

Upcoming Events

- Feb. 11 **Underwater archaeology of Lake Champlain**
Lecture by Art Cohn, director of the Lake Champlain Maritime Museum. Site: Auditorium, State Historical Society, Madison, WI. Time: 7 pm. Sponsored by WUAA, SHSW, Charles Brown Archeological Society and Four Lakes Scuba Club. The lecture will include a discussion of the recent discovery of Benedict Arnold's gunboat, sunk in 1776. For information, Dave Cooper, 816 State Street, Madison, WI 53706; (608)264-6493 or david.cooper@ccmail.adp.wisc.edu.
- Mar. 14 **Great Lakes ship architecture for divers workshop** Site: Wisconsin Maritime Museum, Manitowoc, WI. Time: 9 am to 5 pm. Sponsored by WUAA, SHSW and WMM. Registration fee of \$15.00 will include lectures, coffee, museum tour, and sandwich buffet lunch. Also includes tours of the museum ship construction exhibits as well as the wreck of the Lottie Cooper in Sheboygan. For more details, contact Dave Cooper, 816 State Street, Madison, WI 53706; (608)264-6493 or david.cooper@ccmail.adp.wisc.edu.
- Apr. 4 **WUAA Spring meeting** Site: Milwaukee Maritime Center, WI. Business meeting at 10 am. followed by lunch and a tour of the Wisconsin Schooner Project at 1 pm. For information contact Jeff Gray, 816 State Street, Madison, WI 53706; (608)271-1382.

Wisconsin Underwater Archeological Association
P.O. Box 6081
Madison, WI 53716



*For those interested in the study and preservation of
Wisconsin's underwater history and cultural resources.*

Wisconsin's UNDERWATER HERITAGE

Vol. 7 No. 4

A publication of the Wisconsin Underwater Archeology Association

December 1997



Letter
from the
President

The *Wisconsin Underwater Archeology Association* is getting the word out.

Underwater Heritage is expanding to include more detailed articles on current research and issues of underwater archaeology and preservation. This is the first step in what we hope will be a continued effort in the improvement of our main line of communication. Recognition is due to all those who have submitted articles and to Danny Aerts and Betsy True for editing and publishing of the newsletter. It looks great. Also, up-to-date information is now accessible on the internet thanks to the talents of Brendon Baillod. If you have not seen the web site, check it out at: <http://www.execpc.com/~bbaillod/wuaa.html>

After an exciting and eventful field season, WUAA will NOT retreat into a winter hibernation. Take a look at what's ahead: plans are being finalized for a mid-February guest lecture from Art Cohn on the underwater archaeology of Lake Champlain (including the discovery of Benedict Arnold's gunboat) and a Great Lakes ship construction workshop is scheduled at the Wisconsin Maritime Museum in mid-March. Watch your mailbox, check the WUAA web page,

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The *T.H. Camp*. A Look Back At An Early Great Lakes Steam Tug

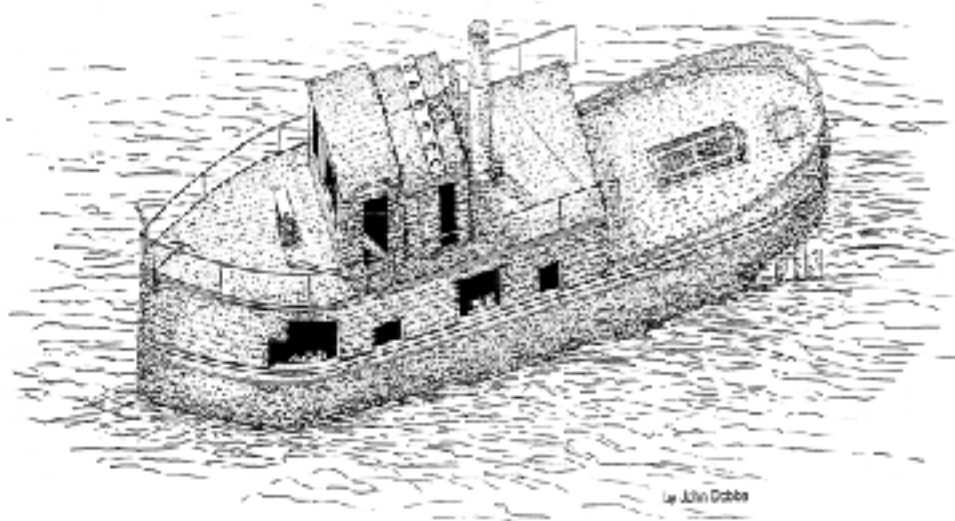
by John Jensen

Sitting upright in 200 feet of water in Lake Superior's Apostle Islands, the nearly intact remains of the steam tug *T.H. Camp* were discovered by a team of Minnesota divers 1991. In 1992 the team, in conjunction with the State Historical Society of Wisconsin, conducted a reconnaissance survey that included preliminary documentation, the securing of certain artifacts to the wreck, and the recovery of other artifacts. The items removed received professional conservation treatment to prevent further deterioration. The artifacts (such as the vessel's binnacle lamp and the lens from the port running light), historic and underwater photographs, and the tug's story are part of an interpretive exhibit on the *T.H. Camp*, which opened this summer at the Madeline

Island Historical Museum. *Underwater Heritage* will take a two-part look at the history of the *T.H. Camp*.

Although lost with a large load of logging supplies, the *T.H. Camp* spent her final years as general tender for Booth Fisheries, a large Chicago-based fish packing company that had extensive interests along Lakes Michigan and Superior. Historic photographs of the vessel reveal a stout profile with low to moderate freeboard, a large cabin with side hatches for loading cargo, and a high, raised, pilot house. At first glance, there appears to be little to distinguish the *T.H. Camp* from the dozens of other small to medium-sized Great Lakes steam tugs of the period. The *T.H. Camp*, however, was never a generic Great Lakes tug, rather she operated first and foremost as a fishing

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Wisconsin's**Underwater
Heritage**

is published quarterly by the Wisconsin Underwater Archeology Association, a nonprofit association of individuals and organizations who are interested in studying and preserving the underwater cultural resources and historical sites of Wisconsin.

In addition to publishing this newsletter, the Association also holds meetings twice a year and provides financial support to members' research and publication projects. For membership information, contact the secretary or write to the address below. Annual membership dues are \$15.

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1997-1998 Winter News

by David J. Cooper, State Underwater Archeologist

A hearty round of thanks and applause are owed to all of you who made phone calls and wrote letters on behalf of the state underwater archaeology program this year. All the work paid off!! As many of you may have heard, the Senate restored funding to the State Historical Society of Wisconsin budget to save several programs that were slated for cuts. These included: underwater archaeology, black history and burial sites preservation.

Unfortunately, the Society still lost a library and archival position, but in general we were very fortunate not to have lost staff for entire programs. Again, thanks to everyone for making a big difference -- this has been an important victory for the preservation of Wisconsin's underwater heritage! And please don't forget, a follow-up thank you call to your legislator is always appreciated. In particular, we owe great thanks to our state senators who made this happen.

With the budget struggle behind us (for the moment), we can now look ahead to next year. Fall field projects are winding down, and planning

is beginning for the next season. We have conducted a few last field projects this fall, including a brief reconnaissance to Rock Lake in October (reported lakebed features turned out to be natural in origin), and a visit to Drummond Lake in Bayfield County, to inspect the remains of a nineteenth century sawmill that have been exposed by the lake drawdown.

In 1998 we will be celebrating the 150th anniversary of Wisconsin's statehood. A number of special projects and events are planned centering around the 1846 sidewheeler steamer *Niagara*, which sank off Port Washington in 1856, and was surveyed by the Society and WUAA in 1992-1993. Special projects will include a sesquicentennial poster featuring the *Niagara*, placement of a DNR historic marker on shore near the wreck, publication of an article on the *Niagara* in Wisconsin Magazine of History, and development of a slide/video presentation on the exploration of the *Niagara* wreck site. Please let us know if you have good slides or photographs of the wreck -- we may be able to use them in the program!

WUAA Honors

The November/December issue of *Wisconsin Preservation* featured stories on eleven private organizations that work to preserve Wisconsin's heritage. Over a page of the eight-page article was devoted to the activities of the *Wisconsin Underwater Archeology Association*. Also, The State Historical Society of Wisconsin 1997 annual report lists the many people who have volunteered time to the Society over the past year. The list includes many WUAA members who

have volunteered to assist with state-sponsored archaeological surveys and public education programs.

WUAA Home Page

The new WUAA home page, designed by Brendon Baillod with the assistance of Betsy True, has drawn inquiries and comments from as far away as Italy and Scotland. Congratulations and thanks to Brendon and Betsy for increasing the organization's visibility and communications.

Letter
from the
President
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or contact an officer for the latest information on these events.

Our semi-annual meeting will be held at the Milwaukee Maritime Center on April 4. The Center is home to the Wisconsin Lake Schooner Education Association, which is constructing a three-masted lake schooner that will serve as an educational vessel. The spring meeting will include a historical look at vessels and ship-building on the Great Lakes, as well as an interpretive tour of the shipyard and schooner. WUAA members will see how traditional and modern construction methods are being combined to build Wisconsin's flagship. Wisconsin Lake Schooner staff and volunteers will be available to answer questions and field inquiries about getting involved with the project. A WUAA business meeting and group lunch are also on the agenda, so make plans to attend the event. (Look for an in-depth article on the Schooner Project's history in the next issue of Underwater Heritage.)

As historic preservation comes under fire in the press and continues to be scrutinized in state government, WUAA needs to continue its efforts to study and protect our submerged heritage. Over the past seven years, WUAA has contributed to the preservation of the past by promoting research and education in underwater archaeology, distributing results of research, and promoting the conservation and preservation of archaeological resources and sites. WUAA has remained true to that mission statement the organization was founded upon. Over the next year, WUAA needs to evaluate our progress over this period and determine our course for the future.

Recently, the State Historical Society of Wisconsin narrowly escaped state budget cuts that would have eliminated the state underwater archaeology program. However, thanks to the efforts of concerned constituents (including many WUAA members), an eleventh hour move by the Senate saved the program. Although this was an important victory, we must be concerned with the state's commitment to historic preservation.

While the diving community has made great strides in protecting submerged historical

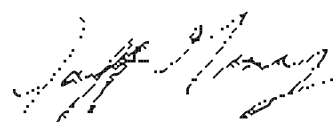
resources, they are still endangered. A recent editorial in the Wisconsin State Journal called for eliminating state laws and staff protecting submerged sites. The article stated that "it's a small section of the diving community that actually wants everything to stay on the bottom." The author later remarked that the "heavy-handed rule" of the state would make a "feat", such as the recovery of the Alvin Clark, impossible today. This "feat" resulted in the complete destruction a formerly intact schooner, which was built over a century ago. The article failed to mention that fact.

Historic resources are in danger. It is WUAA's charge to help protect and study them to ensure that future divers can also enjoy this precious resource. A small minority of the public believes that archaeological sites should be free game, saying that they are unworthy of study and protection. Unfortunately, these critics tend to make substantial noise and distort the facts, which can often sway the opinion of the general public. We need to make our voices heard beyond the diving community to educate the people about the undeniable need for preservation and how our work helps accomplish that goal.

At our fall meeting in Bayfield our past (and original) president, Tom Villand, stepped down from his position (and was quickly elected secretary, where he will continue to contribute to the association). I speak on behalf of the entire membership, when I thank you, Tom, for your outstanding service in leading WUAA for so many years. I am also excited and grateful for the opportunity to lead this organization; I have some mighty large fins to try and fill.

We would like to hear your comments and suggestions. Let us know what you like, what you don't, and what you would like to see from WUAA and Underwater Heritage in the future. I hope to see you all at our three upcoming events planned for the start of 1998; they will be a great way to kickoff the sesquicentennial.

Happy Holidays,



Shipwrecks in Review

by Dick Boyd



Developments and discoveries in shipwreck diving and related archeology, continued from the September 1997 issue of *Wisconsin's Underwater Heritage*.

The prolonged legal dispute between Harry Zych and the State of Illinois over ownership of the famous wreck *Lady Elgin* has apparently been resolved in favor of Zych. The courts have awarded him ownership of the vessel and its artifacts in a Cook County judge's interpretation of the Federal Abandoned Shipwreck Act. Documentation of the vessel's ownership, insurance and loss would seem to indicate the wreck was never truly "abandoned", at least in the legal sense. The *Lady Elgin*, of course, was a sidewheel steamer which sank off Waukegan in 1860 while returning from an large political rally in Chicago. Many important and influential Milwaukee citizens were returning home after hearing a speech by Stephen Douglas (of the famous Lincoln-Douglas debates) and subsequently perished in the foundering. Zych hopes to display recovered artifacts in a traveling museum which would circulate through the Great Lakes region.

On Michigan's shipwreck political front has been an on-again, off-again running debate over proposed legislation that would outlaw the taking and exhibition of any photographs or videos of underwater human remains. Fears arose among the diving community that such legislation might eventually result in closure of certain shipwrecks as gravesites. This situation developed as an aftermath of the 1994

dive activity on the *Edmund Fitzgerald*. Claims were made by Fred Shannon that human remains were encountered on (or near) the wreck, filmed, and that these recordings might be publicly displayed. This led to an outcry from some Michigan legislators that such actions should be sanctioned and prohibited in the future. The ongoing controversy on the matter continues.

Another *Fitzgerald*-related wrangle occurred after the ship's bell was raised by the Great Lakes Shipwreck Historical Society (GLSHS) with the aid of the Canadian Navy. When the GLSHS announced plans to display the bell at a major diving show, certain relatives of the *Fitzgerald's* crewmen protested bitterly. The plans were subsequently scrapped. Besides disputes over their activities on the *Fitzgerald*, the GLSHS has been steeped in considerable turmoil caused by allegations of wreck pilfering and illegal artifact removal at various Michigan sites.

Several newly discovered, and possibly very old, wrecks in Lake Huron are currently under investigation. One deep-water wreck was found in 160 feet of water in late 1996 off Rogers City by three Michigan sport divers. A co-operative expedition involving the Coast Guard, Michigan DNR, and the University of Michigan hopes to video tape the vessel and inventory its artifacts. It's believed that the ship is a pre-Civil War schooner.

Another deep wreck, located off Middle Island northeast of Alpena, Michigan, was discovered by well-known diver Ed Ellison using side-scan sonar. Sitting in 190 feet of water, the 140-foot, 2-masted wooden ship appears to be very old since it has a tiller rather than a steering wheel. This fact suggests that the schooner probably predates 1850!

Between Lakes Huron and Erie in Lake St. Clair, a most unusual under-

water discovery was made in late 1995. About 140 years ago, a Catholic mission known as St. Felicity parish had been established by the French on that lakeshore. However, over the past century, the advancing lake inundated the church and its adjacent cemetery. Its present location, 2,000 feet off-shore and 10 feet underwater, was unknown to present local residents. In late 1995, the cemetery was relocated by divers from information gleaned from an old will. Apparently this will belonged to the original land owner who had deeded said property over to the Church. Further explorations hope to find remains of the building itself.

About three years ago, an unidentified steamer was discovered in 160 feet of water off Long Point in Lake Erie. Apparently it was an very old wooden ship with a reinforcing arch over the deck; thus it became known as the "Arch Wreck". The vessel has now been identified as the *Ohio* which sank in 1859 after her boiler exploded. Identification was made on the basis of the ship's dimensions and certain other records.

The legal wrangling continues over the wreck of the *Atlantic*, a 250-foot steamer that sank in 1852 in eastern Lake Erie and was alleged to contain significant gambling revenues as well as other valuable artifacts. The Province of Ontario, Mar-Dive Salvage Company, and a Canadian commercial diver all claim rights to the vessel and its contents. A Canadian judge has now declared the ship off limits to everyone until the situation can be resolved.

In Lake Ontario, an feud has erupted between certain TEK divers, Canadian lawmen, and local officials from the city of Hamilton. It seems that the divers, using trimix breathing gases, have been visiting the famous wrecks *Hamilton* and *Scourge* sunk in 300 feet of water during the War of

1812. These vessels were the property of the U.S. Navy, but now have been deeded to the City of Hamilton which has been formulating plans to raise the ships and display them in large, fresh-water tanks! Local officials claim that divers are trespassing on the ships, whereas the divers claim they have every right to visit them if they do not disturb anything and will continue to do so! The legal battle is on...stay tuned!

Just off the Great Lakes in Lake Champlain, a bottom survey to find archeological resources likely to be threatened by zebra mussels, turned up a revolutionary war gunboat. This vessel had belonged to a colonial fleet commanded by Benedict Arnold who engaged a superior British force in October, 1776. The battle raged for more than five hours during which two ships were lost and 10% of Arnold's troops were killed; only four of his original 15 ships eventually made it back to Fort Ticonderoga. The newly discovered wreck rests upright on the lake bottom with 50-feet of mast standing and a 12-pound bow cannon still in place. The states of New York and Vermont are developing a management/protection plan for the vessel.

In Vermont's Mirror Lake, divers recovered some Civil War mortar bombs which were apparently lost or dumped into the lake by a local state arsenal back in the 1860's. These aerial explosives were composed of 12-pound spherical case shot about 5 inches in diameter attached to a wooden frame called a sabot. When the mortar was fired, the sabot fell away and the fused bomb exploded a few seconds later, raining shot down on the enemy. Of primary interest is the fact that these recovered projectiles were still alive and had to be defused by demolition experts. Nonetheless, the artifacts themselves are quite rare,

although live ammunition from both the Civil War and War of 1812 has been found underwater previously. In fact, about 25 years ago, a diver was killed by a 1812 cannon ball which exploded after he salvaged it.

From down on the Gulf of Mexico, came word of an important archeological discovery with noteworthy Great Lakes implications. Underwater archeologists from Texas Historical Commission found the wreck of the *Belle*, a ship belonging to the French explorer LaSalle. Great Lakes divers will recall that LaSalle built the first sailing ship on the Lakes, the *Griffon*, which he planned to use in the fur trade. That vessel, probably lost in upper Lake Michigan after departing the Rock Island area in 1679, has never been found.

Several years later in 1684, LaSalle led another voyage to the New World for the King of France to locate the mouth of the Mississippi River and colonize that spot. This expedition consisted of 300 individuals in four ships. Unfortunately, LaSalle overshot his mark by 400 miles west and ended up in Matagorda Bay off the Texas coast. Bad luck had already struck en route when one of the vessels was seized by pirates. To make matters worse, the supply ship ran hopelessly aground upon entering Matagorda Bay and then sank. The third ship soon departed back to France with those individuals who by now had capitulated on the idea of colonization. This left the *Belle* alone with meager supplies and 180 would-be colonists.

LaSalle was convinced that the elusive river mouth was nearby. He built a fort and spent the years of 1685-86 searching in vain; meanwhile, supplies ran low, disease struck, Indians attacked, and the settlement dwindled. The *Belle*, anchored offshore with reserve supplies and 20 people, was hit by a fierce storm which blew her

across the Bay onto a shoal; only six individuals made it back to the Fort. Facing a desperate situation by 1687, LaSalle and 17 men set off overland to seek help. Along the way, LaSalle was murdered by five of his crewmen who then disappeared into the wilderness. The hapless fort soon succumbed to the elements and hostile Indians.

The *Belle* lay hidden 12-feet underwater for several centuries until archeologist Barto Arnold found it by magnetometer in 1995. Surprisingly, shrimp boats had snagged their nets in that area for years, but nobody had ever bothered to investigate the submerged obstruction! Since visibility on the site was so poor, it was decided to build a cofferdam around the small ship, pump out the water, and use land archeology techniques to excavate her. To date, the 51-foot vessel has yielded numerous well-preserved artifacts including remains of the ill-fated crew.

Over in Spain, the Aquarium of Barcelona created an extraordinary underwater display exhibiting a replica of an excavation of a Roman shipwreck. This particular cargo ship carried olive oil, wine, ceramic tableware, and a popular fish sauce called garum. It contained a sizable quantity of materials: 79 amphorae which would have held 1400 gallons of olive oil, about 1500 thin-walled ceramic vessels, 42 terra cotta lamps, and 2700 pottery bowls and plates. More importantly, these artifacts were so distinctive that their point of origin within the Roman territories could be ascertained. At the museum, a full-scale model of the ship and part of its cargo was recreated. In the watery display, a site grid is suspended over the model along with many of the archeological tools that would be employed during excavation. The unique display was open to the public in early 1997.



Regional News & Events

Crisp Point Lighthouse

According to a recent item in Lake Superior Magazine, the service room of the Crisp Point Lighthouse collapsed into Lake Superior in late October as a result of a gale. Located in Michigan's Upper Peninsula, the decommissioned lighthouse was recently put on Lighthouse Digest's doomsday list. Local observers expect the tower to fall during the next major storm in the area.

Research Vessel Sinks

After being hailed as a \$4 million savings for NOAA's Great Lakes Environmental Research Lab, the former U.S. Army Corps of Engineers vessel *Halcyon* sank by the stern at its dock in December. An investigation has determined that the sinking was caused by the improper installation of zinc plates two years ago which caused the vessel's twin hulls to leak.

When those hulls were winterized in late November, crews pumped water out of the 60-foot vessel's two front ballast tanks, left a substantial number of loaded barrels on the stern and failed to replace the covers on two deactivated bilge pumps. It has already cost \$270,000 to raise the vessel, and NOAA is still considering whether it will be cost effective to salvage the 10-year-old ship.

ATLANTIC Case Decision

A Canadian judge has ruled in favor of the Province of Ontario in its efforts to lay claim to the wreck of the passenger steamer *Atlantic*. The 265-foot ship which sank in Lake Erie in 1852 has been the subject of an intensive, five-year legal battle.

Mar-Dive Corp., a California-based company, had claimed ownership of the vessel which may contain up to \$200

million in artifacts and coins. The Ontario government opposed the claim since the wreck is in Canadian waters near Long Point, Ontario. Mar-Dive, which has proposed raising the ship for display as a museum, has said it will appeal the decision.

Shipwreck Artifact Controversy

A controversy arising from proposed state legislation affecting shipwreck sites has resulted in a custody battle over a brass ship's telegraph that has been on display at the Great Lakes Shipwreck Historical Society's Whitefish Point museum since 1987.

According to an item in the Sept. 14, 1996 issue of The Sault Star, lawyer Steve Harrington removed the telegraph from the museum in early September claiming to represent its legal owner, sport diver Mike Kohut. Kohut recovered the artifact from a shipwreck in 1973 and maintains that he only "loaned" the telegraph to the museum and now wants it back.

Harrington has said that Kohut also wants the artifact removed from the museum as a personal protest against the Historical Society's support of legislation in the State of Michigan banning underwater photos of human remain for public display and its efforts to have the wreck of the *Edmund Fitzgerald* closed to sport divers as a grave site.

Society officials maintain that the telegraph belongs to the State of Michigan under a 1980 law that declared all shipwreck artifacts recovered from Michigan lake bottoms the property of the state. Although this view is supported by officials of the Michigan Historical Center, the telegraph was last reported sitting in a Newberry police station awaiting a decision on who is the rightful owner.

Save Ontario Shipwrecks

As Save Ontario Shipwrecks began 1997, one of its challenges is a reduction of government funding for its archeological work. As a result, an effort is being made to bring new life to several old chapters to support ongoing underwater archeology projects on Lakes Ontario and Erie.

Kimberly Monk has taken over as president of SOS Toronto and is planning for a local archeological workshop to be followed by renewed survey work on the wreck of the *Sligo*. Barry Todhunter has taken over SOS Ottawa while Greg Way is the new head of SOS London. The Windsor chapter is trying to organize a two-week underwater archeology course at the University of Windsor for this coming summer. For info., contact Peter Engelbert at (613) 244-4280.

Institute For Great Lakes Research

Bowling Green State University's Institute for Great Lakes Research has been relocated from Perrysburg to the university's main campus in Bowling Green, OH. The move was made possible by the construction of a regional book depository which opened up space in BGSU's Jerome Library.

All the Institute's collection except for drawings and a few unprocessed collections, are now housed in Bowling Green. The only significant change in services involves vessel drawings, access to which patrons will have to schedule in advance. For more info., contact Bob Graham at (419) 372-9612.

T.H. Camp... continued from page 1

vessel, one of the earliest generation of steam-powered fishing boats to appear on the Great Lakes. Her twenty-five year operational career covered a time of unprecedented growth and change in the Great Lakes commercial fishing industry. The historical significance of the *T.H. Camp* cannot be separated from the history of Great Lakes commercial fishing as a whole.

Named after Mr. Talcott Hale Camp, a well-connected local business man, the *T.H. Camp* was built in 1876 and first enrolled at the Port of Cape Vincent, New York. Here she was listed as a steam freight boat with a plain head and a round stern. Approximately 65 feet long, with a breadth just under 15 feet, and a depth of 6.3 feet, the boat had a gross tonnage of 33.59.

Although the steamer's original deck and cabin arrangement has not been determined, later photographs show a raised stern and after hatch. Those pictures, along with the vessel's overall dimensions, suggests that the *T.H. Camp* may have been arranged in a manner similar to Great Lakes fishing steamers described by J.W. Collins in an 1885 federal report. The report contains drawings by noted marine architect Frank Kirby of the fishing steamer *T.R. Merrill*. Built in 1875, the *T.R. Merrill* was of a comparable size to the *T.H. Camp* and was designed for gillnetting. Drawings show two net rollers mounted a few feet aft of the bow stem on both the port and starboard sides. Inboard and just aft of the rollers is a hatch leading to a hold where the gillnets were usually stacked and fish stowed. The stern is elevated

and contains an additional deck hatch and hold. Diver reconnaissance of the *T.H. Camp* indicates a similar stern configuration.

Cape Vincent's first commercial fishing business was established in 1859 by Brown and May of Port Ontario, New York. In 1875 Ainsworth, Horton & Co. became the third owners of this pioneering enterprise and soon after commissioned the building of the tug *T.H. Camp*. Fishing in the Cape Vincent area of Lake Ontario hit a peak in the mid-1870s. According to one account, as of the year 1876 more than 800,000 pounds of fresh fish were being shipped annually from St. Vincent, while locally employing 200 men and 75 boats.

During the *T.H. Camp*'s construction, fishing in the Cape Vincent region went into a serious decline, the causes of which are not entirely clear, but probably relate some to over fishing and the implementation of new regulations that favored a growing recreational fishing and tourist business. A federally sponsored study of Great Lakes fisheries conducted in 1885 noted a serious decline in the Cape Vincent fishing business over the previous decade due primarily to a scarcity of fish. Of the rise and precipitous fall of Lake Ontario commercial fishing, a Syracuse newspaper offered the following retrospective in 1885:

As the demand grew beyond the supply capital stepped in. Immense concerns with fleets of boats, hundreds of miles of nets, and thousands of men were soon at work, and even railroads were taxed to carry the products of

their labor. For five or six years fishermen coined money. Then came the inevitable reaction. Fish became scarcer, sportsmen began to appreciate the grounds nature had selected for them, the game fish suddenly came under the protection of stringent laws, water always the best for fishermen were freed from nets, and net fishing there was forever proscribed. Steam came into use and Canada became a formidable rival ... Weaker concerns closed their doors, stronger ones branched farther out, once lively towns became dead and musty, nets rotted on the drying wheels, and idle sails flapped lazily on the masts in the harbors.

Syracuse Herald, 5 July 1885

Perhaps due to this unanticipated downturn in fishing, the *T.H. Camp*'s tenure on Lake Ontario was fairly brief. Sometime in 1880, the *T.H. Camp* was sold for an unknown sum to Lake Superior interests and relocated to Duluth, Minnesota. Unlike on Lake Ontario, those involved in Lake Superior's fisheries in 1880 could look forward to expanding business. Traditionally, Lake Superior's remoteness made marketing her rich fisheries very difficult, however rapid population growth in cities like Duluth and the construction of new railroads provided new opportunities for marketing Lake Superior fish.

In the upcoming Spring 1998 issue of *Underwater Heritage*, John Jensen will examine the operations of the *T.H. Camp* in the waters of Lake Superior and the events that led to her sinking.