

confine the gravel, leaving a catwalk along each side 18 inches wide. She carried a pole mast, well forward, and a rudder with a massive tiller aft. Captain John actually thought she was quite a massive ship. His crew consisted of one boy, his son, about 14 years of age. His power plant consisted of two punting poles, and a single fore and aft sail with a gaff on the upper end. The lower boom existed in John's mind only but he would occasionally remind his son, also a John, "Johnnie, watch that mainsail boom when she slips over or it will smack you in the ear and knock you overboard."

On a routine trip, John and Johnnie would pole the *Tedley* upstream in the shoal water along the river shore and every so often the older John would caution the younger John, "Keep her out a little here, Johnnie, lots of big fellows get aground on this point." He would himself take the tiller and carefully con his vessel around some imaginary obstruction, and when safely passed, would again take the punting pole. When they reached a point well above the gravel pit, which was located on an island in the middle of the river, a favorable wind would then carry her across. If the wind was unfavorable, little John would man the skiff and tow the *Tedley* across the 1200 foot gap. On reaching the island shore, gangway was made to the shore and John and Johnnie, armed with wheelbarrow and shovel, would proceed to load the vessel with the maximum load of ten cubic yards. The loading completed and conditions being favorable, the two oar power boat, fore and aft mainsail would again waft the ship back to her base where wheelbarrow and shovel discharged the cargo. Under good conditions the round trip would be completed in four days. For transporting the cargo of ten yards, Captain John received ten dollars and Little John his scoffin and an occasional pair of cotton knee pants, No brass buttons, no gold laced visored cap, but plenty of blisters and tired muscles were the decoration of the crew of the *Tedley-Addley*.

IMPROVEMENTS AT THE SOO

Around 1890 the United States Engineers (War Department) took hold in earnest at the Sault.

In 1855 the state of Michigan built a two step lock at the Sault. This lock pepped up shipments from Lake Superior but because of the location of vast beds of iron, the Mesaba and the Maruba ranges, it was readily seen