

**Wisconsin Underwater Archeology Association
and State Historical Society of Wisconsin 1998 Field Season Schedule**

For more information contact Jeff Gray, 608-264-6493 or Tom Villand 608-221-1996.

May 26 - June 6	Apostle Islands: The State Historical Society needs volunteers to help set moorings, to map three lumber mills near Washburn and to survey logging sites.
July 19-26	Bailey's Harbor: WUAA plans are to finish mapping the Christina Nilson so the final project report can be completed. We will be taking a trip to the Frank O'Conner on Wednesday, July 22.
undetermined	Rock Lake: WUAA will be starting a new project this summer. Specific dates have not been set yet but we hope to get much done, including survey work, geological coring and both geological and historical research.
Sep. 26	Pearl Lake: Underwater archeology workshop. Experienced WUAA members can volunteer their time helping out with some of the training.
Oct. 17	Madison: WUAA's fall semi-annual meeting. Besides our normal business meeting, plans are to have a historical research seminar and to have speakers discussing river archeology.

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

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Wisconsin Dugout Canoes

by Jeff Gray

The canoe implies a long antiquity in which its manufacture has been gradually perfected....It will ere long, perhaps, be ranked among the lost arts.

-Henry David Thoreau

In September of 1996, a young girl out boating with her grandfather on Kenosha County's Lake Mary made an amazing discovery. Pulling up to the dock, the girl noticed a peculiarly shaped piece of wood jutting out of the mud which was uncovered by the backwash of their boat's propeller. The pair went into the water for a closer look and realized the sharp curves, smooth surface and pointed end were not natural. They had discovered a fragment of a dug-out canoe at the foot of their pier. Recognizing the fragility of the artifact, the family left the find in the water and reported it to the Kenosha Public Museum.

The museum contacted the State Historical Society of Wisconsin's (SHSW) underwater archeology program, and a joint field investigation

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Schooner Christina Nilson North Reef Bailey's Harbor, Lake Michigan

by Hank Whipple

In the winter of 1871, the keel was laid for the three-masted schooner Christina Nilson at the Manitowoc, Wisconsin shipyards of Hanson & Scove. Her owner was Charles M. Lindgren of Chicago, Illinois. She would be 139.4 feet in length, with a 26 foot beam having a draft of 11.4 feet with one deck, plain head and square stern. Her masts were stepped on July 20, 1871 and she was launched in early August. Enrollment occurred in Chicago with number 125293 issued on August 16, 1871, listing as master Jashin Hanson, and having a gross tonnage of 311.36 and 295.79 net. She was valued at \$19,000, listed as a "trader", and rated A-2 by the National Board of Lake Underwriters. (From before the Civil War, sailing vessels were divided into three classes for insurance purposes: A. B. and OO with the following grades within each class: A-1, A-1.5, A-2, A-2.5, B-1, B-1.5, B-2 and OO.)



While carrying a cargo of grain from Chicago to Sarnia, Michigan and working in a gale off Point Betsie, Michigan due east of Sturgeon Bay, Wisconsin at the end of November of 1873, the Nilson had two jibs blown off causing her to run to Manitowoc for repairs. The repairs were completed in a few days and Captain Hanson decided to continue the voyage to Sarnia. After departing Manitowoc, she went missing for two weeks causing considerable anxiety. She was next heard from as being safely moored for the winter in Cheboygan, Michigan in the Straits of Mackinac.

Title was transferred on August 7, 1880 to Johanna Lindgren of Chicago. She also had a new master, N. A. Hamman of Evanston, Illinois. At Manitowoc in 1880 and 1882 builders installed new keelsons, made other repairs, and her BLU rate, which had declined to B-1, was restored to A-2. The tonnage remained unchanged.

The final days at sea for the Christina Nilson, N. A. Hamman master, began on Thursday, October 23, 1884 when she cleared Escanaba, Michigan carrying 575 tons of pig iron for Chicago. The vessel was insured for \$8,000, the cargo \$13,000.

A storm had started on October 22nd with cautionary northwest signals flying at Milwaukee, Duluth and

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Wisconsin's Underwater Heritage

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

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Letter from David Cooper

Dear WUAA:

As many of you know, after ten great years with the state underwater archaeology program, I am moving on. I have accepted a position with the National Park Service at Grand Portage National Monument, Grand Marais, Minnesota. My new position will be Chief of Interpretation for the park, which is a reconstructed British Northwest Company fur trade post from the 1790s. In my new job as a supervisory park ranger, I will oversee the educational, archaeological, and cultural programs for this living history fur trade museum. Much of the job will involve developing and expanding the park's partnership with the Grand Portage Band of the Lake Superior Chippewa.

This is of course a great change for me, but I am greatly looking forward to the new challenges. The opportunity to live and work on the Lake Superior north shore is very exciting. Great diving is close by at Isle Royale, and some very interesting underwater archaeology has already been conducted at Grand Portage, with much potential for more underwater and upland archaeological work.

One of the things I will miss most about my old job is the wonderful folks in the Wisconsin Underwater Archaeology Association. It has been a real privilege to have been involved with WUAA since its inception. Looking back over my years at the State Historical Society, the accomplishments and close friendships

from WUAA will be some of my best memories. I'm not sure how I will cope without my regular dose of early mornings, cold water, wet rides on the Boston Whalers, and sociable evenings with folks from all over the country who love diving, archaeology, and maritime history.

Thanks to all of you for a really great ten years. I feel very fortunate that I'm leaving the state program in the capable hands of Mr. John Jensen (my assistant since 1989) and WUAA president Jeff Gray. With John and Jeff's leadership, and WUAA's talent and support, the future for the state underwater archaeology program is very bright.

Jeff Gray says that if I keep my WUAA dues paid up, I may even be able to participate in future field projects (I'll keep them paid up, Mr. President!). I hope to see you at future WUAA and Great Lakes diving events, and please stop by and visit if you find yourself on the North Shore.

I wish you all fair winds and following seas,

David J. Cooper

WUAA Activities

by Tom Villand

Over the past winter and continuing through the summer, there has been ample opportunities to get involved with WUAA. Between speakers, training seminars, meetings and field work, there has been no shortage of things to do.

In February, Arthur Cohn from the Lake Champlain Maritime Museum gave a fantastic presentation entitled "Liberties Lost Gunboat". The Discussion revolved around the discovery of a Revolutionary War gunboat created by Benedict Arnold. Mr Cohn described the archeology involved in documenting the battles that took place on Lake Champlain and the interpretation and recovery of artifacts including the gunboat.

In March, Dave Cooper led the "Iron and Oak: Great Lake Shipwreck Anatomy" training seminar in Manitowoc. The program started in a classroom setting where we learned in detail about the history and architecture of Great Lakes vessels; everything from early Native American canoes through the modern Great Lake self unloading ore carriers. We then examined the full size ship construction display of a wooden schooner, along with actual pieces of steel structure from a modern hull at the Wisconsin Maritime Museum. We finished the day in Sheboygan walking through the schooner Lottie Cooper, testing what we had learned earlier in the day on an actual "recovered wreck".

In April WUAA members met at the Milwaukee Public Library for our spring semi-annual meeting. First,

president Jeff Gray conducted the business meeting (copies of the minutes are available for anyone interested). This was followed by a behind the scenes tour of the Marine Historical Society's archives given by Virginia Schwartz. The tour was unique since it is reserved only for special groups and gave us a close inspection of what is available and how to research projects. After lunch we toured the Wisconsin Lake Schooner shipyard. Finally, we got a look at UW-Milwaukee's research vessel RV Neeskay.

WUAA's first field project of the season was held at Sturgeon Bay in May. This continues previous work done at Bullhead Point. We are continuing mapping and doing research on the two schooners Ida Corning and Oak Leaf along with the wooden steamer Empire State. Members participated in three days of diving which included considerable photography and video work. The final goal is to publish a report similar to the Leathem and Smith Quarry report. Besides the in water work, we checked out the new maritime museum in Sturgeon Bay. We also had the opportunity to watch videos of the raising of the Alvin Clark which was an exceptional treat.

The following events are planned to take place yet this year. As you can see, there are plenty of chances to get involved.

Apostle Islands 5/26 - 6/6: The State Historical Society of Wisconsin needs volunteers to help set moorings, to map three lumber mills near

Washburn and to survey logging sites.

Bailey's Harbor 7/19 - 7/26: Plans are to finish mapping the Christina Nilson so the final project report can be completed. There will probably be room to stay at a private cabin nearby. We will be taking a trip to the Frank O'Conner on Wednesday, 7/22.

Rock Lake: WUAA will be starting a new project this summer investigating the structures and history of Rock Lake. Specific dates have not been set yet but we hope to get much done, including survey work, geological coring and both geological and historical research.

Pearl Lake 9/26: People can sign up for this all day underwater archeology PADI sanctioned workshop through their local diveshop. Experienced WUAA members can also volunteer their time helping out with some of the training.

Madison 10/17: WUAA's fall semi-annual meeting will be held in Madison on the university campus. Besides our normal business meeting, plans are to have a historical research seminar and to have speakers discussing river archeology.

Contact Jeff Gray at 608-271-1382 or Tom Villand at 608-221-1996 if you are interested in participating in any of these events or if you need further information.

Canoes...

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confirmed the discovery of the bow or stern section of a dug-out canoe. Employing dive gear in the silty murk, the team unearthed two additional, but much smaller, potential fragments of the canoe. The pieces were carefully transported to Madison for immediate documentation and treatment in the SHSW's artifact conservation lab.

Returning to the site two weeks later, the team continued with a more systematic search, which produced another small fragment. The girl who discovered the canoe was given permission to miss school to document the project. With the help of her younger brother she filmed the search, interviewed the archeologists and recapped the discovery.

Only about 90 canoes have been discovered in Wisconsin, and this was the first to be collected by the underwater archeology program. First used by Native Americans, these canoes helped establish complex trade and communication networks. Generally constructed out of a single log, dug-out canoes were shaped through repeated charring and scraping. Impressed by the efficiency of the craft, Euro-Americans employed adaptations of dug-out canoes throughout the nineteenth century.

Identified as white oak, a sample was submitted for radiocarbon dating. This test measures the rate of radioactive decay of carbon to date an object. The discovery's importance justified the expense of the procedure and was the underwater archeology program's first use of carbon dating. The results surprised everyone--the canoe dated to 100 A.D. The "Lake Mary Canoe," as it has become known, is the oldest known watercraft in Wisconsin.

To ensure its long-life, the SHSW is employing conservation techniques to

C. Meide, *The Dugout Canoe in America*, 1995

the find. Conservation is the scientific process used to preserve and restore archeological material. The basic theory behind the conservation of waterlogged wood is to remove excess water while simultaneously replacing it with a synthetic material that stabilizes and strengthens the cell structure. The goal is to preserve the artifact in order to ensure the utilization its historic value.

Several months after the Kenosha find, almost 200 miles northwest of Kenosha, a second canoe was discovered just outside of Tomah. Cranberry growers making winter preparations removed a large piece of wood from a floating bog. Once out of the water, they immediately recognized it as a dug-out canoe. The remains were almost completely intact, running its full length from bow to stern. Shortly after being exhumed from the bog, it was resubmerged to prevent decay.

The landowner notified the SHSW, and an archeologist visited Tomah to analyze the canoe. Briefly documented and assessed, the artifact was left in Tomah until proper transportation and conservation facilities were arranged. Once in Madison, archeologists used tweezers and brushes in the tedious job of cleaning the plant growth and boring worms that had made the vessel home in the bog. After proper cleaning, treatment began.

Just under 11 feet long, with a maximum beam of 24 inches amidships and maximum height of about 11 inches, the "Cranberry Canoe" is of a classic dug-out shape, long and slender. Two thwarts are located 2.5



feet in from its ends along the interior. These 3.5 inch wide and 1.5 inch high carved braces run perpendicular to the center line of the canoe to provide additional strength to the hull. Other features include metal tool marks, charred interior and a plugged hole.

The preservation of these canoes was greatly aided by the actions of those who discovered them. By keeping the fragile artifacts in the water, they bought time for the SHSW archeologists to properly prepare a conservation plan. When wood is submerged, the structural integrity of the cells are compromised as its water-soluble substances slowly disappear. Aided by Wisconsin's cool temperatures and freshwater, wood can survive for extended time if it remains hydrated. The problems begin when the artifact is removed from its stable environment in the water. When exposed to air, and deprived of conservation treatments, the dehydration that ensues causes the cells to collapse and eventually rot away.

Both canoes require several more months of treatment. The SHSW and Kenosha Public Museum are providing funding. The Kenosha Public Museum will display the Lake Mary canoe, while the Tomah canoe will be at the Cranberry Expo in Warrens. If you discover any historic material, help preserve Wisconsin's past by leaving it in place and contacting the SHSW.

Christina Nilson...

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Escanaba. At 10:00 p.m. that night, Milwaukee, Escanaba and Duluth were experiencing northwest winds at 24, 20 and 13 miles per hour, respectively. Twenty-four hours later, snow with northerly winds were forecasted. Milwaukee and Escanaba were cloudy with light westerly winds and Duluth had light snow with west winds at 12 miles per hour.

What happened during the night of October 23-24 was an equinoctial storm for which Lake Michigan is famous. A preview of the gales of November. Between 6:00 a.m. and 6:00 p.m. on the 24th, gale winds of in excess of 37 miles per hour went from south to north, backing to the west, causing tremendous seas to run on Lake Michigan. The "heavy north-westerly", as the storm was called by the Milwaukee Sentinel, did not begin to subside until the night of October 24th. By then, it was too late for the Christina Nilson.

Having transited Death's Door, she turned south heading for Chicago off the east shore of Door County. By the time she was abeam of the Sturgeon Bay ship canal, the weather had deteriorated into a blinding snowstorm with gale force winds and high seas. Captain Hamman decided to run northeasterly before the storm with all sails single reefed to seek refuge at Bailey's Harbor.

The force of the gale and the blinding blizzard caused her course to be too dangerously close to the north shore of Bailey's Harbor before Captain Hamman got his bearings. When he discovered this, Captain Hamman attempted to sail eastward to avoid the north reef at Bailey's Harbor and gain adequate sea room.

His efforts failed and at 8:30 a.m. on October 24, 1884, the Christina

Nilson struck hard upon the north reef and began to founder. The anchor was dropped, causing her to swing around. The aft section of the schooner struck very hard. She immediately sank in two and a half fathoms of water and began to disintegrate. All eight members of the crew abandoned her at once making their way to a small island where they obtained refuge. No lives were lost. No outside assistance was rendered. All of their possessions and clothing were lost.

Wreck Report No. 243 was filed by Captain Hamman at Chicago on November 3, 1884. The underwriters by November 13, 1884, had engaged a Detroit, Michigan salvor. The salvage operation was sublet to Captain Williams of Sturgeon Bay, Wisconsin. The wrecking scow-schooner, F.H. Williams, proceeded to Bailey's Harbor to recover the pig iron. About fifty tons a days were salvaged. By November 20th, 250 tons of pig iron had been raised and placed on the Chipman & Roesser's Pier in Bailey's Harbor for shipment to market in the spring. The plan was to raise another 100 tons, have the tug John Gregory, Captain Stubbs, pull the schooner off and then take her to Chicago.

The Door County Advocate of November 20, 1884, proposed that a siren be installed and operated at the old lighthouse on an island on the north shore of Bailey's Harbor to prevent the repetition of the last two disasters - the wrecking of the schooner Christina Nilson, and the running on the reef of the schooner Itasca.

Due to unfavorable weather, no cargo was salvaged between November 20, 1884 and December 4, 1884. The salvors concluded that her bottom was gone when three steam pumps, working in unison, could only lower the hold's water an inch or two during hours of pumping. The Gregory

returned to Manitowoc on November 29th and the Williams to Sturgeon Bay. The salvage operations were suspended for the winter.

The heavy storm of January 15, 1885, together with ice, toppled her mizzen mast indicating she was breaking up even though she laid submerged. It was suspected that some of the stern and cabin had been crushed in with the ice, leaving nothing but the keelson which was insufficient to hold the top weight of the spar and standing rigging. By January 29, 1885, the mainmast had carried away, leaving only the foremast and bowsprit above water. The ice had forced the pig iron on the deck overboard. Refloating of the Christina Nilson had now been abandoned, and she was assumed to be a total wreck. Final cargo salvage would have to await warm weather. The foremast remained standing until shortly after March 5, 1885 when the retreating ice had its last effect on her. Her enrollment was surrendered on December 10, 1884. The endorsement read, "Surrendered at Chicago. Vessel wrecked and total loss." The cargo was eventually salvaged. The rigging was salvaged and brought to Chicago on July 5, 1885 by the schooner, A. Ford.

The locating of the Christina Nilson was reported to the State Historical Society of Wisconsin in the summer of 1997. A preliminary field survey with limited measuring and videotaping was done that year. Its close proximity to shore and shallow depth make the site accessible to sport divers. With its archeological potential and its vulnerability both quite high, it was deemed necessary to make the Christina Nilson a top priority for field survey in 1998. The site survey will be conducted July 19 to 27, 1998. Let WUAA know if you wish to participate.

A Confederate Yankee In King Arthur's Court

By Paul J. Creviere, Jr.

As we look back to America's Civil War, people of Wisconsin usually regard ourselves as followers of the Union... 'Twas always thus, and always thus shall be.' But just as we now argue about Federal Mandates versus States Rights, so it was back then. There was dissension in Camelot, and while Wisconsin fielded some of the toughest and most famous outfits of the war, it was not without it's confederate sympathizers and rebel connections.

One of the most widely recognized Wisconsin characters to travel south, was Captain William McGee. After he was lost overboard from a Great Lakes steamer in 1889, his friends and contemporaries spoke up and gave this basic story.

McGee was originally a sailor hailing from Washington Island where he was in charge of the small schooner *Mariner*. Shortly after the war began, he was asked to deliver a cargo of fish to Chicago markets and return with supplies. When McGee did not return, his employer investigated and discovered that the Captain had sold the ship and its cargo and pocketed the money before making his way to Baltimore and a new position with the Confederate Navy. He served on board the *CSS Sumter* and saw action in the North Atlantic sinking numerous Union cargo ships before the Federal Navy chased her to Gibraltar harbor, an English port. There the *Sumter* sat bottled up in the harbor until her captain realized the Yankee gunboats would never let them escape. The *Sumter* was sold to the British, and the crew paid off and left to make their own way to America. Captain McGee wrote home to Washington Island, where an old friend and fellow sympathizer, William Noland, was willing to

send money to bring McGee home.

After William McGee's death, Washington Islander William Betts told a reporter, "I met McGee when I came out of the army and he extended his hand to me. I did not take it however, and when he wanted to know if I had gone back on him, I replied that I had no desire to shake hands with a pirate."

Another area man who confessed Confederate assistance was Captain Henry Henderson, owner of the schooner *Ishpeming*. Henderson had been born in Dixie, and even as he sailed the Northern Lakes, carried the Southern cause. The Captain admitted in 1901 that during the Civil War he had used his Great Lakes schooner to smuggle Confederate officers and civilians back and forth across Lake Erie to Canada. When Federal authorities became suspicious, he "came within a hair of being sent to Johnson's Island, the prisoner of war camp in Ohio.

One story of Confederate espionage is generally well known but not usually identified as having connections to Wisconsin. A rebel plan called for seizing Johnson Island prisoner of war camp in Lake Erie and releasing the rebel soldiers confined there. Captain Charles Cole, a confederate officer serving under General Nathan Bedford Forrest, made preparations to drug the crew of the gunboat, *USS Michigan*, and use the captured vessel to affect this release. But Cole endeavored to take the plan one giant step further.

It should be explained that by international agreement between Great Britain and the United States, Canada and the United States could have only one gunboat each, with only one cannon on the Great Lakes. If rebel saboteurs were to grab the *USS Michigan*, the Union would have no other naval vessels available to stop her.

Using the *Michigan*, Cole hoped to put Great Lakes ports at the mercy of the Confederacy. He carefully inspected government facilities as well as civilian commerce about the lakes, before reporting ...

"Milwaukee is an easy place to take possession of. They have no fort, and twelve feet of water up to the first draw bridge. The Milwaukee and Detroit steamers are below the first drawbridge; there is a large amount of grain shipment and quantities of coal. Sheboygan supplies all the country from Fond du Lac; sends grain and produce there for shipment. Port Washington is a small settlement with little of advantage, but its people are strong friends, and determined in their resistance to the draft. Mackinaw has natural fortification, and mounted at the observatory are three guns bearing on the straits."

Captain Cole's plan was discovered shortly before the attempted take over of the *Michigan*, and the story became one more chapter in a volume of near misses for the United States in the Civil War. And as we ease into modern times we still wrestle over which power should be given to the States and which to the Federal Government. But there is never a serious suggestion to settle it by dividing the Union. And here in northeastern Wisconsin, the "Homeland", "God's Country", "Camelot", we take great pride in our ancestral effort to save the Union. And rebel ties are shoved under the tent flap of obscurity.

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Steamer Jos. L. Hurd Is Wrecked

Crew abandon craft and after a thrilling experience in the yawl are rescued by steamer Mohawk.

(The following story is from the Door County Advocate, Aug. 16, 1906. It was uncovered by WUAA member Russ Leitz, who is indexing the Advocate. The history of the Hurd is also discussed in WUAA's 1994 report on the Leathem & Smith Quarry site in Sturgeon Bay, WI.)

The Chicago Inter-Ocean of Monday gives the following detailed account of the disaster:

The barge J.L. Hurd left Millakake River, Mich., some days ago, loaded with cedar poles, for Chicago. In addition to its crew of nine men it had aboard Mrs. McCaffery, the wife of the Captain, and their 16-year-old daughter. McCaffery's son ranked as first mate on the boat.

When off Grosse Point, about 16 miles from shore, the barge sprung a leak and the water began rapidly to fill the hold. Capt. McCaffery at once ordered the crew to man the hand pumps and started the steam pumps going. In spite of the efforts of the crew the water gained rapidly, and about 9 o'clock Saturday evening it reached the engine room and put out the fires. The crew kept up its unequal struggle until after midnight, when the stern of the boat was level with the water, and the big waves swept the craft from end to end. The cedar ties, which prevented the barge from sinking, broke loose and several of the men had narrow escapes from being crushed to death by the heavy timber. Seeing that every attempt to save the barge was in vain, Capt. McCaffery ordered the yawl lowered, and, first placing his wife and daughter in the craft, secured the ship's papers, his nautical instruments, and other impor-

tant articles, and was the last to leave the ship.

The boat had not gone ten yards from the barge when, with a crash, the old hulk parted amidships, the stern sinking below the waves and only the bow remaining in sight. After many narrow escapes from the logs floating near where the barge had sunk, the yawl with its drenched occupants reached open water. The boat was hopelessly over-loaded and the big waves running swept over the gunwale every few minutes. Capt. McCaffery had provided utensils for bailing, and while two seamen strove to row the boat closer to shore the others attempted to keep her free of water. All night, encouraged by the captain and his wife who took her turn with the men at bailing, the crew labored. Twice the lights of steamers were sighted and attempts were made to signal, but in each case the big vessels failed to see the distress lights hoisted on the boat and went steaming along on their way to Chicago. At 6 o'clock the boat was half filled with water, and the situation appeared desperate, when the smoke of a steamer was sighted. Frantically the members of the crew bailed while Captain McCaffery rigged distress signals on a pair of oars. Blacker and blacker became the low-lying cloud of smoke, and finally the distressed mariners in the boat could make out the form of a huge dark hull. For a time it appeared that those on the steamer had failed to notice the boat and that she would pass by without picking them up. Mrs. McCaffery and her daughter, frantic at the thought, took off their outer dress skirts and, attaching these to the ends

of oars, stood up in the boat and wildly waved their improvised flags. Just as it appeared the boat was about to go out of the range of vision of those on the steamer, the Mohawk whistled twice, changed her course and bore down on the yawl. So heavy was the sea that it was with the greatest difficulty that the women were transferred to the deck of the Mohawk. Miss McCaffery was the first to climb the rope ladder to safety, but her mother who followed was dashed against the side of the ship and, losing her hold on the ropes, fell back into the yawl. She lay in the bottom unconscious for a short time, but finally was revived and, aided by her husband and son, was able to reach the deck of the Mohawk.

Acting on directions given by Capt. McCaffery, Capt. Murphy of the Mohawk went in search of the derelict barge. It was found about two miles from the point at which its crew had been picked up, but all efforts to tow it to shore were futile. It lies now directly in the course of the passenger steamers out of Chicago, but until the weather moderates it will be impossible to remove it. Her cargo was valued at \$8,500 and was fully covered by insurance.

Members of the crew from here are Engineer Ed. Weber, assistant engineer John McMillian, and cook Martin Larson.

The Hurd was subsequently picked up and towed into the Chicago river, where she now lies sunk. The craft will be brought here, where the machinery will be taken out of her and the once proud steamer converted into a tow barge.