boat and the audience was seated on the ~~stage~~ <sup>deck</sup>. I guess the principal advantage was that when they threw old Dick 'DeadEye' overboard they actually threw him into the water with a loud splash. I know he had to be rescued on time by a man in a rowboat.

I hope these few memories will give you something, and I am only too sorry that I cannot be more factual.

Sincerely yours,

*George W. Stark*

**The Detroit News**  
THE HOME NEWSPAPER

GWS:c

## CAPTAIN JOHN SWEENEY.

Captain John Sweeney was born in Manchester, England. At the death of both father and mother, he was apprenticed to an uncle who owned a jewelry store that he might learn the art of engraving. He was twelve years of age at that time and after two years at the work, he decided to follow the Sea. So with another lad he ran away and stowed in a sailing vessel which landed in New York.

He later worked his way to Port Stanley, where he became established and became part owner of the "Tom Wrong," which later was wrecked in a storm and went ashore at Port Burwell. It was so badly damaged that they could not redeem it. He then purchased a store and dwelling called, "The Ship Supply Co., 8n lower Main St. Ships called there for supplies and wet goods. This business was very successful. Later on, he sold out and went to Fingal, but after three years spent there, the lure of Port Stanley called him back again. He bought the Russell House and moved his family back to the Port.

On April 7th, 1877, a wild storm was raging on Lake Erie and the barge, Herald, was in distress. The crew had taken to the life boats and were coming ashore. However, one man, the captain, J. Hawley had remained behind and was seen clinging to a piece of wreckage. The life boat crew who had already made one trip to the wrecked barge, refused to risk their lives again and the man was still clinging to the wreckage and struggling in the trough of the heavy sea. It was then that Captain Sweeney, brave man that he was, volunteered to swim out, but first requested that a rope be tied about his waist

as a safety measure. He was an excellent swimmer and was able to battle the rough and high waves and reached Capt. Hawley in his distress. But as they were being pulled to shore, a block of ice struck Capt. Sweeney's back and he was severely injured and became chilled with the cold. Paralysis set in and he died Sept. 12th of the same year. He was buried in the Union cemetery with the rites of the Masonic Order.



The Russell House.

Capt. Sweeney and Mr. Geo. Gray were two of the owners of the Russell House and both men named one of their sons after the house. Russell Gray lives at Aylmer and Frank Russell Sweeney was President of the Reliance and Zimmermitt Companies of Toronto when he died at the age of 49 yrs.

Of later years, the upper portion has been used as a dwelling, while the lower part has been used by the Sterling Bank and Public Library. The south lower portion was used by W. Eastwick (groceries), Mr. Hipkiss (butcher) and at present is used as a novelty shop (Mrs. Parish).

# RESCUE of AMERICAN SCHOONER 'GROTON'

by the

Port Stanley Lifesaving Crew

Nov. 11th. 1897

also the

'Schooner St. Lawrence' in Distress.

The Schooner Groton of Detroit-Captain Christie Master- and the St. Lawrence, of Port Huron, Jno. D. Baker-Master---were headed for Port Stanley, with coal. The schooner Groton had been trading between Cleveland for the previous two years. The coxswain of the Life-saving crew, Capt. Wm. Berry, knew that this boat was not seaworthy and was very vigilant when he knew the Groton was coming near the harbour. With his marine glasses, he made observation, early on the morning of Nov. 11th. He observed what he supposed to be the Groton lying at anchor, 9 miles southwest by west from this beacon and two miles out from shore. He also saw the St. Lawrence about 5 Miles South and east of this beacon. He was very anxious for the crews, for the wind had sprung into a violent gale from the south-south west. Sometimes he seated himself in the cross-tree of the schooner 'William Stone' which was in the harbour and then again he ascended the summit west of the village. About 10 A.M., he noticed that the fore top mast had carried away and the fore gaff sails were fluttering in the heavy gale. He also discovered the yawl adrift, west of here with men in it. (of the Groton)

He had the crew of the Life boat in readiness and launched the life boat with six men in it, beside himself. Very dangerous breakers rolled in the mouth of the harbour. When they drew in sight of the yawl, a rope was thrown from the life boat and caught in the yawl and securely fastened. Both life boat and yawl were in danger of being swamped in the stormy current and furious gale, the breakers nearly capsizing the yawl and filling the life boat with water. Capt. Berry gave encouragement "to pull for the shore" and ordered the sailors to cling to their boat and cast out oil which they had in readiness.

Hundreds of spectators lined the shore, sent up loud hurrahs as the courageous men came along D.G.S. Petral. They mounted the ladder to the decks of the Petral. The men were numb from the cold and almost exhausted for they were not only wet, but were without food or rest for fifteen hours and were five hours in the open yawl. They were taken to the Franklin House where they were kindly treated and Mr. J.M. Burke, the American Consul was called. He gave instructions that his Government would come good for everything. The next day they received from him new clothing and transportation to Detroit.

## The St. Lawrence

In the late afternoon of Nov. 11th, Capt. Berry deemed it advisable to visit the schooner St. Lawrence and as darkness was coming on, he engaged the tug 'A.V. Crawford'-Capt. Harley Demming for the sum of ten dollars. When they reached the St. Lawrence, Capt. Baker advised Capt. Berry that two tons of coal had been washed from her deck and although her canvas was washed into ribbons, and her two anchors held. He did not feel his schooner would need to be towed into harbour. The schooner was able to make harbour on Satur. Nov. 13th, 1897.

The following unsolicited letter was handed to Capt. Berry, coxswain of the Life saving Station at Port Stanley, Ont.

Dear Sir,-

Allow me through this medium, to extend our grateful acknowledgements for your service in rescuing us while adrift in a yawl, after the Schooner Groton floundered at ten o'clock this morning. The violent gale

over

and high and dangerous seas which ran from the s.w. made our rescue more hazardous, and no doubt our lives would have been more endangered had we continued drifting to the high bluffs, east of the harbour, it being necessary for the captain to use three gals. of oil to prevent the sea from breaking and swamping us. We therefore hereby tender our heartfelt thanks for your timely rescue and assisting us to reach this harbour.  
Port Stanley, Ont. Nov. 11th. 1897.

Signed:-

John H. Christie---Master of Schooner Groton  
James R. Sullivan---Mate  
William E. Small---Steward  
F. Ryan )  
Henry Corkindale)---Seamen  
Ernest M. Berry \*-----a son of Mr. and Mrs. Mark Berry Sr.

The Life Saving Crew consisted of

H. Thorne, )	Jno. Beasley)
Geo. Stanton)- regulars	Geo. Hough )-volunteers
Luke Berry )	Will Hough )

## Luke Berry, of Port Stanley, Recalls Lake Erie Rescues

Two years later, again in the fall of the year, another vessel, the Cleveland, flew a distress flag while off Morpeth, twenty-eight miles from Port Stanley. Farmers noticing her plight telephoned the Life Saving Crew at Port Stanley and the tug Snow Storm, under Capt. Alex. Brown, towing the open life saving boat and the crew, raced to the scene. The exhausted crew, which had been manning the pumps, were taken off and brought to Port Stanley while the Life Saving Crew resumed work on the pumps. For twenty hours they worked in relays and managed to keep the vessel afloat until the Snow Storm returned and towed her safely to port.

At a ceremony held in the old town hall on Main street, the crew of the Life Saving Station were presented with the gold medals presented by President McKinley. Present for the ceremony was the Reform Member of Parliament, Dr. Wilson, whose wife pinned on the medals. The life saving equipment has long since been abandoned and there has not been for many years an organized Life Saving Crew, but in the early history of the village the various members of this crew played a colorful and interesting part of village life.

The gold medals mentioned were given for the good services rendered in the wreck of the schooner 'Groton,' and Mr. Luke Berry was one of our boys who received a medal. Mr. Berry is still going strong and must have been a mere lad at the time of the wreck.

THE WRECK of the DISPATCH STEAMER and COMMERCE PROPELLOR-  
in 1848-

(From a reproduction page of THE EVENING TELEGRAM, Toronto, Ont. Sept. 30th, 1893)

An accident attended with the most lamentable loss of life occurred on Lake Erie early in May to the Commerce, a propellor plying on the lake. The following extract from a private letter written by a lady residing near Dunville gives a very good account of the circumstances. It is dated Port Maitland, May 9th, 1848 and reads as follows:

"I fear my letter will almost be too late, but this most melancholy accident on the lake has so occupied all our attention that I could not write before. You have probably seen full particulars of it in the papers, but as it occurred within two miles of us I will mention it again.

The Dispatch steamer, on her way to Buffalo, ran into the Commerce propellor bound for Port Stanley with a detachment of the 23rd Regiment on board. She sank in fifteen minutes, and forty men, women and children were lost.

The assistant surgeon had left a wife and child in Kingston. He was lost. The other three officers were saved but lost everything they had. One of them said he had just drawn three months' pay in advance. They were all taken on the Government steamer Minos. We just now saw them leaving the Earl Cathcart. The ensign (Sir Henry Chamberlain) and a few men are to remain here to attend to the melancholy duty of burying any of the poor fellows whose bodies may be washed ashore. They are bound for London. The regimental plate, wine, stores, etc., are all lost, and a very large sum of money. About seventy men are saved. The most of them were without clothes. They have been partly supplied from Dunville and this neighbourhood and we all sent them all the bedding and blankets we could spare. A poor little fellow, son of the commissary in Montreal was going up with them for a pleasure trip and he was lost. You may suppose it banished everything else from our minds."

Handed in by Mrs. Ora Finlay.

Note--The regiments quartered in the London Garrison were;  
The 32nd and 83rd, from 1838 to 1841,  
the 1st Royals and the 14th, 1841-~~to~~1843,  
the 23rd Royal Welch Fusiliers 1843-to-1846  
the 82nd, 1845-to-1846,  
the 81st, 1846-to-1847  
the 20th (Col. Horne) 1847-to-1849  
the 23rd-a second time in 1849 and remained till the troops were withdrawn in 1852  
(From London and Middlesex Historical Society--Part 3 published in 1911.)

Besides collisions, many fine vessels were lost by the insistence of owners to send their ships out in all kinds of weather. As well as the boats mentioned above, the *Adelaide*, *Adelaine* and *America* were among early boats sunk.

Note-

(The *Adelaide* was built in 1830 and sank in 1840.)

The Wreck of the SCHOONER SKYLARK -

as told by Charles McCorkell.

Being a water man, shipwrecks naturally came into the conversation as Charlie recalled the end of the schooner Skylark on a shoal east of the harbour mouth. It was a terrific storm and the schooner, having struck, was rapidly going to pieces while the crew clung frantically to the rigging. The only woman on board hung to the cabin roof for hours while the thundering seas washed com-

pletely over her. But endurance is not unlimited and the time came when she had to let go and was soon lost in the welter of foam. In an effort to secure aid, the mate started for shore and had almost attained his objective when a particularly large wave swept him back to his death. Rescue finally came for the rest of the crew though the bones of the Skylark are still somewhere east of the harbour entrance.

Taken from the  
Port Stanley Gazette  
of July 22nd/36.



## The WRECK of the MINERAL STATE

(From "London Advertiser" of November 1st, 1902.)  
Kindness of Mrs. Reg. Moore.

The schooner 'Mineral State' of Alpena, Mich., lies a total wreck a couple of hundred yards from the shore of Lake Erie, and about a mile east of the pier at Port Stanley. The schooner after a rough night and a rougher morning on the lake, went aground at noon on Thursday, and began to break up at once. So high was the sea that it seemed certain death to attempt to gain the shore with the inadequate means at hand. The mate of the doomed vessel, however, successfully essayed the task and reached shore after a trying experience in the billows.

Capt. Ziem and the four other members of the crew remained on board for four hours longer, until a crew and the Port Stanley Lifeboat made its way to the wreck and after great difficulty rescued the well-nigh despairing men.

Practically the whole population, including the scholars from the Public School, hastened to the cliffs overlooking the spot where the laden schooner was going to pieces. Here they viewed with thankful hearts the gallant deed of the rescuing crew.

No more inhospitable spot could be found along the shoreline than where the schooner lies. It lies opposite the very highest of the tall bluffs whose bases are washed by the waves and up which the great billows flung themselves for twenty or more feet. Up this cliff, Mate Hazelwood was drawn after a perilous trip through the waves.

The Mineral State, which was about 140 ft. long, has gone to pieces for over half its length. Of the three masts only one remains.

Capt. Ziem, the Master, owned a third interest in the wrecked schooner, the other two owners being W.H. Sandborn and F.R. Reibenach, both of Alpena. This schooner was 29 years old and was valued at 3,000 dollars. There was no insurance on her and she is a total loss. The cargo of coal was owned by the Lake Erie & Detroit River R.R. and was insured.

### Captain Ziem's Story.

"We loaded <sup>at Conneaut</sup> on Tuesday and cleared with 620½ tons of lump coal on board for the L.E.&D.R.R.. The wind was light, blowing south by southwest, and the barometer was high, indicating southerly winds. We steered our course about due north figuring on holding up enough to make a lee at Rondeau, where we were to unload. As we came along the weather looked fair, and we shaped our course to fetch Point Talbot, ten miles west of Port Stanley.

The wind however increased till it blew a gale, and the seas began to make so fast that we dare not haul her up for the Eau for fear of shipping too much water aboardside, which would have been disastrous for us. I therefore decided to run for Port Stanley, much to my dislike, for Port Stanley is a bad port to make in a gale. The glass was dropping indicating westerly winds, which would have been more in our favour than the prevailing wind. The wind did vary somewhat to the west, but not enough for us, and it increased in violence until it was blowing at least 45 miles an hour.

When we first fetched sight of land, we were abreast of Point Talbot as I had figured. We jibed over, took the wind in the other quarter, and ran down the shore until we got abreast of Port Stanley. The sea was, however too high to attempt to make the harbour, and we did not ask the tug to come out as the sea was too strong to allow it to render us any assistance.

I concluded to anchor and ride out the storm, as it was the only way to save the vessel. We anchored in seven fathoms of water at a spot about 2½ miles south of the east pier. After we anchored, however, the seas increased in a fury and the wind veered more to the southwest, which threw us quarterwise in the sea. The waves began to board us, and all the dunnage, planks and loose stuff around the decks were washed overboard. So heavy were the seas that came aboard us that the men were unable to get around the vessel.

We had both the hand and the steam pumps going, but the water gained 2½ inches every fifteen minutes, until the sounding showed 4½ feet of water in the hold, both fore and aft. I saw that in order to save the lives of the crew we must slip our cable and beach the vessel on as good a beach as I could find.

We therefore slipped the cable and gave her the jibs, but in a few minutes the wind blew the jibs to ribbons and threw us helpless into the trough of the sea. It was between 11 and 12 o'clock Friday morning that we slipped the cable. We drifted helplessly about half an hour before she struck,

When she began to break up we took to the rigging until we were taken off. She broke by the stern as that end was closer to shore and was pounding on the bottom. Some of us were in the mizzen rigging and some were on the cabin when she struck, but when the schooner began to break up, we left the mizzen and one by one worked forward to the mainmast. The mizzenmast fell some time after 1 o'clock. Then we saw that the mainmast also was going and we went forward. That mast went about 3 o'clock, and that time we spent partly in the rigging and partly on deck. We would stay in the rigging as long as we could and then we would go down and move around a little to keep our blood in circulation. When we were there the seas piled over us so that we might as well have been in the lake, so far as dampness was concerned.

About 10 o'clock when the sea was at its heaviest, the mate was so cold that he resolved to make the attempt to go ashore. I did not think he would live to reach the shore but he was determined, so I told him to go and wished him God-speed. We could only get at one life preserver, and that one I tied on securely, myself. One of the hatches was put overboard and a lifeline tied to it, so that if he got to shore he would have the line to escape by, and if he were unable to reach it, we could bring him back to the schooner. I gave him the deck broom for a paddle but he had not gone far when a wave turned the hatch over on top of him. He got out from under and managed to reach the shore and we saw them let down the lifelines to him from the cliff and pull him up 100 ft. or more. I heard afterwards that he was put in a buggy and hurried to the hotel here and was cared for.

About five o'clock, when the sea had abated a little, but was still dangerously high, we saw the tug Gordon Brown coming down to windward of us with the lifeboat in tow. When she got as near as possible to us, the line between them was cast off and the tug set her head to the wind while by good management the crew of the lifeboat brought their stanch little craft to leeward of us. They held her off six or eight feet from our side, so as to avoid the danger of being stove in, and one by one we jumped and struck the boat. The crew of the boat were ready to seize us should any of us fall short, but we all jumped safely.

I want to give that crew all the credit they deserve. They are brave fellows and they risked their lives to save ours.

This is my first shipwreck in the twelve years I have been a master. Monday, I expect to leave Port Stanley, on the "Huron City" which will be in with coal. Off the wreck, I think I can save the boiler, engine, the pumps, some sails and some other fittings. The schooner, of course is a total wreck. I'm off to put my legs under my own table. No more sailing for me this season."

## THE WRECK OF THE MINERAL STATE.

1902

Port Stanley, Nov. 1. (Special.)--The captain and crew of the wrecked schooner Mineral State visited the wreck today to look for clothing which they had bundled together and lashed to the mizzen boom before she went ashore; but alas! not a vestige could be found, it having got adrift. The foremast and foretopmast still remain. The bowsprit and jibboom, and also about one-third of the hull forward of the rail and bulwarks, are above water. The new foresail, fore and main gaff are in their proper positions. The beach for miles down the shore is strewn with wreckage.

W. A. Day supplied the crew with clothing, for which the American Government will pay, through the order of Col. Burke, United States consul, who was here today. Col. Burke intends

paying the passage of the crew to an American port.

Some of the men had not enough money to buy a postage stamp. The mate had 47 cents, which he divided up.

The wreck will be sold and it will be a good opportunity to get lines, blocks, sails and rigging at a low figure. Her small anchor and chain are aboard, and the big anchor and chain could be picked up from the lake. If a lighter were brought alongside the wreck several tons of coal could also be secured. The schooner W. H. Rounds, Capt. Estelle, was towed in yesterday morning by the tug, Gordon Brown. Forty-seven tons of coal was washed off her deck while riding out the gale. This schooner was in good shape to weather the storm as she had recently gone through a similar gale of wind at anchor off Cleveland, when her sails were all blown to atoms; she just came off the dry dock.

## Kindness of Mrs Makey.

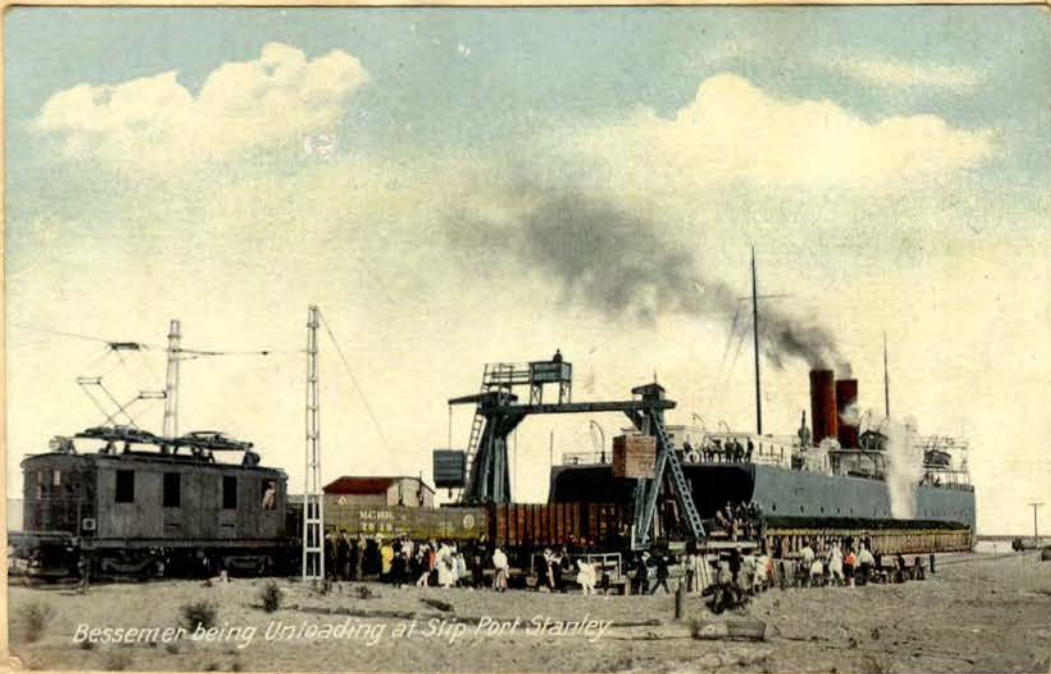


Wrecked Schooner "Mineral State." (from photograph by Hopkins.)

## THE SLIPDOCK and the BESSEMER

Mr. Pettingale, representing an American firm, was the first to conceive the idea of a slipdock at the Port and selected the inner harbour as a suitable site. He had made considerable progress and bought piles and other material, but for some unknown reason, the proposition did not materialize.

Two years later, the idea was taken up by the Bessemer, Dock & Navigation Company of Walkerville and Mr. Fluke was placed in charge as Contractor. The Government supplied 80,000 dollars of the total cost.



Coal was carried across the lake by the car ferry, Bessemer No. 2, for distribution to all points in Western Ontario.

Ferries at that time had open sterns without protection from storms and high seas. When the Bessemer arrived with her thirty-two cars, carried on two tracks, it was coupled to the apron of the slipdock, and the cars rolled along from the ferry to the stationery tracks.

This coal was first carried over the Lake Erie and Detroit R.R., which Company were leasees from the L. & P. S. R. at that time, but later the Pere Mar- controlled the road.

Perhaps some of those who read these pages, have taken a trip to Conneaut on the Bessemer, as the guest of the genial Capt. McLeod, of Kincardine and Conneaut.



Bessemer's empty of cars.

But this ferry which served for so many years, met its fate in the ferocity of one of Lake Erie's three-day tempests. Bessemer No 2-left Conneaut<sup>2</sup>atur. Dec. 7th. 1909. When it did not reach the Port in reasonable time, there was grave concern, especially as two local boys were among the crew, viz.-Harry Thomas and Roy Hinds.

In three day's time, her cabin came ashore at St. Burwell and on Dec. 12th. all doubt was removed, when the American fishing tug "Commodore Perry", at 4.20 p.m. discovered lifeboat no. 4-fifteen miles from Erie, Penn. This lifeboat contained nine frozen bodies out of a crew of twenty-six. Some were sitting on the seats and others were huddled in the bottom of the yawl.

No citizen residing here at the time will forget the gloom cast over the village or the double funeral held at the Methodist church, after the arrival of the two bodies.

At the funeral service, the Rev. Powell a former pastor of that church, made a declaration that he had received a vision of the wreck of the Bessemer and the transition to Heaven, of the late



THE WRECK OF THE BESSEMER  
(continued)

Harry Thomas.

The bodies of Capt. McLeod, J.P. McLeod, second mate and Eugene Wood first engineer, were picked up later.

At different times the lake has been dragged, but to this day, the place of sinking remains a mystery.



Caught in ice-1905.

Bessemer Coal Ferry in the ice  
at Port Stanley Ont.

## THE LOSS OF THE VALKYRIE .

(THE ADA MAY BELLE)

(News paper clipping)

On Saturday, April 18th, 1925, the Valkyrie, better known as the Ada May Belle, a 40' gas launch, set out for Cleveland with the following crew, Frank Payne, and Bert Butcher of Port Stanley ; Chas. Wright of Cleveland and Geo. Knaggs of London.

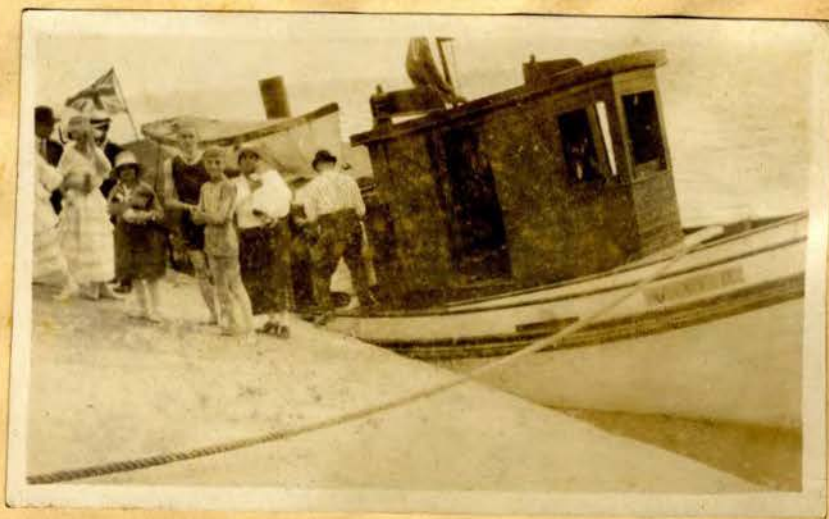
On Sun. Apr. 19th, a tempest raged over L. Erie and the Ada May Belle, which had left Cleveland shortly after 1 a.m. Sun morning, was caught in all the fury of the storm.

When the launch did not return, the marine men of this port organized a search party, and the following Sunday morning, the Morgan, Cisco, Edward S. Frank. H. Stanley, Walter Mac and East Side, steamed out of the harbour. In contrast to the previous Sunday, this was a day of great calm and brilliant sunshine. The tugs spread out fan-wise and were soon to each other.

At 12.10 a.m. fifteen miles off Erieau, Capt. Thos. Morgan of the tug Morgan, found the body of Frank Payne (former engineer of the tug "Frank H. Stanley. In a very short time after, the siren of the Edward S. announced the finding of another body, and soon after there was a signal from the "East Side" that still another body had been found. The fourth body, that of Geo. Knagg had been picked up the previous Thurs. by the Booth Fishing tug, "New York", of Windsor and taken to Cleveland. All bodies were found in a radius of Five miles.

An anxious crowd of 150 people, lined the docks as the East Side led the procession of boats into the harbour.

The pictures of "Frank H. Stanley" and "The Morgan" are shown elsewhere.



BALLOON TRAGEDY- A. 6698

Detroit Times-July 9/23.

and St. Thomas Times-Journal.

The U.S. Naval Balloon which left the field at Indianapolis, July 4th., came to a tragic end when driven by the wind into a violent electrical storm on L. Erie. Two men lost their lives viz., Lieut. T. B. Null and Lieut. L. J. Roth.

The body of Lieut. T. B. Null was brought in at Leamington and the body of Lieut. Roth was found 14 miles south of here by the tug "Onajag". Mr. Geo. Wilson of the Onajag was en route to his fishing grounds when the body and balloon basket were found. The balloon was found earlier, about 25 miles south-west of here, and towed into Port by the tug, "Frank H. Stanley," whose crew members were, Capt. Harry Moore, J. R. Moore, Cliff Jennings and H. Taylor. A hydro plane assisted by two air planes were engaged in the search as well.

The men, cut loose from the bag when it struck the water, depending on the bouyancy of the basket and their life preservers to keep them afloat until rescuers arrived but the huge storm waves had turned the basket over and over until the men drowned.

The altimeter showed that an altitude of 11,400 was reached by the balloonists in their attempt to win the national race. The clock stopped at 2.45, and the watch of Lieut. Louis J. Roth's at 4.31 $\frac{1}{4}$ .

The balloon was valued at \$20,000

Ralph Upson, Detroit balloonist and the last to talk to Lieut Roth before the latter's fatal ascent, in an interview to-day in the offices of the Aircraft Development corporation, General Motors building, of which he is chief engineer, declared the accident was in all probability due to heavy absorbant webbing on the outside of the bag.

note-The balloon was placed in care of Henry Turner who was chief of police at that time, until it was put in charge of Lieut. Strong who later was sent by "The Bureau of Aeronautics of the U.S.A. Navy Dept. from Cleveland.

S.S. SANDMERCHANT --

Belonging to NATIONAL SAND and GRAVEL CO.

The S.S. Sandmerchant was in charge of Capt. Graham McLellan with Berie Drinkwater acting as Mate and Mr. W. Bourne as second mate. It ran into a severe storm on L. Erie and went down about 14 miles N.W. of Cleveland, on Oct. 19th., 1936. At the time, Mrs. Drinkwater was spending a few days on board with her husband. Seven members of the crew were saved but nineteen met a watery grave, Mr. and Mrs. Drinkwater of the village being among those who lost their lives. Mrs. Drinkwater's body was found but not that of her husband.

THE LOSS of the FREDRICK A. LEE.

In less than a month after the last disaster mentioned, came the news of still another. The tug, Fredrick A. Lee, went down on its way from Sarnia to Sault Ste. Marie, near Pointe Aux Barque, Mich. with a loss of five lives, among whom was Cecil Smale, acting engineer on the trip.

Harbour Beach Coast Guardsmen reported that they had released the Fredrick A. Lee when grounded there on Friday at 11 a.m. The sinking occurred a few hours later.

On November 13th. Cecil Smale's body was found at Southampton by Jas. Brundell of that place. The burial took place here.

Olga Disaster--June 4th, 1944.

The 33' double cabin Cruiser, Olga, chugged out of the pier on this beautiful Sunday afternoon with at least 30 pleasure seekers on board all gay with the joy of living.

When out about a mile of the lighthouse pier the disaster occurred owing to engine trouble. Sidney Smith co-owner of the craft and his operator, Ted Vining were both aboard.

Members of the Marine section of the Fingal Bombing and Gunnery School in charge of two crash boats assisted our volunteers under Lieut Sweet and Lieut Elliot. The Women's Institute and the Red Cross women assisted in every possible way and Capt. Hugh McIntyre, Deputy chief, Alex Sutherland and J.A. Mitchell of St. Thomas Fire Dept assisted in artificial respiration. Medical aid included Dr. Geo. Jackson, Coroner and Drs. Max Ryckman, Thompson, Livingston, H.B. Grace and Jno. Curtis.

Chief Michael McNamara under instruction from Coroner Geo. Jackson and Crown Attorney Haines empanelled a jury for Monday morning.

Seventeen lives were lost, mostly youths from St. Thomas and London.

WRECK of the MINERAL STATE

(continued)

The members of the Crew were,-

William Ziem-----Captain---Alpena, Mich.  
Geo. Hazelwood-----Mate-----Alpena, Mich.  
Fred Lecuyer-----Steward---Alpena, Mich.  
Fred Doar-----Seaman---Bay City, Mich.  
Lawrence Walther-Seaman---Bay City, Mich.  
William Hendrickson-Seaman-Cleveland, Ohio.

Members of the Lifesaving Crew,-



1st. row-Alonza Taylor-Volunteer; J. Reginald Moore-Captain; Frank Eveland-Regular;  
2nd. row-H. Beasley-Regular; Henry Sherry-Regular; Wm. Hough-Stroke oarsman;  
Fred Pollock-Volunteer.

At this date, March 5th. 1947, there are three members of this lifesaving Crew still living, viz.-Henry Sherry of Detroit; Frank Eveland and Fred Pollock of the Port.

The members of the Crew received gold medals from the U.S.A. Government. Mr. Frank Eveland kindly showed me his medal, which reads,-  
"Frank Eveland, of the Port Stanley Volunteer Lifesaving Crew, in recognition of his heroism in assisting in the rescue of the Captain and Crew of the American Schooner Mineral State.

Wreckage in Lake Erie,  
Oct. 30, 1902  
Teddy Roosevelt."

These medals were presented in the Granite Rink, St. Thomas and were pinned on the brave boys by Mrs. (Dr.) Wilson, who was born and raised in Port Stanley, the daughter of Mr. Geo. Williams.

Lifesaving Service At the Port.

The first Captain was Capt. Pollock, then Capt. Wm. Berry, then J. Reg. Moore and the last Captain before the service was discontinued was Walter Brown.

There were two different life boats used. The first one came from  
(over)

## Lifesaving Service at the Port

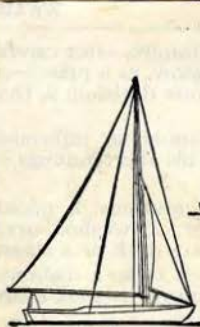
England and was brought in by train on a box car. The nails were of copper to prevent rusting, and there was no boat house built for it. It was kept tied in front of Shepherd's warehouse.

The Government Survey Boat had been surveying the waters of L. Erie, and Rudolph Long was wheelsman. It laid up in Collingwood for the Winter, and on the first trip down, it carried two life boats, one of which was left at Port Stanley for use here. A boat house was built for this boat, near the bridge, but was later moved, twice, each time nearer the Harbour mouth. It came to rest just north of the slipdock. A track ran across the dock and a crank which worked by hand, lowered or raised the life boat into position.

The following picture shows the Crew under Capt. Walt. Brown and are as follows, - (Seated from left )

Capt. W. Brown; Stroke oarsman, Geo. Hough; Chas. Brown and friend; John Brown; and Russel Parker.

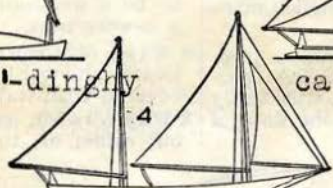




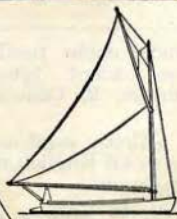
3  
knockabout



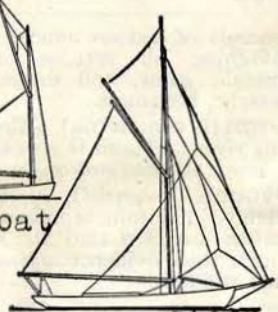
1-dinghy



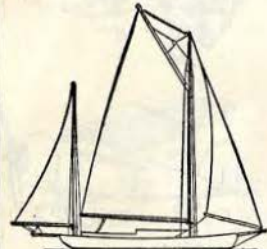
4  
Chesapeake Bay boat



catboat



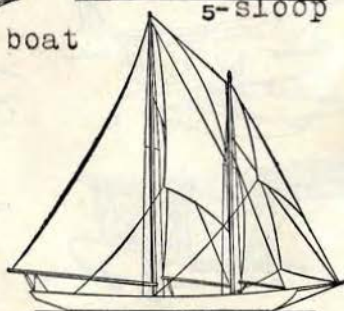
5-sloop



6-yawl

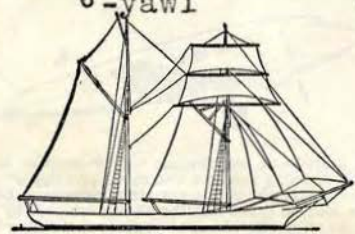


7-ketch



8

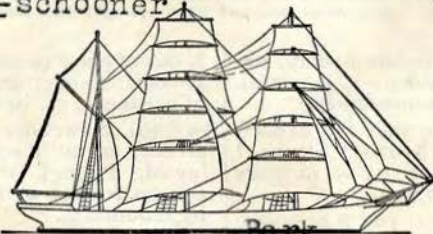
schooner



9-schooner



10 -Brig



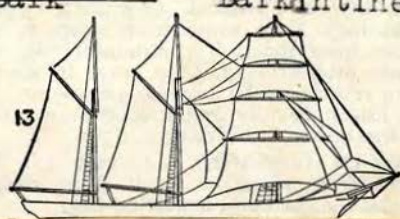
11 Bark

Barkentine



Brigantine

12



13