



RING TO No.

JNA/RGA.

Office of Superintendent of Lighthouses,

Agency at Parry Sound, May 2nd, 1922

Report of J.N.Arthurs, Superintendent of Lights, on the last known movements of the C.G.S. LAMBTON, and of the search for her.

The LAMBTON left Sault Ste. Marie at about 10.30 in the morning of Tuesday, April 18th. in company with the steamers GLENFINNAN and GLENLIVET, known as the Playfair boats, of Midland. The LAMBTON was proceeding to place the keeper and assistant of the combined light and fog alarm at Parisian island, 20 miles above the Soo., the keeper with his assistant at Caribou island, 90 miles above the Soo., or 56 miles above Whitefish point, and the keeper at Michipicoten Harbour, approximately 120 miles from the Soo.

On April 18th. according to reports, heavy gales were sweeping the upper lakes from the northwest, with snow in some localities. The C.G.S. GRENVILLE was held in Parry Sound on this date by heavy weather. This heavy weather, according to press reports, packed the ice back into Whitefish bay and locality which had been fairly clear of ice.

On April 19th. a very severe wind storm, accompanied by snow, suddenly broke locally about 8.30 p.m. from the northwest. Knowing that the LAMBTON had left the Soo on the 18th. some concern was felt as to her whereabouts. On the 21st. the Agent wired Mr. J.W. LeBreton Ross, Superintending Engineer, Sault Ste. Marie Canal, Sault Ste. Marie, asking him to enquire and report any word of the LAMBTON. He also asked the wireless operator at the Soo for news of the LAMBTON, who replied on the 22nd. as follows, -

" GLENFINNAN reports sighted LAMBTON 2 p.m. 19th. 40 miles out from Whitefish point heading for Caribou, stop. Trying obtain information from downbound boats, will advise later".

This message was acknowledged at once with the request that the enquiries be continued.

On the 22nd. a wireless report was received as follows, -

" GLENFINNAN advised Caribou island light not burning, have notified canal and broadcasting same. " (Signed, Operator.)

A further report advised that the GLENFINNAN passed Caribou island on the night of the 21st. westbound.

On April 22nd. the Agent asked by wire one Allan McKechnie of Michipicoten Harbour to make enquiries from Gzagantua to Quebec

Harbour for the LAMBTON and to report.

On the same date Mr. J.W. LeBreton Ross, Soo Canal, advised "No word of LAMBTON".

At 2.p.m. Sunday, April 23rd. the following Radio report was received from Sault Ste. Marie.

" To the Agent, Marine, Parry Sound, "

" Radio Soo reports, - " Steamer VALCARTIER reports as follows,-
Has not seen LAMBTON, stop. Six-thirty a.m. April 20th. about 25 miles south east end Michipicoten island and 15 miles east Caribou saw what looked like top of small pilot house painted white, trimmed with bright red, also piece of grained woodwork six feet by two, and another piece of white woodwork ten feet by four feet, stop. Davieaux lit but not Caribou. "

I had been away placing temporary keepers at Griffith island, Richards Landing and Shoal island lightstations; and attending to other matters, returning at 2.a.m. Sunday, the 23rd. and the first I learned of the concern for the safety of the LAMBTON was about 3.p.m. Sunday when Mr. G.W. Johnston, Inspector of Fog Alarms, hearing that I was home, brought a copy of the above telegram to me. In the meantime, Mr. Airey, not knowing that I was home, and the Agent out for the time being, sent a copy of the above telegram to the Deputy Minister for the Agent, and asked for instructions re search. The telegram in question was sent at 2.15 p.m.

Almost immediately I tried to get Mr. Macphail, Commissioner of lights, or Mr. Hawken, Assistant Deputy Minister, by telephone and tried continuously but without success. About 6 p.m. I could stand the suspense no longer and telephoned Mr. Thomas Ross, who does the work in connection with the buoy service at Sault Ste. Marie, and whom I knew to be reliable and well acquainted with shipping, to make the best arrangements possible for a suitable tug to go and search for the LAMBTON at once. I asked Mr. Ross to have all particulars in this regard ready for me in an hour when I would telephone him again, thinking that in the meantime I would get Mr. Macphail or Mr. Hawken by phone. I tried for over the hour and then telephoned Mr. Ross who advised me that the only suitable tug available for the work required was the G.R. GRAY, owned by the Lake Superior Paper Company. Mr. Ross told me that the tug GRAY was not quite fitted out and would not be ready until Monday morning. I told him to hold the tug, if she could not leave before morning, until noon when Mr. Johnston would arrive to go with the tug. Questioned as to the cost of the tug Mr. Ross said that he could not find the proper authority to ascertain this. Later I tried to telephone the owners of the tug but was advised that they were out of town.

I advised Mr. Johnston to leave at once to join the tug and his instructions were as per my memorandum to him of the 23rd. ~~in~~ ult., copy of which was forwarded to the department by the Agent.

At about 10.p.m. the Agent, through the Deputy Minister, got in touch with Mr. Macphail by telephone, and it was decided that I should go to Sault Ste. Marie for the purpose of making the best possible arrangements for the tug, Mr. Johnston to go on the tug, and if necessary to remain at Caribou island to put that station into operation.

Mr. Johnston and I arrived at Sault Ste. Marie at one p.m. on Monday the 24th. The tug was not ready until 3.15 p.m. As it was

necessary for Mr. Johnston to have an assistant if he remained at Caribou island we went immediately to the G.W.V.A. to look for men. There were several applicants and we took the two we thought best qualified namely, - J.S.Hoskin and J.D.McKinnon. I took two men because I must admit I had very grave fears for the LAMBTON, and provided for the temporary keepership of Caribou island lightstation, it being my intention to leave Mr. Johnston with the two men until they were fully acquainted with their duties, and to place the best qualified in charge. It was necessary to provide food and supplies for these men.

We left Sault Ste. Marie at 6.50 p.m. Monday the 24th. on the tug GRAY. We met three boats in the Canadian lock, only one of them which we took to be the GLENLIVET, mentioned in the 1st. paragraph of this report, had seen the LAMBTON. Her captain reported that at 2 p.m. on Wednesday, April 19th. 35 miles north of Whitefish point he had sighted her making good progress. He said nothing about her steering gear being out of order as reported below.

Below is a summary of all the reports I heard of the LAMBTON, after careful enquiry, up to the time I left the Soo on the tug GRAY on the evening of the 24th.

1. She left Sault Ste. Marie at 10.30 a.m. Tuesday, April 18th. in company with two Playfair boats, - the GLENFINNAN and GLENLIVET. Reported heavy gales sweeping upper lakes on this date.

2. Heavy ice was encountered by the three boats until well past Parisian island.

3. Heavy storm on April 19th. caused some anxiety. Persistent general enquiry for word of LAMBTON 20th. and 21st. April with no result until evening of 21st.

4. Evening April 21st. Radio message received, - " Steamer GLENFINNAN reports sighted LAMBTON, 2 p.m. 19th. 40 miles out from Whitefish point heading for Caribou, stop. Trying obtain information from downbound boats, will advise later, signed Radio Operator, Soo. "

5. (a.m.) April 22nd. Radio from Soo as follows, -
" GLENFINNAN advised Caribou island light not burning, stop. Have notified canal and broadcasting same, signed Radio." A second message advised that the GLENFINNAN passed Caribou night of 21st. westbound.

(Please note the GLENFINNAN was mentioned with the GLENLIVET in the first paragraph of this report.)

6. Sunday, April 23rd, 2.p.m. Message from Radio, Soo, as follows, -

" Steamer VALCARTIER reports as follows, - " Has not seen LAMBTON, stop. Six-thirty a.m. April 20th. about 25 miles south east end Michipicoten island and 15 miles east Caribou saw what looked like top of small pilot house painted white, trimmed with bright red, also piece of grained woodwork six feet by two, and another piece of white woodwork ten feet by four feet, stop. Davieaux lit but not Caribou."

(This wreckage described as above, with little doubt identified it as belong to the LAMBTON and a copy of the message was sent to the Department with a request for instructions re search).

7. 1.a.m. 24th. Message received from Captain S.G.Scagel, Sub-

'Agent, Fort William, dated 23rd. as follows, -

" Steamer GLENLIVET reports seeing LAMBTON about 40 miles above Whitefish point on the 19th. with steering gear disabled and steering with cables, stop. Steamer WESTMOUNT reports no light Caribou 21st. Port Arthur wireless station endeavouring to reach vessels for news of LAMBTON and Caribou light. (Sgd) S.G.Scagel. "

(Please note different references to steamers GLENFINNAN and GLENLIVET in this report as above and as hereafter.)

8. Monday 24th. J.W.LeBreton Ross, Sault Ste. Marie, advised Caribou light not burning, LAMBTON last seen by steamer OSLER on 18th. 40 miles off Whitefish.

(Please note this message states OSLER sighted LAMBTON 18th. According to other reports it would appear that 19th. was meant. Mr. Ross told me at the Soo that the captain of the OSLER stated that the height of the gale hit him two hours after sighting LAMBTON.)

9. Monday 24th. Report received that the LAMBTON was not at Michipicoten Harbour.

10. Monday 24th. Steamer SARNIAN reported Davieaux island light burning night of 22nd. and no light at Caribou. Message signed by S.G.Scagel, Fort William.

(The Davieaux island light was put into operation on the 18th., the Michipicoten island, east end light, on April 20th. and the Gargantua light on April 20th.)

11. Monday. I was advised at the Canal Office, Soo, that the steamer WESTMOUNT upbound reported seeing the LAMBTON about 40 miles above Whitefish point, and that the storm set in almost immediately, with snow shutting out the vision, and that she did not see the LAMBTON again.

12. I will refer now to the report made by the steamer MIDLAND PRINCE, as per clipping attached from the Sault Daily Star of Monday, April 24th., claiming that the steamer MIDLAND PRINCE went up the lake on Tuesday the 18th. and on Wednesday about noon, when the storm came up, lost track of the LAMBTON while fighting its own battle against the wind, adding that the gale changed from southeast to northeast and turned into one of the worst storms the officers had ever seen, when it abated the LAMBTON, they said, was not in sight.

Just here I want to put in an account of advice Mr. Thos. Ross told me he received verbally from Captain Taylor of the GLENFINNAN at the Soo on her down trip on or about the 25th. as follows, -

That after leaving the Soo on the 18th. the LAMBTON, GLENLIVET and GLENFINNAN struggled against the ice together, the ice extending until well past Parisian island. That during the struggle the GLENFINNAN got stalled and that the LAMBTON came to her assistance and broke her out. During this manoeuvre there was a slight collision between the LAMBTON and the GLENFINNAN, the LAMBTON hitting the GLENFINNAN about the quarter but that no damage was done to either boat. Shortly after this the three boats cleared the ice and proceeded up the lake together, this was on the 19th. That before the LAMBTON left the ice she broke her steering gear which it was stated was not the result of the collision. The LAMBTON, it was stated proceeded, steering by one inch lines to the quadrant, not using tackle. Further, the three boats proceeded together until 35 miles past

Whitefish point, reaching this point about 2.p.m. Here the Glen boats which had been ordered to stay together on account of one of them having a bent steering post, turned back for Whitefish point on account of threatening weather. The LAMBTON, the statement was made, went on and the two Glen boats just got back under Whitefish point ten minutes before the storm broke. Mr. Ross said that the statement was made further that at the time the two boats decided to turn back there was no sea, no wind and the glass was fair, and that under these conditions the captains of the two boats felt rather foolish turning back.

(Please note Paragraph No.12, MIDLAND PRINCE'S report that storm came up about noon; GLENFINNAN'S report, paragraph 5, and GLENLIVET'S report paragraph 7., also please see attached clipping of report from Sault Daily Star, Tuesday, April 25th., which in part is relative to this paragraph of my report, and also please note clipping dated Sault Ste. Marie, April 19th. re steamer YORKTON reported ashore 19th. April at Whitefish point.)

14. Here I will give the weather data I received while on lake Superior aboard the tug G.R.GRAY.

At noon, Thursday the 20th. the American patrol boat COOK met the tug GRAY at Caribou island and her commander, Capt. Trudell, read to me from his log as follows, -

" Wednesday, April 19th. Storm struck Grand Marais, Mich., at 1.p.m. increasing with snow to gale force by 2.p.m., reaching a velocity of 60 miles per hour at Whitefish point by 6 p.m. moderating about 10 p.m. "

On the morning of Wednesday April 19th. he stated it was fairly calm but threatening with rain and a southerly wind, and that the storm came from the north varying northeast.

Thursday, 20th. a.m. fresh from the north moderating to little wind at night.

Friday, 21st, light northwest wind a.m., light southerly, p.m.

Saturday, 22nd., and Sunday, 23rd., about the same as Friday, p.m.

15. Charles Carlson, a fisherman at Coppermine point, advised that on Wednesday the 19th. April it blew hard from the northeast with snow in that locality from 10.30 a.m., the storm increasing all day; that during the afternoon he had to lay in Batchawana bay with his small boat; that from April 1st. there had been no ice on the north shore nor so far as could be seen, above the Sandy islands.

16. Charles Miron, lightkeeper, Gargantua, read from his diary as follows, - He left Agawa bay 20 miles east of Gargantua at 10 a.m. on Wednesday, April 19th. in his 16ft. boat with an overboard motor engine. He stated that it was snowing and blowing hard then from the northeast, the wind increasing to gale force during the afternoon. He arrived at his station about 6.p.m.

20th. Fresh wind from the north, weather clear, p.m. Northwest.

21st. a.m. west., p.m. south, light winds.

22nd. a.m. southwest, p.m. west, light.

23rd. a.m. southwest and p.m., light.

24th. South and Southwest.

He said there was no ice in sight off the north shore.

17. Mr. Oates, Michipicoten Harbour stated that on Wednesday, April, 19th. it blew hard all day from the northwest and snowed a foot, the wind moderating during the evening. He said there had been no ice in sight for over ten days.

18. Mr. Johnston, Fog Alarm Inspector, was at Thunder cape on the 19th. April, and advised that it blew from the northeast.

19. Please note report from steamer FRANZ as per clipping from the Sault Star of Thursday, April 27th. attached, to effect that she had noticed disabled steering gear of LAMBTON while a number of vessels were together in the ice below Whitefish point.

20. The wreckage reported sighted by the GRANT MORDEN, as per clipping from the Sault Star of April 28th. attached, is believed to be the wreckage picked up by the American patrol boat COOK. I received a wireless on the GRAY that the GRANT MORDEN had sighted wreckage off Crisp point, and another almost at the same time that the COOK was going to get the wreckage and take it to the Soo, Michigan. She got the wreckage but could not get through the ice below Parisian island, so returned with the wreckage to Whitefish point, and sent the following description, which without doubt describes part of the construction of the LAMBTON,

Description, - " Large piece cabin, white wood, with brass bracket lamp, trade mark, H.L.Piper Co., Montreal, nickel plated match box underneath lamp, "trade mark figure 4, scythe inscribed over it". Window frame single glass colour brown, colour cove, red by shutter, brown coloured door, upper half glass, brass lock knob inside, ring outside, painted dark brown.

21. It might be noted as per clipping from the Sault Ste. Marie News of Friday, April 28th., the statement is made that it was known that the LAMBTON was last seen by the steamer GLENLIVET near Caribou island on Wednesday afternoon.

As to ice flows, so far as I could learn there was no ice above Whitefish at the farthest, and I believe that the ice did not extend far past Parisian island. The high westerly winds of April 17th. and 18th. had blown the ice down the lake into Whitefish bay, which a day or two previously was fairly clear of ice. I read a report of this condition in a Toronto paper dated, I believe, the 18th. April, I cannot secure a copy of the paper locally. I never heard the suggestion made by the Sault News re the LAMBTON getting caught in the ice flows made by any of the number of Marine Men I talked to in Sault Ste. Marie and elsewhere.

22. From careful enquiries I believe that the ice conditions when the LAMBTON went up on April 18th. were about the same as when the GRAY went up on April 24th., and I am enclosing herewith a sketch showing the ice area, as I saw it, to be the best of my knowledge.

SEARCH WITH TUG G.R.GRAY.

We left Sault Ste. Marie at 6.50 p.m. Monday, April 24th. There was heavy floating ice from the time we left the lock until we reached Point au Pins. Just above this point at about 9.p.m. we encountered a large field of ice that had evidently never been broken, and through which the tug could not break, so we were forced to drop back to anchorage and to wait for some big boat to pass which we could follow through the ice.

About 10 a.m. on April 25th. a freighter passed up and we followed her. From Point aux Pins to Parisian island the ice was very heavy, at times bringing the freighter to a stop, and the tug captain had to watch his distance from the freighter closely lest the ice pack in between the two boats and stall him.

We passed Parisian island at around 6 p.m. It was hazy to the extent that we could barely see the island, and that the fog horn could be expected but the horn was not sounding. It was then realized that probably Mr. John Douglas, keeper of the Parisian island station, with his assistant was on the LAMBTON.

The ice in the immediate vicinity of Parisian island was not so heavy as further down but still too heavy for the GRAY to attempt a landing, so I instructed the Captain to run to Whitefish point where we arrived at 8.30 p.m.

At Whitefish point I got in touch with the wireless operators seeing them personally. They told me that Parisian island light had not been seen so far this year, nor had they seen any sign of the LAMBTON. They said that ice conditions for the past week in that locality had been about the same as they were then.

On the evening of April 25th. I instructed the wireless station at Sault Ste. Marie to broadcast advising shipping not to expect Parisian island light or horn. I sent the same advice to the Soo canal office and to Fort William.

At 2.a.m. Wednesday April the 26th. I had the tug GRAY leave Whitefish point and run back to within about 5 miles of Parisian island lightstation. At the time we left Whitefish we could see the Coppermine point light about 17 miles distant. There was no sign of the Parisian island light, so it was decided that the keeper had not been landed by the LAMBTON and thought was immediately given as to the best means of providing a temporary keeper if necessary.

We left the locality of Parisian island at 3 a.m. arriving off Agawa bay by daylight. We searched around Montreal island, the Lizards, Leach island and along the main shore to Gargantua where we arrived shortly after noon. The wind this day was from the north and blowing quite fresh.

It was my intention to go direct to Caribou island from Gargantua, as I thought it quite possible that the LAMBTON might have been wrecked on that island, but the north wind got so strong that it would have been impossible to do anything had we made Caribou, so it was decided to go to Michipicoten Harbour, searching the shore en route, and to obtain there a keeper for the Michipicoten Harbour light and a keeper and assistant for Caribou island lightstation. For the latter station we had in view one John Kennedy whom Mr. W.C. Treanor, Senior Inspector of Fog Alarms, and I interviewed last summer re the keepership

of Caribou island, or one George Marshall whom Mr. Johnston had as assistant at Caribou island lightstation for a season, and whom Mr. Johnston considered quite capable of taking temporary charge of this station. It was thought better to place a man who had had some experience at the station in charge if possible.

We arrived at Michipicoten River at 4 p.m. on the 26th. Mr. Marshall was at home and promptly decided to go to Caribou island to take temporary charge of the station there. In a short time a good assistant was secured for Mr. Marshall and a temporary keeper was secured also for the Michipicoten Harbour light being placed in charge that night about eight o'clock. Mr. Johnston and I were back on the tug with these men inside of two hours. We then moved over to Michipicoten Harbour, where there is a store, to arrange for supplies for the temporary keeper at Caribou island. It had been decided to place the two men we took aboard at the Soo at Parisian island lightstation if necessary.

We left Michipicoten Harbour at 1.15 a.m. Thursday, April 27th. and arrived at Caribou island about 6 a.m. Just as we arrived I received a wireless message saying " that the steamer FRANZ downbound on the 26th. reported that on her up trip on Thursday the 20th. Caribou light was burning and that there was a fire on the island, "

Mr. Johnston was placed at Caribou island with temporary keeper Marshall and assistant at 7 a.m. Five men then went to search the big Caribou island, two men and one man in a row boat started up one side of the island, while one of the crew and myself took the other side. There was absolutely no sign of anyone having been on big Caribou or at the light this season, and there was no wreckage.

It was about 12.30 p.m. when the party I was with got back to the tug. In the meantime Mr. Johnston was getting the fog alarm plant at Caribou into operation. It was not quite through so I decided to wait here until the plant was connected up and Mr. Marshall off to as good a start as possible to give him in such a short time. Of course his previous experience at Caribou will be of great assistance. Here I must admit that I had given up hope for the LAMBTON and needed Mr. Johnston to go to Parisian island and install the two men there.

About 1 p.m. while we were at Caribou, the American patrol boat COOK, (Capt. Trudell) came up. This boat has a speed of over 20 miles per hour. Her captain told me that he had been patrolling the south shore for signs of the LAMBTON or wreckage. He offered to do anything I would suggest he might do to assist in the search. I suggested to him that he should continue to cover the south shore and keep in touch with the American wireless station at Whitefish point for any message of wreckage being reported when with a boat with the speed of the COOK he could be quickly on the spot. It was decided that on leaving us the COOK should take a course down the middle of the lake to Whitefish. The spirit of co-operation and the good will of the COOK was very much appreciated and very gratefully received.

We left Caribou island at 4.40 p.m. Thursday the 27th. and took a course towards the east end of Michipicoten island for about 15 miles, then turned and ran to Quebec Harbour, arriving there after dark. The GRAY was the first boat into Quebec Harbour this year and the people had not seen or heard anything of the LAMBTON.

We left Quebec Harbour shortly after daylight Friday, April 28th. and circled Michipicoten island. Atmospheric conditions were good so we also had a fairly good view of the north shore behind Michipicoten island. We called at the east end light and found that the keeper had not seen or heard anything of the LAMBTON.

We left Michipicoten island, steering well into Michipicoten bay, and struck the north shore again at Cape Choyye. We called again at Gargantua because I had arranged with the lightkeeper to watch the shore closely and wanted to know if he had found or seen anything. He had been along to Indian Harbour but without result.

We continued along on the 28th. searching closely the main coast line and the islands down to Batchawana bay where we arrived just at dark.

At 4 a.m. Saturday, the 29th. April, we left Batchawana bay arriving at Parisian island shortly after daylight. Mr. Johnston was left here with temporary keepers Hoskins and McKinnon, the most favourable to be placed in charge after a trial. I instructed Mr. Johnston to stay here until these men were fully instructed and capable of being left in charge. This work will probably take him a week. I instructed him then to return to Caribou island and stay there until he is satisfied that everything will be all right there until final keepership arrangements are made. I arranged with the manager of the Booth Fisheries Canadian Company, Sault Ste. Marie, to have one of their tugs which is expected to go up to Quebec Harbour about May 4th. call at Parisian island for Mr. Johnston so that Mr. Johnston will have little trouble getting back to Caribou island with safety.

After placing the temporary keepers at Parisian island on Saturday, April 29th. I returned to Sault Ste. Marie with the tug. The ice was still heavy from Parisian island down to Point aux Pins. We arrived at 3.p.m. making the actual time the tug was used five days.

I remained in Sault Ste. Marie until 12.30 p.m. Sunday, the 30th. I called on all the next of kin of those lost with the LAMBTON resident in Sault Ste. Marie to express on behalf of the department and myself sympathy and to give what comfort I could by relating the careful search that had been made for the LAMBTON by the action of the department, and the result which left no hope.

I must say that conditions at the home of Mrs. Penfold, widow of the Caribou island lightkeeper, and at the home of Mrs. Douglas, widow of the Parisian island lightkeeper, were most pathetic, each woman being left with three small children. The homes of the mothers of the young seamen lost were also very sad.

I arranged with the keepers at Quebec Harbour, Michipicoten island east end, Michipicoten Harbour and Gargantua to patrol the shores for signs of wreckage. The keeper at Coppermine point was away but a letter will be sent to him instructing him to keep watch. The temporary keepers at Parisian island and Caribou island are also to keep watch.

Going up on April 24th. the tug GRACIE of Port Arthur was sighted. I made enquiries and found that she followed the north shore down taking about a week and arriving at the Soo on the 25th. April. She saw no sign of the LAMBTON.

On the 28th. April, when we were off Gargantua, at about 11 a.m. I received the following wireless messages, -

1. " Steamer GRANT MORDEN reports passing large piece of wreckage 14 miles north by west from Crisp point painted white, Signed, Radio Station."
2. "Steamer COLLINGWOOD reports to day passing wreckage of cabin twenty one and a half miles from Whitefish point on course to Passage, Crisp point bearing south fourteen east stop. Signalled coast guard cruiser and think she is now picking up same, signed Ross. "
3. "Nothing further to report except subchaser COOK advised had picked up some wreckage and was bringing same to Soo, Michigan."

On receipt of the above I decided that the steamers GRANT MORDEN and COLLINGWOOD had seen the same wreckage and that the COOK was picking it up. When I got to Sault Ste. Marie I found that the COOK could not get through the ice below Parisian island and had returned to Whitefish point sending in a description of the wreckage as per paragraph 20 of this report.

At about 3 p.m. 28th. when off Agawa bay this message was received, -

" Steamer GLENBRAE wires passed considerable wreckage 15 miles north Caribou three thirty Wednesday afternoon, wind northeast strong" message signed Ross.

It seemed strange that this wreckage, if off the LAMBTON, should be sighted so far from that sighted at Crisp point Friday. This may have been the wreckage sighted as per paragraph 6 of this report. The northeast wind of Wednesday 26th. died out in the evening and there was very little wind Thursday, Friday or Saturday, what little there was prevailed from the west varying.

In Sault Ste. Marie generally the people were well satisfied that the department had done well and made all reasonable search for the LAMBTON.

Mr. Wm. Sims, father of one of the young sailors lost, made some contention that a small motorboat and row boat should search the shores at the department's expense. I pointed out to him that I had lined the lightkeepers up for this purpose. Further my contention to him that a motor boat search such as he proposed would have very little chance of success and might be continued indefinitely without any result but disappointment was considered right by men well acquainted with lake Superior, and who know that very seldom are bodies found, and if so, usually months after the catastrophe. However the matter may be further considered if pressed.

I secured copies of a Soo paper from Monday the 24th. to Friday the 28th, clippings attached, also clippings from Toronto Mail & Empire of April 20th. showing boats clearing from Fort William and Soo on the 19th. the day of the storm, also from the Mail & Empire of the 19th. giving the weather probabilities for the 19th. Clippings are also attached from the Mail & Empire of the 20th. reporting the steamer YORKTON aground at Whitefish point on the 19th., and report from the Mail & Empire of the 28th. advising in part of case of tomatoes floating aboard steamer CICOA near Caribou island.

No sign of the LAMBTON or wreckage was sighted from the tug GRAY. Our average distance from the shore would be about half a mile, we had

