

4377

Wisconsin Word Processing Format (Approved 1/92)



United States Department of Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Montgomery Shipwreck (schooner)

other names/site number 47SB-0299

2. Location

street & number	In Lake Michigan, 0.45 miles east of Whistling Straights Golf Course	N/A	not for publication
city or town	Town of Mosel	x	vicinity
state Wisconsin	code WI	county Sheboygan	code 117 zip code 53083

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)


Signature of certifying official/Title

7/25/2019
Date

State Historic Preservation Office - Wisconsin

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

Montgomery Shipwreck (schooner)

Sheboygan County

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

____ See continuation sheet.

____ determined eligible for the

National Register.

____ See continuation sheet.

____ determined not eligible for the

National Register.

____ See continuation sheet.

____ removed from the National

Register.

____ other, (explain):

Janet K. Kartin
Signature of the Keeper

9/13/2019
Date of Action

5. Classification

Ownership of Property
(check as many boxes as
as apply)

private

public-local

x public-State

public-Federal

Category of Property
(Check only one box)

building(s)

district

structure

x site

object

Number of Resources within Property
(Do not include previously listed resources
in the count)

contributing

noncontributing

1

buildings

sites

structures

objects

1

total

Name of related multiple property listing:
(Enter "N/A" if property not part of a multiple property
listing.)

Great Lakes Shipwrecks of Wisconsin

**Number of contributing resources
previously listed in the National Register**

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Water-Related

Current Functions

(Enter categories from instructions)

LANDSCAPE/Underwater

7. Description

Architectural Classification

(Enter categories from instructions)

Other-Schooner

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-
 ABORIGINAL
 MARITIME HISTORY
 COMMERCE

Period of Significance

1866-1890

Significant Dates

1890

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Oades, Johns
 Johnston, Simon G.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Montgomery Shipwreck (schooner)

Sheboygan County

Wisconsin

Name of Property

County and State

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

name/title	Jonathan Barry, Executive Secretary	date	9/15/2018
organization	Wisconsin Board of Commissioners of Public Lands	telephone	608-267-2233
street & number	PO Box 8943	zip code	53708-8943
city or town	Madison	state	WI

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

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Section 7 Page 1

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Introduction

The wreck of the double centerboard schooner *Montgomery* (47 SB-0299) lies on the rocky bottom of Lake Michigan, in 12 feet of water, 0.45 miles east of the Whistling Straights Golf Course, in the town of Mosel, Sheboygan County, Wisconsin. The vessel's keelson and floors remain intact on the site along with its centerboard trunks, and hull planking. The vessel was launched as the canal schooner *Northern Light*, from the shipyard of John Oades in Clayton, New York in 1853. Built for merchants John N. Fowler and Henry Esselstyn of the firm Fowler & Esselstyn of Clayton, New York, the *Northern Light* primarily operated in the grain and lumber industries. In 1866, the vessel was relaunched with a second centerboard, as the canal schooner *Montgomery*, and operated in the region for another 24 years. On 5 November 1890, *Montgomery* came ashore during a gale while en route to Sheboygan with a cargo of coal. The vessel grounded eight miles north of the city near Stoney Creek and immediately began to fill with water. Although relatively close to shore, the nearby lifesaving station did not see the stranded vessel; fortunately, no lives were lost. The vessel was stripped and its cargo salvaged shortly after the sinking. The location of the *Montgomery* site was forgotten until 1958 when skin divers, who were stationed at Camp Haven located the wreckage and dove it in their spare time. The site became popular with divers in the 1970s, but the exact location of the site was lost in the intervening years. The site was brought to the attention of the Wisconsin Historical Society in June of 2015 by Steve Radovan, but the site was not located until 2018. Maritime Archaeologists and volunteers from the Society documented the site in June of 2018. Although severely broken, the *Montgomery* site has already produced archaeological knowledge about double centerboard schooners, and has the potential to yield a vast amount of knowledge about double centerboard schooner construction and the lumber, grain, and coal industries. *Montgomery* is one of a handful of Wisconsin shipwrecks to contain two centerboards and the only example of a double centerboard canal schooner, marking it as particularly unique. The *Montgomery*'s second centerboard was added later in her career. As canallers were historically known to be bad sailors, it is believed that this adaptation may have been constructed as a response to that problem.

Vessel Description

At the time of her loss the *Montgomery* was a typical example of a great lakes sailing schooner, specifically a canaller schooner. As described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992), a schooner was built for speed, maneuverability, and their ability to sail close to the wind, and usually had a single deck. Centerboards came to be incorporated into the designs of all hull types to improve windwardliness and to control leeward drift. ("A centerboard is a wooden or iron plate that could be raised and lowered within a watertight housing called the trunk; the trunk was built over a slot in the keel or in the hull bottom next to the keel. Centerboards increased lateral resistance and therefore reduced leeway when tacking or sailing off the wind."¹). Canaller schooners were designed to fit through the Welland and St. Lawrence locks,

¹ Steffy, J. Richard. *Wooden Ship Building and the Interpretation of Shipwrecks*. Texas A&M University Press, 1994. No page number.

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Montgomery Shipwreck (schooner)
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allowing passage into and out of Lake Ontario from Lake Erie and the St. Lawrence River. Restricted by lock dimensions, canallers were characterized by straight stems, narrow beams flat sides, flat bottoms and sterns, and short, highly canted bowsprits and jibbooms. Measuring 136.3 feet in length and 26.1 feet in beam with a depth of 11.5 the *Montgomery* was described as having a narrow hull with strait sides, a flat bottom, and straight bows with a highly canted bowsprit and jibboom.

Site Description

The remains of the schooner *Montgomery* (47 SB-0299) lie on the bottom of Lake Michigan, on an even keel in 12 feet of water, 0.45 miles east of Whistling Straits Golf Course, in Town of Mosel, Sheboygan County, Wisconsin. The vessel sits parallel to shore, on a heading of 265 degrees, with its bow facing inward, directly east of the mouth of Sevenmile Creek. The extent of the vessel's bow and stern are missing, but the lower hull frames, planking, and keelson structure remain intact on the bottom. The wreckage rises 3.0 feet to 5.0 feet off the rocky bottom.

The location of the wreckage has been known to divers of the area since 1958, but was brought to the attention of Wisconsin Historical Society maritime archaeologists in June of 2015. The wreck's shallow location near the surf zone has contributed to the lack of mussel growth on the remaining timbers. It is not known the extent to which the vessel was salvaged shortly after its sinking, but the upper deck works, rigging, hull components, and machinery are no longer extant. Years of wave and ice action along the shore also likely contributed to the loss of the vessel's upper deck works. Despite this, major structural components of the vessel remain extant, including its keel, keelson, centerboard trunks, and mast steps.

A Phase II archaeological survey of *Montgomery* was conducted in June of 2018 by maritime archaeologists and volunteers from the Wisconsin Historical Society. During the survey, archaeologists installed a temporary baseline along the centerline of the ship, stretching 126.1 feet from the broken forward edge of the keelson to the furthest extent of the stern. All measurements for the survey were taken from this baseline. The overall length of the vessel is 126.1 feet, and the width of the hull, measured at its widest point, is 24.0 feet. At 50.0 feet on the baseline the turn of the bilge was measured 11.3 on both port and starboard sides of the wreckage. Given the wreck dimensions, location, and a comparison of vessel losses in the vicinity based on historic newspaper accounts, the remains were determined to belong to the schooner *Montgomery*. As the site lies in a dynamic area with a great deal of wave motion, few invasive zebra or quagga mussels have colonized the interior of the bilge allowing for detailed observations.

The *Montgomery*'s stempost and sternpost are no longer extant. What may be remnants of the vessel's apron and deadwood remain attached alongside the keelson in the first 18.5 feet along the baseline. Although of the vessel's upper hull is no longer extant, some remnants of *Montgomery*'s first and second futtocks remain, as well as all of the floors. The vessel is double framed, with individual

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Montgomery Shipwreck (schooner)
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futtocks measuring 0.9 feet sided and 0.45 feet molded, with an overall molded dimension of 0.9 feet with 0.9 foot spacing between each frame set. The floors measure 0.45 feet molded, and 0.6 feet sided.

Only a few sections of outer hull planking remain attached to the frames near the keel. These planks measure 0.9 feet wide and 0.3 feet thick. The vessel's ceiling planking remains extant in the bilge. The planking varies in width and thickness, with the planks close to the keelson measuring 1.2 feet, 1.1 feet, and 0.7 feet wide, and narrowing to 0.5 feet wide at the turn of the bilge. The thickness of the ceiling planking varies as well, with the planks near the vessel's keelson measuring 0.2 feet thick, and measuring 0.3 feet thick at the turn of the bilge.

There is a 0.2 feet gap between ceiling planking and keelson. On the port side of the keelson, from 19.0 feet to 31.1 feet along the baseline, a thin curved, wooden timber creates a channel along the keelson. Further aft on the port side and along the entire starboard side, this timber is missing; however, of the other areas where it is present, its measurements match the 0.2 foot gap between the ceiling planking and the keelson. It is unknown what this channel was for, as it has not been seen on any other wreckage in Wisconsin waters, but it is believed to be a type of limber hole, allowing water to pass through the bilge so it could be pumped out by the bilge pump. The ceiling planking, futtocks, and outer hull planking are fastened together with iron drift pins, roved atop the ceiling planking and peened on the outside of the vessel. The hull structure measures 1.5 feet in overall width, including the ceiling planking, molded dimensions of the frame sets, and the outer hull planking.

The vessel's keelson extends 126.1 feet, comprising most of the vessel's original length, and measures 1.25 feet thick and 1.4 feet wide. *Montgomery* does not have a single rider keelson, but rather three smaller rider keelsons that sit atop the keelson. Each rider keelson measures 0.8 feet thick and 0.5 feet wide. Two sister keelson's are located on each side of the keelson, and measure 0.6 feet wide and 0.7 feet thick. Additionally, because of the lake bottom's relatively hard surface in this area, the vessel's keel remains partially visible beneath the remains of the outer hull on the starboard side of the wreckage. Although a width could not be determined, the keel measures 0.6 feet thick. Located at the bow of the vessel, a repair to the keelson can be observed, measuring 0.2 feet wide and 2.0 feet long. Near the stern, an additional timber is located near the keelson. This is a single timber, measuring 0.3 feet thick, 5.0 feet long, and stands 2.1 feet above the keelson. Although it is not known what this timber is, it is possible that it was associated with the vessel's deadwood and stempost, which are no longer extant on the site.

Along with the upper extent of the vessel's hull, the deck, machinery, masts, and rigging are missing; however, evidence of *Montgomery*'s three masts remains. The vessel's three mast steps remain intact, cut into the rider keelson. The foremast step is located 18.5 feet along the baseline, and measures 1.7 feet long, 0.7 feet wide, and 0.52 feet deep. The mast step combing is intact around the foremast step, measuring 7.7 feet long and 1.7 feet wide. The combing raises 0.58 feet above the rider keelson. The

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mainmast step is located at 65.4 feet along the baseline, and measures 1.7 feet long, 0.7 feet wide, and 0.52 feet deep. As with the foremast step, the mainmast step has a combing measuring 9.7 feet long and 1.7 feet wide. This step rises 0.9 feet above the keelson structure. The mizzenmast step is located at 110.5 feet on the baseline, and measures 1.9 feet long, 0.8 feet wide, and 0.52 feet deep. The mizzenmast combing is missing, but its fasteners remain attached to the keelson surrounding the mast step and extend 0.6 feet above the keelson structure.

The *Montgomery* is one of only a few examples of a double centerboard schooner found in Wisconsin waters. The centerboard trunks no longer remain extant except for a narrow remnant of the bottommost board of the trunk, which extends 0.4 feet above the rider keelsons, and measure 0.3 feet thick. Only the aft centerboard remains extant on the site; however, both of the pocket pieces, the part of the keelson structure through which the centerboard passed through, remains in place along the centerline of the ship. The slots for the centerboards within the trunks both measure 0.7 feet wide. Both centerboard trunks sat along the centerline and were not offset from the keelson.

The forward centerboard trunk begins 41 feet along the baseline and measures 18.7 feet long. The aft centerboard trunk begins at 72.5 feet along the baseline and also extends 18.7 feet. An additional timber sits atop the rider keelsons, and extends 12.6 feet between the centerboards. This measures 0.9 feet thick and houses the mainmast step. The hole for the aft centerboard's pivot pin remains extant on the port side of the lowest timber of the centerboard trunk at 75.9 feet along the baseline. A corresponding pivot pin hole can be seen extending through what remains of the aft centerboard. Although the pin is no longer extant, the hole allowed positive identification of the bow and stern of the wreckage. The forward centerboard's pivot pin is not extant on the site.

Additionally, there remain a few unidentified components on the *Montgomery* site. Four holes are located in the vessel's keelson assembly on the centerline of the ship, which extend through the hull. The forward most hole is located 22.2 feet along the baseline, at the aft side of the foremast step, and measures 0.4 feet in diameter. The next hole is located at 31.2 along the baseline, forward of the forward centerboard trunk. This hole also measures 0.4 feet in diameter. The third and fourth holes are located at 101.2 feet and 102.8 feet along the baseline and also measure 0.4 feet in diameter. These are centered between the aft end of the aft centerboard trunk and the mizzenmast step. It is likely that these holes were associated with the vessel's bilge pumps, and used to expel water out of the hull. A covering board is also fastened atop the keelson at 94.2 feet on the baseline, which measures 5.0 feet long and 1.9 feet wide. It is fastened with nine drift pins on each side of the board, measuring 0.1 feet in diameter. It is likely this board is a base to supply support for a piece of deck machinery such as a centerboard winch or bilge pump.

An unidentified rectangular object rests 14.3 feet off the port side of the wreckage at 13.0 feet along the baseline. This object measures 3.9 feet long, 2.2 feet wide and stands 1.1 feet tall. It is comprised of five timbers stacked and fastened together, with each timber measuring 0.4 feet thick. A fastener,

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which measures 0.1 feet in diameter, extends from the aft most side of the object, 1.1 feet from its edge. A round, iron plate, measuring 0.2 feet in diameter, is located on the edge of the forward most timber. It is unknown what this object was or where on the ship it was originally located. The site was heavily salvaged following its sinking and has been a known wreck site, and popular dive site, since the 1950s, so understanding site formation is difficult. It is probable that this was moved here by ice or wave action or by the original salvage attempts on the vessel.

It is not likely many other components of the *Montgomery*'s hull structure remain on the site or nearby within the bay. Most of the remains were likely broken up and swept ashore by wave and ice action over the 128 years since her sinking. Data already gathered on the site has increased our understanding of double centerboard schooner construction and can be used in conjunction with investigations of other known double centerboard schooners to gain a more complete understanding of this construction technique, and when and why it was used. Local divers report that an additional piece of wooden wreckage was located south of the main bilge wreckage of *Montgomery*, near the southern edge of Whistling Straits Golf Course. When the site was popular with divers in the 1970s, it was thought to be the upper deck works of *Montgomery*. Society archaeologists have not been able to locate this other wreckage to confirm if it is indeed another section of *Montgomery* or if it another wreck entirely. The bilge site has been visited by many local divers over the years; however it has fallen out of favor as a popular diving spot. The site will likely experience more frequent visitation by kayakers and beginning divers as the region's tourism popularity increases.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Summary

The remains of the schooner *Montgomery* (47 SB-0299) lie on the bottom of Lake Michigan, on an even keel in 12 feet of water, 0.45 miles east of Whistling Straits Golf Course, in Town of Mosel, Sheboygan County, Wisconsin. The vessel's keelson and floors remain intact on the site along with its centerboard trunks, and hull planking. The vessel was launched as the canal schooner *Northern Light*, from the shipyard of John Oades in Clayton, New York in 1853, and primarily operated in the grain and lumber industries. In 1866, the vessel was relaunched as the canal schooner *Montgomery*, and operated in the region for another 24 years. On 5 November 1890, *Montgomery* came ashore during a gale while en route to Sheboygan with a cargo of coal, eight miles north of the city near Stoney Creek and immediately began to fill with water. As one of only a few known double centerboard schooners in Wisconsin waters, *Montgomery* provides historians and archaeologists the rare chance to study the construction of the vessel, and the use of double centerboard schooners throughout the Great Lakes. *Montgomery* meets the registration requirements for Criterion D at the state level as a good example of a schooner vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes lumber, grain, and coal trades. The period of significance (1866-1890) begins with *Montgomery's* date of construction and ends with the date its enrollment documents were surrendered the year of its sinking.

The Great Lakes Grain Trade

Discussion of Wisconsin's maritime economy often requires the inclusion of the eastern Great Lakes of Huron, Erie, and Ontario. Many of Wisconsin's commodities were shipped beyond Lakes Michigan and Superior to eastern Great Lakes ports such as Buffalo, New York, and Kingston, Ontario. These distant ports returned goods, supplies, and immigrants to Wisconsin, creating a diverse regional economic universe. Separating Wisconsin from the eastern Great Lakes frequently results in a fragmented understanding of Wisconsin's maritime heritage as a whole.

Wisconsin's first encounter with a European sailing vessel occurred in 1679 when LaSalle's ill-fated *Le Griffon* landed on the Door County peninsula. LaSalle continued southward to explore the Mississippi valley. *Le Griffon*, loaded with furs bound for the European market, departed Washington Island on 18 September 1679, never to be seen again. Following *Le Griffon*, it was nearly 100 years before a sailing vessel again entered Lake Michigan. It is probable that ventures onto Lake Michigan were made by King George's Royal Navy in the 1760s, but the next confirmed sailing ship to enter the lake was John Askin's *Archange* in 1778, which sailed to Chicago and Green Bay in search of corn to supply Canadian fur traders (Quaife 1944). From the *Archange* to 1815, most sailing vessels on Lake Michigan supported military outposts such as Fort St. Joseph and Fort Dearborn (present day Chicago). In 1818, the *Walk-in-the-Water* was the first steamer constructed on the upper lakes. It entered Lake Michigan one year later to sail to Green Bay (Mansfield 1899a; Mills 1910).

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By 1836, regularly scheduled steamship lines connected western Lake Michigan with eastern cities, and steam vessels were under construction at Milwaukee (Quaife 1944; *Milwaukee Advertiser* 1836). These steamers quickly pulled passenger traffic and high-dollar cargo from the schooners. On 21 May 1853 the Michigan Central Railway made the first rail connection with Chicago, and in 1855 the first all-rail connection between Buffalo and Chicago was established (Quaife 1944; Mills 1910). These railroads quickly stole the steamers' passenger and high-dollar cargo trade, resulting in even stiffer competition for sailing vessels. Unlike lake vessels, the rail lines could provide regularly scheduled shipments that were unaffected by weather, as well as year-round transportation unaffected by ice-covered water. Despite increasing competition, however, lake sail did not die easily. Sail's advantages were lower construction and operation costs, adaptability to many different trades, and the fact that sail technology was already at its zenith, having benefited from centuries of technological development. Sail required less capital investment, its propulsion cost nothing, and the smaller crews were inexpensive relative to steamers.

Canallers were a unique vessel type developed on the Great Lakes, designed to transit the Welland Canal locks while carrying the largest possible amount of cargo. These box-shaped vessels were designed to carry the maximum amount of cargo through the canal locks with only inches to spare, canallers had bluff bows, flat bottoms and sterns, short bowsprits, and highly-canted jibbooms. Some canallers were rigged with a hinged or shortened jib boom that could be folded, removed, or de-rigged for passage through the locks. The mainmast (on two-masters) and mizzenmast (on three-masters) booms were typically shortened so they would not overhang the stern. Due to their boxy shape, there were claims that canallers were notoriously poor sailors in heavy weather, a claim supported by the fact that one particularly violent storm in October 1873 sent six Oswego canallers to the bottom with all hands (Karamanski 2000; *Oswego Daily Palladium* 1873).

The Welland Canal opened on 30 November 1829. The first vessel through the canal was the British schooner *Ann and Jane* on a two-day up-bound transit from Port Dalhousie on Lake Ontario to Port Colburne on Lake Erie. The original Welland Canal (1829-1845) limited vessels to 110 feet in length, 22 feet in beam, and 8 feet in depth. It followed many natural water routes, beginning with Twelve Mile Creek from Port Dalhousie to Merritton, where vessels locked through 40 locks over the Niagara Escarpment. The canal then followed the Welland River from Merritton to Port Robinson to avoid the Niagara Falls.

With increases in grain traffic and vessel size, the small canal locks were soon obsolete. The Canadian government purchased the Welland Canal Company and expanded the canal in 1846, reducing the number of locks to 27 and cutting a more direct route. The new locks were expanded to allow vessels of 150 feet in length, 26.5 feet in beam, and 9 feet in depth. The canal's original wooden locks became

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control weirs for the new canal, reducing the physical labor of towing ships from lock to lock (Aitken 1997; Mansfield 1899; St. Lawrence Seaway Management Corporation 2003).

The large number of immigrants that arrived on Lake Michigan's western shore during the early nineteenth century soon began moving from the lakeshore to populate the rich Midwestern prairie lands. Under the industrious settlers' hands, the fertile Midwestern soil soon began producing a large surplus of grain that made its way to Lake Michigan's port cities for transport to eastern markets via the Great Lakes. The inland lake route greatly facilitated the grain trade's growth by providing cheap and ready transportation.

The brig *John Kenzie* carried the first Lake Michigan grain shipment from Grand River, Michigan, to Buffalo, New York, in 1836. Chicago followed suit two years later, sending 39 bags of wheat to Buffalo aboard the *Great Western* in 1838. In 1839 the brig *Osceola* carried Chicago's first bulk shipment of wheat, carrying 1,678 bushels from Chicago to Black Rock (Buffalo), New York (Mansfield 1899a).

It wasn't until the 1840s, however, that the Great Lake grain trade began in earnest. Chicago grain exports between 1834 and 1840 totaled 13,765 bushels (Mills 1910). The year 1841 alone, however, saw 40,000 bushels exported from Chicago. By 1847, Chicago was shipping more than two million bushels yearly. Milwaukee achieved an equal volume by 1853, and surpassed Chicago in grain exports by 1862 (Karamanski 2000). Due to a lack of adequate harbor facilities and grain elevators elsewhere on Lake Michigan, Milwaukee and Chicago were the dominant grain ports.

Freight rates for grain were subject to supply and demand, dropping during summer months and peaking during the fall harvest time. Freight rates for the 1837-1838 seasons were eight cents a bushel, with an additional two cents per bushel surcharge for elevator service. During the 1850s, rates from Chicago to Buffalo remained steady between 10 and 15 cents per bushel, with steamers earning a fraction of cent more than steamers. During the 1860s, rates dropped to between 4 and 7 cents per bushel. From 1874 onward, rates began a constant decline, reaching 1.53 cents per bushel by 1898 (Cooper 1988; Mansfield 1899; Mills 1910).

The Lake Michigan grain trade consisted of mostly wheat until 1848, when corn began shipping in increasing quantities. Oats, barley, and rye were also shipped in small quantities (Cooper 1988). Buffalo and Oswego were early rivals for Lake Michigan grain, with Buffalo capturing a larger share of the trade during the early years. Oswego's disadvantage was that to reach Oswego from Lake Michigan, vessels were required to transit the Welland Canal and were charged a toll of six dollars per thousand bushels, a toll not required to reach Buffalo. By the 1870s, however, canal tolls from Buffalo to Syracuse equaled or exceeded the Welland Canal tolls, and with a shorter route from Oswego to

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Montgomery Shipwreck (schooner)
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eastern sea ports, Oswego's grain traffic swelled (*Oswego Daily Palladium* 1897). Vessels returning to Lake Michigan were often loaded with coal from ports on Lakes Erie and Ontario, used for heating Midwestern cities and powering steam-powered factories. Coal tonnage grew with transportation improvements between the mines to eastern lake shipping ports (Mansfield 1899).

Grain schooners made the Oswego-Chicago round trip in thirty to thirty-five days, and six to seven trips were completed seasonally (*Oswego Daily Palladium* 1897). The heyday of the canallers and the grain trade was short lived. By the late 1870s, the railroad was gaining ever-larger shares of Lake Michigan grain, and in 1880 rail tonnage finally exceeded lake tonnage (Mansfield 1899).

Operational History

Two barkentine-rigged three-masted sailing canallers named *Northern Light* were constructed in 1853 on the lower Great Lakes – a vessel of 295 tons was built by Kendrick at Fort Erie, Ontario and a vessel of 366 tons was built by John Oades at Clayton, New York. Throughout their service careers, both of these ships received frequent mention in contemporary newsprint. Both followed similar trade routes and called upon similar ports on the upper lakes, and both transited the Welland Canal bringing grain to market at ports on Lake Ontario. On occasion the Canadian-built ship was referred to as *Northern Light* of Fort Erie or *Northern Light* (C), but otherwise it made for a difficult task of differentiating which vessel was described in historic accounts. The *Northern Light* of Fort Erie sank in Lake Erie off Port Burwell, Ontario in 1862, clearing up of confusion in these records between 1862 and 1866. In 1866, the American *Northern Light* was rebuilt, re-rigged as a schooner, and renamed *Montgomery*. Over the next two and a half decades leading up the sinking of the schooner *Montgomery*, only one other ship on the Great Lakes carried the name *Montgomery*, which was a propeller (launched in 1856 and lost in 1901). By comparing the trail of port arrivals and clearings, with ownership and Master changes recorded in enrollment documents, every effort has been made to achieve accuracy in this account. Only records believed to belong to the barkentine *Northern Light* of Clayton or the schooner *Montgomery*, were included, however where ambiguities in the historical narrative remain, these uncertainties are noted.

The *Montgomery* was originally named *Northern Light* and built for merchants John N. Fowler and Henry Esselstyn of the firm Fowler & Esselstyn of Clayton, New York. She was launched from the shipyard of John Oades in Clayton in June of 1853. Reports indicate that although Fowler & Esselstyn owned *Northern Light*, she was also associated with E.G. Merrick's "Reindeer Line" which operated from the mid-1840s and included *Northern Light*, *Reindeer*, *Nile*, *M.F. Merrick* and others. The noteworthy shipwright and Master Builder John Oades came from a shipbuilding family; his father worked as shipbuilder for the British government, and was rewarded for his service with a land grant in Canada. When Oades was seven years old, his family moved to Oswego, New York, but soon afterwards his father drowned. While quite young, Oades learned the shipbuilding trade at the Collins'

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shipyard in Sackets Harbor, New York – Captain Thomas Collins was his brother-in-law by marriage to his sister, Mary Oades. By 1841 Oades established his own shipyard at Clayton, and built a large number of sailing vessels and steamboats for the firms Fowler & Esselstyn, and E.G. Merick & Company (Bureau of Navigation 1854; Everts 1878; Haddock 1894; Hough 1854; Mansfield 1899a, 1899b; *New York Times* 1893).

Northern Light's launch went unmentioned in newspapers. The ship was initially enrolled at the Port of French Creek, New York on 30 June 1853 and was described as barque-rigged with three masts, one deck, square stern, no gallery, and a billet figurehead. She measured 135 feet long with 25 feet 8 inch beam, and 11 feet 4 inch depth of hold and of 366 15/95 tons capacity of which 278.74 tons was under tonnage deck and 20.17 tons enclosures on the upper deck, for a gross tonnage of 298.91 tons. It should be noted that her initial enrollment document has been lost to time and information garnered was from her second enrollment in 1854 (Bureau of Navigation 1854).

Sparse notations are all that is known of the vessel's first several seasons. The ship was listed during first week of December 1853 among vessels laid up in Milwaukee for the winter (*Daily Free Democrat* 1853). In May of 1854, the *Northern Light* ran aground on Long Point in Lake Erie sustaining \$800 in repairs. Few other details are available about this incident that was published in a synopsis of marine casualties for the season; however, the ship was not indicated as a Canadian vessel so it can only be presumed to be the correct vessel (*Buffalo Democracy* 1855). On 4 November 1854 the *Northern Light's* annual enrollment was entered at the Customs Office at French Creek, New York (Bureau of Navigation 1854). On 20 July 1855 *Northern Light* arrived at Buffalo with 17,844 bushels of corn for her owner (*Buffalo Daily Republic* 1855).

On 6 September and 30 October 1856, the *Northern Light* cleared Chicago with 16,000 and 17,000 bushels of wheat, respectively, bound for Oswego. By the second week in December, both the *Northern Light* of Clayton and the *Northern Light* of Fort Erie became ice bound in the Chicago River and were forced to winter over at Chicago (*Chicago Tribune* 1856; *Detroit Free Press* 1856; *Oswego Palladium* 1856).

For the 1857-season, Captain George Vickery is noted as Master in many news articles however the change in Masters is not acknowledged in the enrollment documents. In Milwaukee on 29 April 1857 the *Northern Light* took on 1,000 barrels of flour at Phoenix Mills, and 12,000 bushels wheat for Oswego for her owners. A passage for the ship in the Welland Canal west bound was noted on 4 June; the ship was bound for Detroit where she arrived on 8 June and cleared two days later for French Creek. Her cargos are not known (*Buffalo Commercial Advertiser* 1857a; *Buffalo Morning Express* 1857; *Detroit Free Press* 1857a, 1857b; *Illustrated Buffalo Express* 1857).

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On 18 July 1857 the *Northern Light* capsized at Bear Creek (now known as Sydenham River), a tributary to Lake St. Clair. Initially the ship was reported as the bark *Norman* of the Reindeer Line, one of E.G. Merrick's ships also home-ported in Clayton, but this report was later corrected to the *Northern Light*. The *Northern Light* was loading lumber and as the last of the timber was loaded through the stern lumber port, the blankets used to keep the water out became disengaged, which caused the vessel to fill with water, settle and rolled over. The tug *Whitney* brought a pump and the schooner *Flying Cloud* to her assistance, and the ship was raised without difficulty. *Northern Light* sustained \$1000 in repairs. In a yearly synopsis of lake casualties, the *Buffalo Commercial Advertiser* notes the *Northern Light* described in this incident as a Canadian vessel, but all other reports attribute the ship to the *Northern Light* of Clayton (*Buffalo Daily Republic* 1857a, 1857b; *Buffalo Commercial Advertiser* 1857b, 1858a; *Chicago Tribune* 1857a). *Northern Light* was recorded passing Detroit up bound on 2 October and on 26 October she cleared Chicago with 18,000 bushels of wheat bound for Oswego for freight forwarder, A.E. Hovey (*Chicago Tribune* 1857b; *Oswego Daily Palladium* 1857a, 1857b).

The *Northern Light* largely stayed out of the press during the spring of 1858. Only two passages were recorded for the vessel - 30 April passing Detroit down bound en route to Clayton, and 26 May, passing Port Colbourne east bound in the Welland Canal. Otherwise, her routes and cargos are not known (*Chicago Tribune* 1858; *Detroit Free Press* 1858a). The vessel was chartered to carry corn from Chicago to Buffalo at the beginning of September and two trips were made during the month. Additionally she hauled 17,000 bushels of corn from Chicago to Ogdensburg, New York in late October. Captain Phineas Pomeroy was noted as her Master for this trip; again this change in Masters is not acknowledged in the vessel's enrollment documents (*Buffalo Commercial Advertiser* 1858b; *Buffalo Daily Courier* 1858; *Detroit Free Press* 1858b, 1858c).

Early season travel in 1859 past Detroit and through the Welland Canal was reported on 10 May up bound at Detroit, 19 May west bound in the Welland Canal, 12 July east bound in the Welland Canal, 30 July up bound at Detroit, 16 August west bound in the Welland Canal, and 18 August up bound at Detroit. Although this inventory of travel is incomplete, and the information available to us is lacking cargos and destinations, we see a fairly active season (*Buffalo Commercial Advertiser* 1859a; *Buffalo Courier* 1859a, 1859b; *Cleveland Daily Leader* 1859; *Chicago Tribune* 1859a; *Daily Milwaukee News* 1859a). On the morning of 15 August 1859, the barque *Arabian* ran into the *Northern Light* above Fort Gratiot on Lake Huron. Some of the *Northern Light*'s cornice work was carried away and the ship's anchors were pushed through her bulwarks amidships. No information on the cost or location of repairs was located. On 30 August the *Northern Light* was reported passing through the Port Colborne Lock of the Welland Canal east bound and returned through the lock west bound on 22 September. Information on ports of call and cargos was not available (*Buffalo Commercial Advertiser* 1859b, 1859c; *Buffalo Daily Republic* 1859). On 11 October the *Northern Light* cleared Milwaukee for Oswego with 15,400

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bushels wheat for Carrington & Preston. The ship arrived at Oswego on 25 October. Captain Penney was recorded as Master; again, this change in Masters is not acknowledged in the vessel's enrollment documents (*Daily Milwaukee News* 1859b; *Oswego Daily Palladium* 1859). On the night of 23 November while running light, *Northern Light* came ashore north of the entrance to Racine harbor. She was removed the following week and sustained \$1,000 in damages (*Buffalo Morning Express* 1860a; *Chicago Tribune* 1859b; *Daily British Whig* 1859; *Illustrated Buffalo Express* 1860a; *Wisconsin State Journal* 1859).

Captain Penney remained at *Northern Light*'s helm at the beginning of the 1860 shipping season. The season was marked with passages by Detroit reported in newsprint. On 12 April the ship passed Detroit up bound and passed down bound on 20 April. She returned up bound on 22 May, however her return trip past Detroit down bound went unrecorded. The ship arrived at Buffalo on 1 June. The vessel passed up bound on June 19 and while down bound the next day and in tow of the tug *Oswego* through the St. Clair Flats, the *Northern Light* was struck by the schooner *Industry*. The damage caused to either vessel is not known. On 7 July the *Northern Light* was reported passing up bound at Detroit (*Buffalo Commercial Advertiser* 1860a, 1860b; *Buffalo Courier* 1860; *Buffalo Morning Express* 1860b, 1860c; *Cleveland Daily Leader* 1860; *Detroit Free Press* 1860a, 1860b, 1860c, 1860d; *Illustrated Buffalo Express* 1860b, 1860c). No trip information was located for August or September. On 20 October 1860, the *Northern Light* cleared Chicago with 16,000 bushels of wheat bound for Buffalo (*Buffalo Commercial Advertiser* 1860c). *Northern Light* cleared the port of Detroit on 23 November with Captain George Sheeley at her helm. This change in Masters was not acknowledged in the vessel's enrollment documents (*Detroit Free Press* 1860e).

Captain Sheeley remained in command of *Northern Light* for the 1861 shipping season. The schooner *L.J. Farwell* and the *Northern Light* collided in the Detroit River on the evening on 18 April 1861. Both vessels lost their jibbooms, and *L.J. Farwell* sustained damage to her mainsail (*Buffalo Commercial Advertiser* 1861a). The listing of marine casualties for 1861 describes an incident in May 1861 where the *Northern Light*, in leaking condition with a cargo of lumber, was forced into Port Dalhousie for repairs totaling \$200. No other information could be found regarding this incident, so it is difficult to determine if this is related to the American or Canadian vessel (*Buffalo Commercial Advertiser* 1862b).

On 17 June 1861 the *Northern Light* was marked passing through the Welland Canal west bound and passed Detroit the following day. The *Northern Light* remained out of newsprint until 5 August when she passed through the Welland Canal west bound reportedly heading from Clayton to Detroit. On 10 August, the ship continued up bound past Detroit. It is not known where the vessel was headed, but on 17 August the ship passed Detroit down bound. On 7 September the *Northern Light* passed through the Welland Canal west bound from Clayton to Detroit. In early October on her easterly trip, the vessel

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ran aground outside of Oswego with a cargo of wheat. Little is known of this incident, damages to the ship or her cargo. On 10 October she passed through the Welland Canal west bound from Oswego to Chicago, passing Detroit on 16 October. The ship arrived at Chicago on 24 October with 1,000 barrels of salt and 100,000 board feet of lumber. The vessel loaded 15,600 bushels of wheat and cleared Chicago on 28 October. Returning to Oswego for winter quarters, the *Northern Light* passed through the Welland Canal east bound on 4 November (*Buffalo Commercial Advertiser* 1861c, 1861d, 1861e, 1861f, 1861g, 1861h, 1861i; *Chicago Tribune* 1861a, 1861b, 1861c, 1861d, 1861e).

At the beginning of May 1862, the *Northern Light* was chartered to carry 16,000 bushels of wheat from Detroit to Oswego at 7 cents per bushel (*Buffalo Commercial Advertiser* 1862a; *Chicago Tribune* 1862a; *Commercial Times* 1862; *Detroit Free Press* 1862). Scattered reports of the vessel's travels were found for the remainder of the season. The ship was logged passing Detroit down bound on both 19 June and 29 July, and passed through the Welland Canal up bound from Clayton to Chicago on 10 September and down bound from Port Burwell, Ontario to Oswego on 20 September (*Buffalo Commercial Advertiser* 1862b; 1862c; *Buffalo Daily Courier* 1862; *Buffalo Morning Express* 1862; *Illustrated Buffalo Express* 1862). On 30 October *Northern Light*'s arrival was recorded at Chicago hauling 215,000 board feet of lumber from Bay City, Michigan. The ship passed through the Welland Canal on 21 November east bound from Chicago to Oswego (*Buffalo Commercial Advertiser* 1862d; *Chicago Tribune* 1862b).

Early season travel in 1863 for the ship went unreported. *Northern Light* was logged passing Detroit down bound on 2 July 1863. Her next passage of Detroit was on 19 August, up bound. On 6 November the ship cleared the port of Chicago with 16,009 bushels of wheat bound for Ogdensburg. The ship made one final trip to Chicago during the 1863-season. She was marked passing through the Welland Canal east bound to Ogdensburg. The ship wintered over at Clayton (*Buffalo Commercial Advertiser* 1863a, 1863b, 1863c; *Buffalo Daily Courier* 1863; *Chicago Tribune* 1863; *Commercial Times* 1863, 1864).

The *Northern Light* passed through the Welland Canal on 18 April 1864 bound from Clayton to Detroit. On 4 May the ship was east bound through the canal from Baptiste Creek (sp.), Ontario (on Lake St. Clair) to Clayton and on 13 May *Northern Light* returned west bound from Clayton to Toledo. The ship disappeared from the historical record until 23 September when she is noted passing Detroit up bound. Her final record for the season is a passage through the Welland Canal on 23 November west bound from Detroit to Ogdensburg where she presumably took up winter quarters (*Buffalo Commercial Advertiser* 1864a, 1864b, 1864c, 1864d; *Detroit Free Press* 1864).

The *Northern Light* evaded the press for the entirety of 1865 as she was undergoing a major rebuild at the yard of shipbuilder Simon G. Johnston in Clayton. It is likely the ship was adapted at this time with

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the second centerboard. In additions to improvements and lengthening made to *Northern Light*, Fowler & Esseltyne were updating their bark *Sovereign of the Lakes* and building a brand new vessel, *Montpelier*, at the same shipyard (*Buffalo Daily Courier* 1866a; *Detroit Free Press* 1866b). After re-launch and inspection, a new enrollment was entered for the *Northern Light* on 27 April 1866 at the port of French Creek. The ship now measured 136.3 feet long, 26.1 feet beam with 11.5 feet depth of hold. Her gross tonnage was also increased to 298. 91 tons, with capacity under tonnage deck of 278.74 tons and capacity of enclosures on the upper deck of 20.17 tons. The ship remained rigged as a barque with square stern, and no gallery but her figurehead was removed. Although her homeport remained Clayton and Captain George Sheeley remained her Master, her name was changed to *Montgomery* (Bureau of Navigation 1866).

In May of 1866, the *Montgomery* went ashore on East Sister Reef in Lake Erie. The ship sustained \$700 in damages (*Buffalo Commercial Advertiser* 1867a). On 2 June the ship cleared the port of Chicago with 21,000 bushels of corn for Nims, Gibson & Lyons, and she arrived at Buffalo on 14 June. The ship cleared Buffalo two days later for a return to Chicago (*Buffalo Commercial Advertiser* 1866a; *Buffalo Daily Courier* 1866b; *Buffalo Morning Express* 1866a, 1866b; *Illustrated Buffalo Express* 1866a, 1866b). *Montgomery* cleared Buffalo on 21 July light for another trip to Chicago and returned to Buffalo on 23 July with 20,712 bushels of corn for M.R. Eames (*Buffalo Commercial Advertiser* 1866b; *Buffalo Daily Courier* 1866c). In mid-August the *Montgomery* was commissioned to bring corn from Chicago to Buffalo at 7 ½ cents per bushel. En route to Chicago, the ship came into Campbell & Owen's dry dock in Detroit for minor repairs. The ship arrived in Chicago on 21 September (*Buffalo Daily Courier* 1866d, 1866e; *Chicago Tribune* 1866a; *Detroit Free Press* 1866a). The *Montgomery* arrived at Buffalo on October 8 with 20,000 bushels of corn for Barclay Bruce & Co. and cleared the same day with 70 tons of coal bound for Chicago (*Buffalo Commercial Advertiser* 1866c; *Buffalo Daily Courier* 1866f, 1866g; *Chicago Tribune* 1866b).

On 25 April 1867, the *Montgomery* passed through the Welland Canal west bound from Clayton to Erie. The ship continued on to Chicago, arriving on 14 May. On 7 June, the tug *Dragon* took the *Montgomery* in tow and brought the ship from Tonawanda to Buffalo. The ship passed down bound past Detroit on 8 August, and clearings for the vessel from the port of Chicago were logged on 9 September to Port Colborne with 19,741 bushels of corn, on 16 September to Kingston with 19,374 bushels of wheat, on 31 October to Cape Vincent with 17,172 bushels of corn, and on 6 November to Oswego with 16,742 bushels of corn (*Buffalo Commercial Advertiser* 1867b, 1867c, 1867d, 1867e, 1867f, 1867g, 1867h, 1867i).

The *Montgomery* arrived at Cape Vincent from Toledo on 24 April 1868. On 11 May, the ship's enrollment document was surrendered at the port of Detroit and a new document was issued for a change of homeport and district. Both owners, Henry Esselstyn and John N. Fowler, relocated their

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business operations to Detroit and so *Montgomery's* homeport was changed to that city. At this time Official Number 16348 was assigned to the vessel and handwritten onto margin of the document. Captain George Sheeley remained Master (*Commercial Times* 1868; Bureau of Navigation 1868). In July, pine timber hauled under contract from Tawas, Michigan to Ogdensburg at \$10 per thousand board feet. The ship was reported passing down bound at Detroit on 13 July and through the Welland Canal on 16 July on the way to Ogdensburg. Another trip was made in August (*Buffalo Commercial Advertiser* 1868a, 1868b; *Buffalo Morning Express* 1868a, 1868b; *Illustrated Buffalo Express* 1868a, 1868b; *Daily Milwaukee News* 1868a; *Detroit Free Press* 1868a; *Semi-Weekly Wisconsin* 1868).

The ship passed through the Welland Canal on 31 August from Clayton to Chicago, and she passed Detroit on 4 September. En route, the ship loaded with salt at Saginaw. The *Montgomery* made a second trip that month with salt from Saginaw. On 13 September, while being towed on the Saginaw River by the tug *Annie Molles*, two long tows were passing out at the same time. The *Annie Molles* was forced to slow, and the strong breeze blew the *Montgomery* over toward the channel bank where she struck a rock. The ship sprung a leak. Her cargo of salt was removed with little damage, and the ship was taken to dry dock in Bay City for repairs. *Montgomery* arrived in Chicago on 24 September (*Buffalo Commercial Advertiser* 1868c, 1868d, 1868e; *Buffalo Morning Express* 1868c, 1868d, 1868e; *Daily Milwaukee News* 1868b; *Detroit Free Press* 1868b, 1868d; *Illustrated Buffalo Express* 1868c, 1868d, 1868e). At Chicago, the ship loaded 17,467 bushels of wheat and cleared the port early on 28 September for Ogdensburg. She passed through the Welland Canal on 30 September. The ship passed through the Welland Canal west bound on 3 November from Oswego. At Chicago, 21,000 bushels of oats were loaded and the ship cleared the port on 11 November bound for Kingston. She passed Detroit on 17 November and back through the Welland Canal the next day (*Buffalo Commercial Advertiser* 1868f, 1868g, 1868h; *Buffalo Daily Courier* 1868; *Chicago Tribune* 1868; *Detroit Free Press* 1868c; *Pittsburgh Weekly Gazette* 1868).

No records for early 1869 trips were located. On 23 July, *Montgomery* was recorded passing Detroit down bound; however, no information about its destinations or cargos is known. On 24 September the ship cleared Chicago with 19,780 bushels of corn bound for Oswego, and en route, she passed through the Welland Canal on 5 October. On 28 October *Montgomery* arrived at Detroit from Oswego with 600 barrels of salt and another cargo of salt was taken to Milwaukee on 14 November (*Buffalo Commercial Advertiser* 1869; *Buffalo Morning Express* 1869; *Chicago Tribune* 1869; *Detroit Free Press* 1869a, 1869b; *Illustrated Buffalo Express* 1869).

No records for early season 1870 trips were located. On 30 June 1870 the *Montgomery* was recorded passing down bound through the Welland Canal. On 27 July she cleared Chicago with 18,347 bushels of wheat bound for Kingston and passed down bound in the Welland Canal on 4 August. The *Montgomery* was then contracted to haul lumber from Bay City to Chicago at \$1.50 per thousand

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board feet. The ship sailed to Milwaukee to load a cargo of wheat for delivery at Oswego, passing through the Welland Canal east bound on 17 August. *Montgomery* locked through again on 23 August west bound for Bay City. At Bay City she loaded 130,000 board feet of lumber as well as stone and cleared on 2 September for Chicago. *Montgomery* arrived at Chicago on 10 September and cleared a week later with 29,085 bushels of corn for Ogdensburg. The charter for the corn earned 9 ½ cents per bushel. She passed through the Welland Canal down bound on 30 September, delivered her cargo and returned up bound on 11 October for Bay City to pick up a load of lumber for Milwaukee. On November 19, *Montgomery* cleared the port of Milwaukee with 18,000 bushels of wheat for Thorold, Ontario and was reported down bound in the canal on 26 November (*Buffalo Commercial Advertiser* 1870a, 1870b, 1870c, 1870d, 1870e; *Buffalo Daily Courier* 1870; *Buffalo Morning Express* 1870a, 1870b, 1870c; *Chicago Tribune* 1870a, 1870b, 1870c, 1870d, 1870e, 1870f, 1870g; *Daily Milwaukee News* 1870; *Detroit Free Press* 1870; *Illustrated Buffalo Express* 1870a, 1870b, 1870c).

It is not known at which port *Montgomery* wintered over. On 6 May 1871 the ship was reported passing down bound in the Welland Canal with corn from Chicago to Kingston. The ship locked through on 18 May again up bound en route to Bay City. On 9 June she cleared Chicago with 21,100 bushels of wheat for Ogdensburg. On 14 July the ship arrived at Chicago with timber products from Cheboygan, Michigan and cleared the same day with 21,000 bushels of corn for Oswego (*Buffalo Commercial Advertiser* 1871a, 1871b, 1871c, 1871d; *Buffalo Morning Express* 1871a, 1871b, 1871c; *Chicago Tribune* 1871a; *Illustrated Buffalo Express* 1871a, 1871b, 1871c).

On 2 September 1871, the *Montgomery* cleared Chicago with corn bound for Kingston. Several newspapers reported the ship ashore six miles above Point Edward, Ontario on Lake Huron on 8 September, but this was later corrected – the bark *Montmorency*, a sister ship of the Reindeer Line was actually ashore with a cargo of wheat. *Montgomery* passed east bound through the Welland Canal on 12 September and west bound en route to Bay City on 4 October. The ship cleared Bay City on 17 October and on 6 November *Montgomery* cleared Milwaukee for Ogdensburg with 16,036 bushels of wheat. The bark *Montgomery* and schooner *Clayton Belle* were reported as “disabled slightly” at Detroit on 19 November. The details of this minor casualty went unreported and resulted in little delay, as the ship was recorded passing through the Welland Canal on 21 November (*Buffalo Morning Express* 1871d, 1871e, 1871f, 1871g; *Illustrated Buffalo Express* 1871d, 1871e, 1871f, 1871g; *Detroit Free Press* 1871a, 1871b; *Chicago Tribune* 1871; *Buffalo Commercial Advertiser* 1871e, 1871f, 1871g; *Buffalo Daily Courier* 1871).

On 7 May 1872, the *Montgomery* passed up bound through the Welland Canal; no other information about destinations or cargos was shared. The ship arrived at Chicago on 5 June with 210,000 board feet of lumber. A cargo of 19,132 bushels of corn was loaded for J. M. Bentley & Co., and the ship arrived at of Buffalo on 20 June. At Buffalo, the ship’s enrollment was surrendered and temporary registration

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was issued as her license had expired while out of her home district. On 23 June the vessel came into the Campbell, Owen & Co.'s dry dock in Detroit to receive a new mainmast and three days later a permanent enrollment was issued for the ship (*Buffalo Commercial Advertiser* 1872a; Bureau of Navigation 1872a, 1872b; *Chicago Tribune* 1872a, 1872b; *Detroit Free Press* 1872a).

On 16 July *Montgomery* cleared Chicago with 19,000 bushels of wheat bound for Buffalo. She arrived at Buffalo on 27 July and departed the same day for a return to Chicago. The ship's arrival at Chicago was recorded on 12 August, clearing two days later with 21,000 bushels of corn for Buffalo. The vessel cleared Chicago again 17 August with 21,000 bushels of corn and arrived at Buffalo on 22 August. She departed Buffalo the next day for Chicago with 550 tons of coal. *Montgomery* arrived at Chicago on 9 September (*Buffalo Commercial Advertiser* 1872b, 1872c, 1872d, 1872e, 1872f, 1872g; *Buffalo Evening Post* 1872a; *Buffalo Morning Express* 1872a; *Detroit Free Press* 1872b; *Illustrated Buffalo Express* 1872a).

On 23 September, *Montgomery* cleared Buffalo, light, for a trip to Chicago. Her next notation was passing through the Welland Canal on 9 October en route from Oswego to Chicago with railroad iron. While being towed by a tug on the St. Clair Flats along with the bark *Cecelia* on 5 November, the two sailing ships were dragged into and collided with the grounded propeller *Atlantic*. The *Atlantic*'s pilothouse and forward cabin were damaged at a cost of \$300. *Cecelia* lost her bowsprit and all of her headgear, and *Montgomery* lost her jib boom and headgear. *Montgomery* was repaired at the Detroit Dry Dock Company and departed for Buffalo on 6 November. Under heavy wind, while entering the harbor at Buffalo on 7 November the schooner *Monterey*, collided with the *Montgomery*. The *Montgomery* was not damaged; however the ship lost part of her jib boom. The *Montgomery* departed Buffalo on 9 November with coal for Detroit and continued up bound on 26 November (*Buffalo Commercial Advertiser* 1872h; 1872i, 1872j; *Buffalo Evening Post* 1872b; *Buffalo Morning Express* 1872b, 1872c; *Chicago Tribune* 1872c, 1872d, 1872e; *Detroit Free Press* 1872c, 1872d, 1872e, 1872f; *Illustrated Buffalo Express* 1872b, 1872c).

The first grain charter reported at Toledo for 1873 was the bark *Montgomery* with wheat to Ogdensburg at 16 cents per bushel. The ship was reported passing east through the Welland Canal on 26 April. *Montgomery* experienced strong winds and high seas on Lake Huron on 29 May that carried away her jib boom and a portion of her headgear. As she passed Detroit down bound, the ship was marked as disabled and it is not known where the ship was repaired (*Buffalo Morning Express* 1873a, 1873b; *Chicago Tribune* 1873a; *Illustrated Buffalo Express* 1873a, 1873b; *Inter Ocean* 1873).

The *Montgomery* was marked passing Detroit down bound on 19 June, and again passing down bound on 20 July, and through the Welland Canal on 21 July en route from Bay City to Clayton. The ship loaded timber in Bay City on 14 August and departed for Kingston (*Buffalo Commercial Advertiser*

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1873; *Buffalo Morning Express* 1873c; *Chicago Tribune* 1873b; *Detroit Free Press* 1873a, 1873b, 1873c; *Illustrated Buffalo Express* 1873c; *Sandusky Register* 1873). The *Montgomery* went into dry dock at Detroit on 9 September. It is not known what repairs necessitated the stop. The ship arrived at Chicago on 28 September from Fair Haven with a cargo of coal. The vessel was recorded passing down bound at Detroit on 9 October. On 9 November *Montgomery* departed Chicago for Cleveland in the night with 22,000 bushels of oats for her last trip of the season (*Chicago Tribune* 1873c, 1873d; *Detroit Free Press* 1873d, 1873e, 1873f).

Despite a heavy sea and a strong gale on the lake, *Montgomery* was the first ship to arrive for the season at Toledo on 2 April 1874. On 1 May the ship passed west through the Welland Canal running light from Clayton to Bay City and returned on 16 May. Another trip to Bay City was recorded in early June. On 6 August *Montgomery* cleared Chicago for Oswego with 19,900 bushels of corn, however when passing through the Welland Canal on 6 August it was reported that the ship was hauling timber from Bay City to Clayton (likely a carryover of her two previous trips through) (*Buffalo Daily Courier* 1874a, 1874b; *Buffalo Morning Express* 1874a, 1874b; *Detroit Free Press* 1874a, 1874b, 1874c; *Illustrated Buffalo Express* 1874a, 1874b; *Inter Ocean* 1874a, 1874b).

Inconsistencies in reporting the *Montgomery's* (and other vessel's) routes, cargos, and harbor arrival clearings was commented on in the *Inter Ocean* 8 September 1874, which likely explains difficulties in providing full records of the vessel's travel in this report as well:

If your neighbors are content with the humbug reports they receive of vessels passing Detroit, no one else ought to complain they are incorrect in almost every instance, and it is a fact patent to every one here, located on the docks and paying any attention to such matters, that tows pass here frequently in broad daylight, between the hours of 7 a. m. and 6 p. m., which do not appear in their lists. Take, for instance the passing of the schrs Denmark, Bruce, Oriental, and Laura Belle, all unnoticed, which were in one tow; also the schooners Fame and William Raynor in another tow, not reported; and the schooners Arabia, J.G. Jenkins, Sara Flint, and W.H. Vanderbilt, also unnoticed. Thus you see no less than ten vessels in one day. I will also add the bark *Montgomery*, which also passed up. Now as there are two other offices where the records of vessels passing are strictly kept the above statement is easily proven. J. W. H.

On 16 October *Montgomery* arrived at Alpena, Michigan to load lumber for Chicago and entered Chicago harbor on 30 October. She took on 20,000 bushels of corn for Oswego and departed on 3 November, arriving at Oswego on 23 November (*Alpena Weekly Argus* 1874; *Buffalo Commercial Advertiser* 1874; *Detroit Free Press* 1874d; *Inter Ocean* 1874c, 1874d).

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On 11 May 1875, the *Montgomery* passed through the Welland Canal en route from Clayton to Chicago, light. On her return east, the ship arrived at Bay City on 18 May and passed back through the canal on 24 May. Another canal passage was recorded on 3 June, and the ship arrived at Buffalo the following evening. The vessel was next recorded passing down bound at Port Huron on 26 July in tow of the tug *Burnside* along with the schooner *Willie Keller*. Arrivals of the ship were recorded on 4 August at Bay City and on 24 August at Detroit with coal. The ship again cleared Bay City on 1 September bound for Clayton. The first week in October, both the *Montgomery* and *Montmorency* came into dry dock at Detroit for repairs. It is not known what work was conducted, but *Montgomery's* repairs were completed on 23 October and the ship cleared the port that same day (*Buffalo Daily Courier* 1875; *Buffalo Morning Express* 1875a, 1875b; *Detroit Free Press* 1875a, 1875b, 1875c, 1875d, 1875e, 1875g; *Illustrated Buffalo Express* 1875a, 1875b; *Inter Ocean* 1875).

The *Montgomery* eluded the press for the first part of the 1876 shipping season. At midnight on 3 June 1876, she was reported passing Port Huron down bound. About twenty hours later the ship stranded on Port Huron Point while sailing out of the Clinton River. The tug *Winslow* went to her aid. The ship arrived at the Michigan Central Dock in Detroit from Clayton on 26 June where she loaded timber. She departed for Clayton on 28 June. In mid-August *Montgomery* had her topsides calked at Chicago. The ship cleared the port on 26 August with 20,000 bushels of corn for Buffalo. She arrived at Buffalo on 6 September, unloaded and cleared the same day. Captain Dennis was at her helm. The change in Masters was not expressed in her enrollment documents. *Montgomery* experienced gale conditions on northern Lake Michigan in early November. She lost her jibboom while coming through the Straits of Mackinac and her jib sail near the Manitou Islands. Upon arrival at Chicago, on 13 November, the ship entered dry dock for repairs. On 22 November, *Montgomery* was chartered to haul wheat from Sheboygan, Wisconsin to Buffalo at 5 ½ cent per bushel. This would be her last trip of the season (*Buffalo Morning Express* 1876a, 1876b, 1876c, 1876d; *Detroit Free Press* 1876a, 1876b, 1876c, 1876d; *Illustrated Buffalo Express* 1876a, 1876b, 1876c, 1876d; *Inter Ocean* 1876a, 1876b, 1876c, 1876d).

The *Montgomery* again eluded the press for the first part of the 1877 shipping season. She arrived at Chicago on 21 August 1877 in tow of the propeller *Inter Ocean*. The ship was laden with coal from Charlotte, New York (near Rochester). She cleared Chicago a week later with 19,762 bushels of rye for Buffalo. While lying in Mason's slip on 24 September (near Morgan Street in Chicago), a burning kettle of tar boiled over and set off the fire alarm on Box 364 at 3:30 pm. There was only minor damage to the ship. She cleared the port with 19,540 bushels of corn for Buffalo the next day. The ship cleared Chicago again on 5 October 19,500 with bushels of corn for William Meadows of Buffalo. *Montgomery* was then chartered to carry corn from Chicago to Collingwood, Ontario and on through to Ogdensburg. While working her way back east, the ship was forced to wait out a gale off Port Huron

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on 7 November, and lost her anchor while maneuvering outside the harbor. She passed through the Welland Canal on 9 November bound for Ogdensburg (*Buffalo Commercial Advertiser* 1877a, 1877b; *Buffalo Morning Express* 1877a, 1877b, 1877c, 1877d, 1877e; *Chicago Tribune* 1877a, 1877b; *Detroit Free Press* 1877; *Illustrated Buffalo Express* 1877a, 1877b, 1877c, 1877d, 1877e; *Inter Ocean* 1877a, 1877b, 1877c, 1877d, 1877e).

At the opening of the 1878 shipping season, *Montgomery* was placed in dry dock at Detroit for what was explained as minor repairs and by 25 April the ship received her outfit and began sailing for the season. The ship passed through the Welland Canal on 8 June en route from Clayton to Detroit. On 28 June the ship cleared Chicago with 20,780 bushels of corn for Kingston. *Montgomery* was recorded passing Detroit up bound on 26 July, however her destination and cargo when unreported. On 11 October the ship came into Detroit Dry Dock to have her bottom and sides re-caulked, five days later, she returned to service again. Her fall sailing schedule remains unknown. On 12 December the ship departed Buffalo. She was the last ship to lock through the Welland Canal for the season before she took up winter quarters in Port Colburne (*Buffalo Morning Express* 1878a, 1878b; *Chicago Tribune* 1878; *Detroit Free Press* 1878, 1878b, 1878c, 1878d, 1878e, 1878f; *Illustrated Buffalo Express* 1878a, 1878b; *Inter Ocean* 1878a, 1878b).

During the last week of May 1879, the vessels of Captain Merrick's Reindeer Line composed of the sailing vessels *Montgomery*, *Montcalm*, *Mont Blanc*, *Montmorency* and *M.F. Merrick*, and the propellers *Japan*, *City of Winnipeg* and *N. K. Fairbanks*, all loaded at Duluth. Cumulatively they took aboard 83,308 bushels of corn and 77,016 bushels of wheat. The *Montgomery* arrived at Port Huron with her load on the night of 11 June. On 29 June the ship cleared the port of Tonawanda, New York bound for Bay City and she was again recorded passing down bound at Detroit on 12 August in tow of the tug *Jesse*. On her next trip west past Detroit on night of 31 August she struck an obstruction with her centerboard. She was moved under the tow of the tug *Clark* to the Detroit Dry Dock on 3 September where they worked to dislodge it. A new centerboard was installed and the ship was finally returned to service on 9 October. On 19 October she arrived at Duluth to take on a cargo of wheat. At the end of October *Montgomery* was chartered to haul ore from Marquette to Cleveland. On 7 November the ship took on a cargo of miscellaneous freight in Detroit for Sault St. Marie. She cleared that evening for the Soo, continuing on to Marquette. She was again recorded passing Detroit down bound on 25 November. She arrived at Buffalo and took on 500 tons of coal for Detroit (*Buffalo Commercial Advertiser* 1879; *Buffalo Morning Express* 1879a, 1879b; *Daily Milwaukee News* 1879; *Detroit Free Press* 1879a, 1879b, 1879c, 1879d, 1879e, 1879f, 1879g, 1879h, 1879i; *Illustrated Buffalo Express* 1879, 1879b).

The *Montgomery*'s first grain laden arrival at Buffalo for the 1880-shipping season was recorded on 23 April. She unloaded and departed the same day for Duluth. An arrival was recorded at Detroit on 28

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April and at Cleveland on 4 June. She cleared Cleveland the same day with coal for Duluth. After unloading at Duluth she continued on to Marquette arriving on 27 June. Cleveland-Duluth-Marquette-Detroit trips were recorded in July, August and early September. There was no late season trip information was located (*Buffalo Morning Express* 1880; *Chicago Tribune* 1880a, 1880b, 1880c, 1880d, 1880e; *Detroit Free Press* 1880a, 1880b, 1880c, 1880d; *Illustrated Buffalo Express* 1880).

At the beginning of March 1881, the Reindeer Line announced assignments for the 1881-season and Captain William Brooks was listed as *Montgomery's* Master. As well as the *Montgomery*, Merrick's Reindeer fleet consisted of the tug *Niagara* and the schooners *Reindeer*, *Clayton Belle*, *M.F. Merrick*, *Monticello*, *Mont Blanc*, *Monterey*, *Montcalm*, *Montmorency*, *Montana*, and *Republic*. On 23 April *Montgomery's* enrollment document was surrendered at Detroit for change in ownership. E.G. Merrick purchased John Fowler's half of the vessel and acquired an addition share from Henry Esselstyn. The new ownership arrangement was 5/8 shares held by Merrick and 3/8 shares owned by Esselstyn. This enrollment also indicated a rig change from barque to schooner. Detroit remained the vessel's homeport (Bureau of Navigation 1881; *Detroit Free Press* 1881a).

At the beginning of June 1881, the schooner collided with the propeller *Henry Chisholm* while docked at Cleveland. Few other details of the incident or resulting damage are known. Only a handful of arrivals and clearings were recorded during the season. On 27 June the ship arrived at the port of Buffalo with grain from Duluth, and on 21 September the ship cleared Marquette harbor. In early November *Montgomery* was chartered to haul coal from Buffalo to Detroit at 75 cents per ton and towed by the tug *Niagara*, however only one trip with coal was recorded that month. On 29 November while in tow of the *Niagara*, the *Montgomery* and schooner *Clayton Belle* broke loose from the tug. *Clayton Belle* sailed to Cheboygan, Michigan and laid up for the winter; *Montgomery* sailed to St. James in the Beaver Islands (*Buffalo Morning Express* 1881; *Chicago Tribune* 1881a, 1882b, 1881c; *Detroit Free Press* 1882b; *Illustrated Buffalo Express* 1881).

For the 1882 season, *Montgomery* was employed in the Great Lakes ore trade, hauling coal from Buffalo or Erie, Pennsylvania to Duluth, and returning east with iron ore from Marquette to Cleveland. She was towed by the tug *Niagara* within a consort of as many as five other Merrick-owned schooners. Her first trip for the season, scheduled to depart Marquette in early April, was delayed, as the iron ore remained frozen making for very slow work in loading. On 10 August the ship came into the harbor at Sand Beach, Michigan (now Harbor Beach) for an overnight stay to await favorable weather. Regular monthly trips were recorded to Lake Superior in August, September, October and November (*Buffalo Commercial Advertiser* 1882; *Chicago Tribune* 1882a, 1882b, 1882c, 1882d, 1882e, 1882f, 1882g; *Detroit Free Press* 1882a, 1882b, 1882c).

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It is likely that the vessel wintered over at Toledo. On 14 April 1883, *Montgomery*, as well as the schooners *Montmorency*, *Montcalm*, *Mont Blanc* and *Republic*, was chartered at Toledo to carry wheat to Buffalo at 2 ½ cents per bushel. For the remainder of the season the ship returned to the ore trade in tow of the *Niagara*, oftentimes taken in consort with as many as six other schooners of the Reindeer Line. Regular monthly trips between Lake Erie and Lake Superior were recorded May through October and marked in the passage of the consort past Detroit (*Buffalo Commercial Advertiser* 1883; *Chicago Tribune* 1883a, 1883b, 1883c, 1883d; *Detroit Free Press* 1883a, 1883b, 1883c, 1883d, 1883e, 1883f, 1883g).

Little is known about *Montgomery*'s travel routes for 1884. The ship arrived at Detroit on 19 August with iron ore from Marquette. In September the tug *Niagara* with the schooners *Montgomery*, *Montmorency*, *Montcalm*, *Mont Blanc*, and *Republic* fetched ore from Two Harbors, Minnesota. Of note, 1884 was the first season iron ore was shipped from Two Harbors, and this consort was, if not the first, one of the earliest to participate in trade at the port. The *Detroit Free Press* hypothesized of the future of Two Harbors that: "the prospects are that it will soon be an extensive ore shipping point...and a number of craft that go up to Duluth and are unable to obtain wheat cargoes fall back on the ore trade...". The last clearing located for *Montgomery* was from Buffalo on 29 September when she cleared light; however her destination went unreported (*Detroit Free Press* 1884a, 1884b, 1884c).

Montgomery remained listed on the rolls of the Reindeer Line for the 1885 season along with the tug *Niagara* and schooners *Reindeer*, *M.F. Merrick*, *Monticello*, *Mont Blanc*, *Monterey*, *Montcalm*, *Montmorency*, *Montana*, *Republic*, and *Reuben Doud*. *Montgomery*'s Master assignment for the season was Captain William O'Tule; however, this change in Masters is not reflected on her enrollment document. The ship's movements during the season were largely unreported and it is not certain if these records are simply elusive or if the ship remained in port for the majority of the season. Only one contract was discovered, effectuated on 7 July, for the *Montgomery* and *Montmorency* to sail from the port of Ashtabula, Ohio to Buffalo to take a cargo of coal to Marquette (*Detroit Free Press* 1885; *Inter Ocean* 1885). No records were located for 1886.

On 4 June 1887 the *Montgomery* arrived at Chicago with 1,250 tons coal. The ship was reported passing up bound again at Detroit and Mackinaw City in mid-June and on 27 July the ship cleared Chicago with grain bound for Tonawanda. Over the first week in August the ship visited ports on Lake Superior and passed Sault Ste. Marie down bound in tow of the tug *Niagara*, with the schooners *Montmorency*, *Montcalm*, *Mont Blanc*, and *Republic* joining the consort (*Buffalo Morning Express* 1887a; *Buffalo Times* 1887a; *Detroit Free Press* 1887a, 1887b, 1887c; *Illustrated Buffalo Express* 1887a).

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Montgomery's enrollment document was surrendered at the port of Toledo on 8 August 1887. Captain Martin Christy of Toledo became her sole owner and Master, and Toledo became her new homeport. With the new registration, the vessel was given tonnage deduction allowances under Act of August 5, 1882 that credited her owner 14.94 tons, resulting in a new net tonnage of 283.97 tons (Bureau of Navigation 1887).

The new owner opened up trade with ports in Wisconsin. On 25 August the ship arrived for the first time at Manitowoc, Wisconsin with coal for the city coal dock. *Montgomery* was chartered in September to carry coal from Cleveland to Racine at \$1.10 per ton. She departed Cleveland on 6 September and arrived at the Racine Gas Co. Dock on the night of 15 September. She cleared Racine during the night of 20 September for a return to the lower lakes. On 3 October *Montgomery* arrived at Buffalo (*Buffalo Times* 1887b; *Detroit Free Press* 1887d; *Journal Times* 1887a, 1887b; *Manitowoc Pilot* 1887).

The rest of the 1887 season was peppered with accidents. On a down bound trip on 29 October while on Lake Huron and nearing Port Huron, the *Montgomery* encountered a storm that shredded her mainsail and carried away her foremast (*Inter Ocean* 1887a). The ship was repaired and returned to service, but on 25 November while loaded with 300 tons of pig iron bound for Erie, Pennsylvania, the ship grounded on Bois Blanc Island in the midst of a blinding snowstorm and filled with water. In the same storm, the propeller *Albany* wrecked nearby. The tugs *Mocking Bird* and *Avery* were initially sent to release the ships with lighters and steam-pumps. In the process of removing *Montgomery's* cargo of iron ore, one of the large lighter barges sank along with 1,400 bars of *Montgomery's* recovered iron. It took the efforts of the wrecking *Champion* to release the *Montgomery* and although leaking badly, the schooner was towed into Cheboygan, Michigan on 30 November. A diver was sent under her hull to patch her bottom and stop the leak. The remainder of her ore was removed, two pumps were installed aboard, and the schooner was towed to Detroit for repairs. On 8 December the wrecking tug *Saugatuck* raised the lighter and recovered the remaining lost iron pigs (*Buffalo Commercial Advertiser* 1887a, 1887b, 1887c; *Buffalo Evening News* 1887a, 1887b, 1887c, 1887d; *Buffalo Morning Express* 1887b; *Buffalo Times* 1887c, 1887d, 1887e; *Chicago Tribune* 1887; *Detroit Free Press* 1887e, 1887f, 1887g, 1887h, 1887i; *Illustrated Buffalo Express* 1887b; *Inter Ocean* 1887b, 1887c, 1887d, 1887e, 1887f, 1887g; *Journal Times* 1887c).

The *Montgomery* brought coal from Buffalo to Toledo at 40 cents per ton in early May, after which she returned to the ore trade working between Escanaba, Michigan and Erie, returning west with coal for Menominee, Michigan. Trips in this service were conducted in May, June and July (*Buffalo Commercial Advertiser* 1888a, 1888b; *Buffalo Morning Express* 1888a, 1888b, 1888c, 1888d; *Detroit Free Press* 1888a, 1888b, 1888c; *Illustrated Buffalo Express* 1888a, 1888b, 1888c, 1888d). The ship made three trips from Toledo to Buffalo with wheat in August and September. Then she was chartered

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to haul coal from Buffalo to Michigan City, Indiana (*Buffalo Commercial Advertiser* 1888c; *Buffalo Morning Express* 1888e; *Detroit Free Press* 1888d, 1888e; *Illustrated Buffalo Express* 1888e).

When the vessel came into Hancock, Michigan on 23 September according to news reports from the *Buffalo Daily Courier*, "the entire crew went on a drunk and deserted the boat." Captain Vader (whose role is not updated in the ship's enrollment document) was required to obtain a court order to force the men to return to the ship and complete their contract, as there are no other sailors in town to replace them. This delayed the vessel for several days (*Buffalo Daily Courier* 1888a).

Passages through the Welland Canal were recorded during the month of October, down bound with corn from Chicago to Ogdensburg and up bound with coal from Oswego to Toledo and Detroit (*Gazette* 1888a, 1888b, 1888c). The *Montgomery* made two trips with coal from Buffalo to Toledo in late October and early November and on 10 November she loaded corn at Toledo for Oswego receiving 4 ½ cents per bushels for the service (*Buffalo Daily Courier* 1888b; *Buffalo Morning Express* 1888f; *Detroit Free Press* 1888f, 1888g, 1888h; *Gazette* 1888d; *Illustrated Buffalo Express* 1888f). Around the end of the year, an Admiralty case was filed against the owners of the schooner *Montgomery* in the United States District Court for the Eastern District of Michigan by Henry Ryan (and intervening libels). The case, No. 3136, was heard on 15 February 1890 before Judge Henry Brown, however the specifics and outcome are unknown (*Detroit Free Press* 1888i, 1890a).

For the first trip of 1889, the *Montgomery* was chartered to haul corn from Cleveland to Buffalo at 1 ¾ cents per bushel. The ship arrived at Buffalo with her cargo on 20 April. The next day she was chartered to carry coal from Ashtabula to Port Huron at 40 cents per ton; however, as she attempted to depart Buffalo she was forced back into port by a stiff headwind (*Buffalo Commercial Advertiser* 1889a; *Buffalo Daily Courier* 1889a; *Buffalo Morning Express* 1889a, 1889b, 1889c; *Buffalo Times* 1889; *Detroit Free Press* 1889a; *Illustrated Buffalo Express* 1889a, 1889b, 1889c).

In early May 1889, the ship called on Alpena, Michigan where she loaded 325,000 board feet of lumber for parties in Detroit. By June *Montgomery* was chartered to take corn from Toledo to Kingston at 3 cents per bushel. En route on 10 June, the ship grounded in a fog just below Port Colborne, Ontario. A tug was sent to release the vessel and she sustained no damage. On June 25, the *Montgomery* was stranded again, but this time near Sault Ste. Marie. A large gang of men was sent from the city to remove the cargo from the ship to lighten her and facilitate her release. The ship arrived at Chicago on 1 July and cleared the next day for Cleveland. Her next trip was chartered to bring ore from Escanaba to Cleveland at 40 cents per ton. At the end of July, the ship collided with the steambarge *Leuty* near Detroit and lost her jibboom in the collision (*Alpena Argus* 1889; *Buffalo Commercial Advertiser* 1889b, 1889c, 1889d; *Buffalo Daily Courier* 1889b; *Buffalo Morning Express*

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1889d, 1889e, 1889f, 1889g; *Detroit Free Press* 1889b; *Illustrated Buffalo Express* 1889d, 1889e, 1889f, 1889g).

The *Montgomery* next loaded 22,000 bushels of wheat at Milwaukee on 10 August and cleared for Buffalo. The ship arrived at Buffalo on 13 August and the same day was chartered to carry coal from Buffalo to Detroit at 30 cents per ton; however it doesn't appear that the ship took the job. She cleared Buffalo on 15 August for Tonawanda and arrived back at Buffalo on 23 August with grain. On 25 August she was chartered to carry coal from Buffalo to Chicago at 60 cents per ton and departed the same day with 625 tons of coal onboard. The ship arrived at Chicago on 10 September and cleared the next day for Kingston. She recorded traveling west through the Welland Canal on 25 September bound from Oswego to Toledo with a cargo of coal (*Buffalo Morning Express* 1889h, 1889i, 1889j, 1889k, 1889l; *Buffalo Commercial Advertiser* 1889e, 1889f, 1899g, 1889h; *Buffalo Daily Courier* 1889c; *Gazette* 1889; *Illustrated Buffalo Express* 1889h, 1889i, 1889j, 1889k, 1889l). In late September the *Port Huron Times Herald* reported that the *Montgomery* was being cut down to a barge at Bay City to be used as a lighter. This must have been reported in error as the ship continued sailing the following season (*Times Herald* 1889).

At the onset of the 1890 season, a new Master was announced; Captain Robert Moore took the *Montgomery's* helm. This change in Masters was not reflected in the vessel enrollment document (*Detroit Free Press* 1890b). Early season movements of the ship went unreported. On 5 July the ship was chartered to haul coal from Escanaba to Cleveland at 40 cents per ton. On 26 July the ship was chartered to haul coal from Cleveland to Gladstone, Michigan for the same rate. *Montgomery* cleared Gladstone docks on 5 August and carried on to Escanaba to take on iron ore. This series was repeated and the ship cleared Gladstone docks again on 28 August (*Buffalo Morning Express* 1890a; *Illustrated Buffalo Express* 1890a; *Inter Ocean* 1890a; *Star Tribune* 1890a, 1890b). On 19 October while waiting outside the harbor at Port Huron, the *Montgomery* lost her anchor and yawl boat. The tug *Sprite* was able to recover the small boat (*Buffalo Morning Express* 1890b; *Chicago Tribune* 1890a; *Illustrated Buffalo Express* 1890b; *Inter Ocean* 1890b).

On the morning of 5 November, while en route to Sheboygan with a cargo of coal consigned to the C. Reiss Coal Company, *Montgomery* came ashore during a gale, grounding in eleven feet of water eight miles north of the city near Stoney Creek. The vessel immediately began to fill with water. Despite the vessel flying colors all day, Coast Guard patrolmen walking the beach did not sight the stranded ship. Fortunately, no lives were lost. The tug *Sheboygan* went to her assistance the following day, but failed in the attempt to get the schooner off as the vessel had worked over the rocks near shore. Four days following the accident Capt. J.V. Tuttle representing the interests of the insurance companies went to the *Montgomery* and determined the ship a total loss. She was insured for \$5,333, of which \$2,500 was in London Assurance, \$1,833 in Commercial Union, and \$1,000 in Michigan Fire and Marine

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(*Ahnapee Record* 1890; *Buffalo Daily Courier* 1890; *Buffalo Evening News* 1890; *Buffalo Morning Express* 1890c; *Chicago Tribune* 1890b, 1890c; *Inter Ocean* 1890c, 1890d; *Illustrated Buffalo Express* 1890c; *Manitowoc Pilot* 1890; *Milwaukee Sentinel* 1890a, 1890b; *Sheboygan Evening Telegram* 1890a, 1890b).

On 9 September, the tug *Sheboygan* towed the schooner *Elva* and a crew of fourteen men to the *Montgomery*'s wreck site. They went to work stripping her of her canvas and running gear and the following week they removed her spars. Her cargo of coal proved difficult to salvage. The steam coal aboard could not be pumped out with a centrifugal pump. The smaller portion of her coal cargo was blacksmith's coal, but the quantity was so small that wouldn't pay for the effort to save it. The rights for any further remains of the ship were sold to Captain Oley Groh of the Sheboygan Lifesaving Station. The ship's enrollment document was surrendered at the port of Toledo on 12 November 1890 (Bureau of Navigation 1887; *Chicago Tribune* 1890d, 1890e; *Detroit Free Press* 1890c; *Inter Ocean* 1890e; *Sheboygan Evening Telegram* 1890c).

The *Montgomery*'s location remained largely forgotten until the summer of 1958 when off duty Army personnel based at Camp Haven discovered the wreck about 1,000 yards off shore and began exploring it with skin diving equipment (*Sheboygan Press* 1958).

Archaeological Significance

The Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) describe canal schooners as schooners designed to fit through the Welland and St. Lawrence locks, and characterized by straight stems, narrow beams, flat sides, flat bottoms and sterns, and short, highly canted bowsprits and jibbooms, features exhibited on the *Montgomery* site. The *Montgomery* site retains excellent archaeological integrity. Sites such as the *Montgomery* present a rare opportunity to study and learn about Great Lakes canal schooners, and double centerboard schooner construction and use. The *Montgomery* is the only known example of a double centerboard canal schooner in Wisconsin waters, making it particularly unique. In fact, the *Montgomery* is one of the few double centerboard schooners found in Wisconsin waters, others are the schooners *Rouse Simmons*, *Lumberman*, *Boaz*, *Anclam Pier Wreck*, and the scow schooner *Silver Lake*. The preservation of this site offers the opportunity for further study.

Montgomery meets the registration requirements for Criterion D at the state level as a good example of a Great Lakes schooner vessel type as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992) and in the area of Commerce for its role in the Great Lakes transport of lumber, grain, and coal. The *Montgomery* is a rare example of a vessel type that was vital to Wisconsin's economy, the economy of the Midwest, and transportation infrastructure

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prior to the development of road and rail networks. Before rail lines were constructed, canal schooners like the *Montgomery* were an important link in the development of the Midwest, connecting the region economically and culturally with the eastern markets. On her final voyage, the *Montgomery* was carrying a cargo of coal bound for Sheboygan. This trade fueled the expansion of the major industrial centers of the Midwest.

Many opportunities remain for future archaeological research on the *Montgomery*. Although the vessel sits on a rocky bottom, there is the potential for other sections of the vessel to be lying nearby. Additional information from the site may significantly add to our understanding of the construction of Great Lakes double centerboard schooners and when and why they were constructed. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these unique vessels were constructed, why two centerboards were used, and when this construction technique was used.

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1862a *Buffalo Commercial Advertiser*. 22 January.

1862b *Buffalo Commercial Advertiser*. 7 May.

1862c *Buffalo Commercial Advertiser*. 10 September.

1862d *Buffalo Commercial Advertiser*. 22 September.

1862e *Buffalo Commercial Advertiser*. 24 November.

1863a *Buffalo Commercial Advertiser*. 3 July.

1863b *Buffalo Commercial Advertiser*. 18 November.

1863c *Buffalo Commercial Advertiser*. 20 November.

1864a *Buffalo Commercial Advertiser*. 18 April.

1864b *Buffalo Commercial Advertiser*. 5 May.

1864c *Buffalo Commercial Advertiser*. 16 May.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

- 1864d *Buffalo Commercial Advertiser*. 25 November.
1866a *Buffalo Commercial Advertiser*. 15 June.
1866b *Buffalo Commercial Advertiser*. 23 July.
1866c *Buffalo Commercial Advertiser*. 9 October.
1867a *Buffalo Commercial Advertiser*. 26 February.
1867b *Buffalo Commercial Advertiser*. 27 April.
1867c *Buffalo Commercial Advertiser*. 6 May.
1867d *Buffalo Commercial Advertiser*. 8 June.
1867e *Buffalo Commercial Advertiser*. 10 August.
1867f *Buffalo Commercial Advertiser*. 11 September.
1867g *Buffalo Commercial Advertiser*. 8 September.
1867h *Buffalo Commercial Advertiser*. 2 November.
1867i *Buffalo Commercial Advertiser*. 8 November.
1868a *Buffalo Commercial Advertiser*. 16 June.
1868b *Buffalo Commercial Advertiser*. 18 July.
1868c *Buffalo Commercial Advertiser*. 2 September.
1868d *Buffalo Commercial Advertiser*. 7 September.
1868e *Buffalo Commercial Advertiser*. 25 September.
1868f *Buffalo Commercial Advertiser*. 1 October.
1868g *Buffalo Commercial Advertiser*. 13 November.
1868h *Buffalo Commercial Advertiser*. 19 November.
1869 *Buffalo Commercial Advertiser*. 6 October.
1870a *Buffalo Commercial Advertiser*. 16 August.
1870b *Buffalo Commercial Advertiser*. 24 August.
1870c *Buffalo Commercial Advertiser*. 20 September.
1870d *Buffalo Commercial Advertiser*. 13 October.
1870fe *Buffalo Commercial Advertiser*. 23 November.
1871a *Buffalo Commercial Advertiser*. 19 May.
1871b *Buffalo Commercial Advertiser*. 13 June.
1871c *Buffalo Commercial Advertiser*. 19 July.
1871d *Buffalo Commercial Advertiser*. 13 September.
1871e *Buffalo Commercial Advertiser*. 6 October.
1871f *Buffalo Commercial Advertiser*. 9 November.
1872a *Buffalo Commercial Advertiser*. 21 June.
1872b *Buffalo Commercial Advertiser*. 18 July.
1872c *Buffalo Commercial Advertiser*. 16 August.
1872d *Buffalo Commercial Advertiser*. 20 August.
1872e *Buffalo Commercial Advertiser*. 23 August.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1872f *Buffalo Commercial Advertiser*. 24 August.
1872g *Buffalo Commercial Advertiser*. 11 September.
1872h *Buffalo Commercial Advertiser*. 24 September.
1872i *Buffalo Commercial Advertiser*. 15 October.
1872j *Buffalo Commercial Advertiser*. 9 November.
1873 *Buffalo Commercial Advertiser*. 22 July.
1874 *Buffalo Commercial Advertiser*. 5 November.
1877a *Buffalo Commercial Advertiser*. 29 September.
1877b *Buffalo Commercial Advertiser*. 5 October.
1879 *Buffalo Commercial Advertiser*. 1 July.
1882 *Buffalo Commercial Advertiser*. 29 April.
1883 *Buffalo Commercial Advertiser*. 14 April.
1887a *Buffalo Commercial Advertiser*. 26 November.
1887b *Buffalo Commercial Advertiser*. 2 December.
1887c *Buffalo Commercial Advertiser*. 8 December.
1888b *Buffalo Commercial Advertiser*. 13 June.
1888c *Buffalo Commercial Advertiser*. 10 September.
1889a *Buffalo Commercial Advertiser*. 11 April.
1889b *Buffalo Commercial Advertiser*. 11 June.
1889c *Buffalo Commercial Advertiser*. 1 July.
1889d *Buffalo Commercial Advertiser*. 2 July.
1889e *Buffalo Commercial Advertiser*. 14 August.
1889f *Buffalo Commercial Advertiser*. 15 August.
1889g *Buffalo Commercial Advertiser*. 11 September.
1889h *Buffalo Commercial Advertiser*. 27 September.

Buffalo Evening News

1887a *Buffalo Evening News*. 30 November.
1887b *Buffalo Evening News*. 1 December.
1887c *Buffalo Evening News*. 5 December.
1887d *Buffalo Evening News*. 8 December.

Buffalo Evening Post

1872a *Buffalo Evening Post*. 29 July.
1872b *Buffalo Evening Post*. 8 November.

Buffalo Daily Courier

1858 *Buffalo Daily Courier*. 25 October.

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National Park Service

National Register of Historic Places
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Section 9 Page 4

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1859a *Buffalo Daily Courier*. 16 May.
1859b *Buffalo Daily Courier*. 1 August.
1860 *Buffalo Daily Courier*. 22 June.
1862 *Buffalo Daily Courier*. 21 June.
1863 *Buffalo Daily Courier*. 20 August.
1866a *Buffalo Daily Courier*. 22 March.
1866b *Buffalo Daily Courier*. 6 June.
1866c *Buffalo Daily Courier*. 24 July.
1866d *Buffalo Daily Courier*. 6 September.
1866e *Buffalo Daily Courier*. 24 September.
1866f *Buffalo Daily Courier*. 9 October.
1866g *Buffalo Daily Courier*. 10 October.
1868 *Buffalo Daily Courier*. 18 November.
1870 *Buffalo Daily Courier*. 1 July.
1871 *Buffalo Daily Courier*. 22 November.
1874a *Buffalo Daily Courier*. 3 June.
1874b *Buffalo Daily Courier*. 7 August.
1875 *Buffalo Daily Courier*. 4 June.
1888a *Buffalo Daily Courier*. 25 September.
1888b *Buffalo Daily Courier*. 25 October.
1889a *Buffalo Daily Courier*. 22 April.
1889b *Buffalo Daily Courier*. 28 July.
1889c *Buffalo Daily Courier*. 14 August.
1890 *Buffalo Daily Courier*. 6 November.

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Buffalo Daily Republic

1855 *Buffalo Daily Republic*. 20 July.
1857a *Buffalo Daily Republic*. 22 July.
1857b *Buffalo Daily Republic*. 1 August.
1859 *Buffalo Daily Republic*. 20 August.

Buffalo Democracy

1855 *Buffalo Democracy*. 28 February.

Buffalo Evening News

1890 *Buffalo Evening News*. 8 November.

Buffalo Morning Express

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Section 9 Page 5

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

- 1857 *Buffalo Morning Express*. 4 May.
- 1860a *Buffalo Morning Express*. 16 February.
- 1860b *Buffalo Morning Express*. 21 June.
- 1860c *Buffalo Morning Express*. 21 July.
- 1862a *Buffalo Morning Express*. 31 July.
- 1866a *Buffalo Morning Express*. 15 June.
- 1866b *Buffalo Morning Express*. 18 June.
- 1868a *Buffalo Morning Express*. 22 May.
- 1868b *Buffalo Morning Express*. 10 July.
- 1868c *Buffalo Morning Express*. 7 September.
- 1868d *Buffalo Morning Express*. 22 September.
- 1868e *Buffalo Morning Express*. 26 September.
- 1869 *Buffalo Morning Express*. 26 July.
- 1870a *Buffalo Morning Express*. 5 August.
- 1870b *Buffalo Morning Express*. 1 October.
- 1870c *Buffalo Morning Express*. 28 November.
- 1871a *Buffalo Morning Express*. 8 May.
- 1871b *Buffalo Morning Express*. 12 June.
- 1871c *Buffalo Morning Express*. 13 June.
- 1871d *Buffalo Morning Express*. 8 September.
- 1871e *Buffalo Morning Express*. 9 September.
- 1871f *Buffalo Morning Express*. 20 November.
- 1871g *Buffalo Morning Express*. 22 November.
- 1872a *Buffalo Morning Express*. 29 July.
- 1872b *Buffalo Morning Express*. 8 November.
- 1872c *Buffalo Morning Express*. 9 November.
- 1873a *Buffalo Morning Express*. 16 April.
- 1873b *Buffalo Morning Express*. 28 April.
- 1873c *Buffalo Morning Express*. 19 August.
- 1874a *Buffalo Morning Express*. 2 May.
- 1874b *Buffalo Morning Express*. 20 May.
- 1875a *Buffalo Morning Express*. 12 May.
- 1875b *Buffalo Morning Express*. 25 May.
- 1876a *Buffalo Morning Express*. 5 June.
- 1876b *Buffalo Morning Express*. 30 August.
- 1876c *Buffalo Morning Express*. 6 September.
- 1876d *Buffalo Morning Express*. 16 November.
- 1877a *Buffalo Morning Express*. 29 August.

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Section 9 Page 6

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1877b *Buffalo Morning Express*. 30 August.
1877c *Buffalo Morning Express*. 5 October.
1877d *Buffalo Morning Express*. 6 October.
1877e *Buffalo Morning Express*. 25 October.
1878a *Buffalo Morning Express*. 27 July.
1878b *Buffalo Morning Express*. 11 December.
1879a *Buffalo Morning Express*. 7 June.
1879b *Buffalo Morning Express*. 13 August.
1880 *Buffalo Morning Express*. 24 April.
1881 *Buffalo Morning Express*. 2 November.
1887a *Buffalo Morning Express*. 28 July.
1887b *Buffalo Morning Express*. 8 December.
1888a *Buffalo Morning Express*. 25 May.
1888b *Buffalo Morning Express*. 27 May.
1888c *Buffalo Morning Express*. 14 June.
1888d *Buffalo Morning Express*. 16 July.
1888e *Buffalo Morning Express*. 14 August.
1888f *Buffalo Morning Express*. 24 October.
1889a *Buffalo Morning Express*. 11 April.
1889b *Buffalo Morning Express*. 20 April.
1889c *Buffalo Morning Express*. 22 April.
1889d *Buffalo Morning Express*. 8 June.
1889e *Buffalo Morning Express*. 11 June.
1889a *Buffalo Morning Express*. 26 June.
1889b *Buffalo Morning Express*. 28 July.
1889c *Buffalo Morning Express*. 10 August.
1889d *Buffalo Morning Express*. 14 August.
1889e *Buffalo Morning Express*. 24 August.
1889f *Buffalo Morning Express*. 26 August.
1890a *Buffalo Morning Express*. 6 July.
1890b *Buffalo Morning Express*. 20 October.
1890c *Buffalo Morning Express*. 8 November.

Buffalo Times

1887a *Buffalo Times*. 4 June.
1887b *Buffalo Times*. 3 October.
1887c *Buffalo Times*. 26 November.
1887d *Buffalo Times*. 29 November.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1887e *Buffalo Times*. 5 December.

1889 *Buffalo Times*. 11 April.

Bureau of Navigation

Certificate No. ?, French Creek, District Cape Vincent 4 November 1854

Certificate No. 33, French Creek, District Cape Vincent 27 April 1866

Certificate No 70, Detroit, District of Detroit 11 May 1868

Bureau of Navigation Temporary Enrollment No ?? Buffalo 20 June 1872

Bureau of Navigation Certificate No 130 Detroit, District of Detroit 26 June 1872

Bureau of Navigation Certificate No 80 Detroit, District of Detroit 23 April 1881

Bureau of Navigation Certificate No 1 Toledo, District of Miami 8 August 1887

Chicago Tribune

1856 *Chicago Tribune*. 8 September.

1857a *Chicago Tribune*. 4 August.

1857b *Chicago Tribune*. 5 October.

1858 *Chicago Tribune*. 1 May.

1859a *Chicago Tribune*. 20 August.

1859b *Chicago Tribune*. 29 November.

1861a *Chicago Tribune*. 13 August.

1861b *Chicago Tribune*. 20 August.

1861c *Chicago Tribune*. 12 September.

1861d *Chicago Tribune*. 25 October.

1861e *Chicago Tribune*. 29 October.

1862a *Chicago Tribune*. 10 May.

1862b *Chicago Tribune*. 31 October.

1863 *Chicago Tribune*. 7 November.

1866a *Chicago Tribune*. 16 August.

1866b *Chicago Tribune*. 12 October.

1868 *Chicago Tribune*. 2 October.

1869 *Chicago Tribune*. 25 September.

1870a *Chicago Tribune*. 28 July.

1870b *Chicago Tribune*. 8 August.

1870c *Chicago Tribune*. 17 August.

1870d *Chicago Tribune*. 20 August.

1870e *Chicago Tribune*. 12 September.

1870f *Chicago Tribune*. 20 October.

1870g *Chicago Tribune*. 30 November.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

- 1871a *Chicago Tribune*. 15 July.
- 1871b *Chicago Tribune*. 15 September.
- 1872a *Chicago Tribune*. 10 May.
- 1872b *Chicago Tribune*. 6 June.
- 1872c *Chicago Tribune*. 15 October.
- 1872d *Chicago Tribune*. 27 November.
- 1872e *Chicago Tribune*. 30 November.
- 1873a *Chicago Tribune*. 3 June.
- 1873b *Chicago Tribune*. 20 June.
- 1873c *Chicago Tribune*. 29 September.
- 1873d *Chicago Tribune*. 10 November.
- 1874a *Chicago Tribune*. 31 October.
- 1874b *Chicago Tribune*. 4 November.
- 1877a *Chicago Tribune*. 25 September.
- 1877b *Chicago Tribune*. 11 November.
- 1878 *Chicago Tribune*. 8 June.
- 1880a *Chicago Tribune*. 24 April.
- 1880b *Chicago Tribune*. 5 June.
- 1880c *Chicago Tribune*. 29 June.
- 1880d *Chicago Tribune*. 28 July.
- 1880e *Chicago Tribune*. 21 August.
- 1880f *Chicago Tribune*. 22 August.
- 1881a *Chicago Tribune*. 28 June.
- 1881b *Chicago Tribune*. 22 September.
- 1881c *Chicago Tribune*. 30 November.
- 1882a *Chicago Tribune*. 10 August.
- 1882b *Chicago Tribune*. 22 August.
- 1882c *Chicago Tribune*. 3 September.
- 1882d *Chicago Tribune*. 4 September.
- 1882e *Chicago Tribune*. 24 September.
- 1882f *Chicago Tribune*. 2 November.
- 1882g *Chicago Tribune*. 4 November.
- 1883a *Chicago Tribune*. 31 May.
- 1883b *Chicago Tribune*. 11 July.
- 1883c *Chicago Tribune*. 22 August.
- 1883d *Chicago Tribune*. 11 September.
- 1887 *Chicago Tribune*. 26 November.
- 1890a *Chicago Tribune*. 20 October.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1890b *Chicago Tribune*. 6 November.
1890c *Chicago Tribune*. 8 November.
1890d *Chicago Tribune*. 14 November.
1890e *Chicago Tribune*. 6 December.

Cleveland Daily Leader
1859 *Cleveland Daily Leader*. 20 May.
1860 *Cleveland Daily Leader*. 21 April.

Commercial Times (Oswego)
1862 *Commercial Times*. 7 May.
1863 *Commercial Times*. 12 November.
1864 *Commercial Times*. 8 January.
1868 *Commercial Times*. 27 April.

Cooper, David J.
1988 1986-1987 Archaeological Survey of the Schooner *Fleetwing* Site, 47 DR168, Garrett Bay, Wisconsin. East Carolina University, *Program in Maritime Studies Research Report No. 6*. Greenville, NC.

Cooper, David J. and Paul P. Kriesa
1992 *Great Lakes Shipwrecks of Wisconsin. National Park Service National Register of Historic Places Multiple Property Documentation Form*. Division of Historic Preservation—Public History. Wisconsin Historical Society. Madison, Wisconsin.

Daily British Whig
1859 *Daily British Whig*. 12 December.

Daily Free Democrat (Milwaukee, Wisconsin)
1853 *Daily Free Democrat*. 9 December.

Daily Milwaukee News
1868a *Daily Milwaukee News*. 14 July.
1868b *Daily Milwaukee News*. 20 September.
1870 *Daily Milwaukee News*. 17 August.
1879 *Daily Milwaukee News*. 27 November.

Detroit Free Press

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1856 *Detroit Free Press*. 12 December.
1857a *Detroit Free Press*. 9 June.
1857b *Detroit Free Press*. 11 June.
1858a *Detroit Free Press*. 30 May.
1858b *Detroit Free Press*. 12 September.
1858c *Detroit Free Press*. 25 September.
1860a *Detroit Free Press*. 21 April.
1860b *Detroit Free Press*. 23 May.
1860c *Detroit Free Press*. 26 May.
1860d *Detroit Free Press*. 21 June.
1860e *Detroit Free Press*. 24 November.
1862 *Detroit Free Press*. 4 May.
1864 *Detroit Free Press*. 24 September.
1866a *Detroit Free Press*. 23 September.
1866b *Detroit Free Press*. 24 December.
1868a *Detroit Free Press*. 3 July.
1868b *Detroit Free Press*. 24 September.
1868c *Detroit Free Press*. 2 October.
1868d *Detroit Free Press*. 12 December.
1869a *Detroit Free Press*. 29 October.
1869b *Detroit Free Press*. 18 November.
1870 *Detroit Free Press*. 4 September.
1871a *Detroit Free Press*. 13 September.
1871b *Detroit Free Press*. 20 October.
1872a *Detroit Free Press*. 25 June.
1872b *Detroit Free Press*. 14 August.
1872c *Detroit Free Press*. 10 October.
1872d *Detroit Free Press*. 11 October.
1872e *Detroit Free Press*. 6 November.
1872f *Detroit Free Press*. 17 December.
1873a *Detroit Free Press*. 20 July.
1873b *Detroit Free Press*. 1 August.
1873c *Detroit Free Press*. 15 August.
1873d *Detroit Free Press*. 10 September.
1873e *Detroit Free Press*. 12 October.
1874a *Detroit Free Press*. 3 April.
1874b *Detroit Free Press*. 17 May.
1874c *Detroit Free Press*. 11 June.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1874d *Detroit Free Press*. 25 November.
1875a *Detroit Free Press*. 19 May.
1875b *Detroit Free Press*. 27 July.
1875c *Detroit Free Press*. 5 August.
1875d *Detroit Free Press*. 24 August.
1875e *Detroit Free Press*. 2 September.
1875f *Detroit Free Press*. 6 October.
1875g *Detroit Free Press*. 23 October.
1876a *Detroit Free Press*. 7 June
1876b *Detroit Free Press*. 27 June.
1876c *Detroit Free Press*. 28 June.
1876d *Detroit Free Press*. 15 November.
1877 *Detroit Free Press*. 7 November.
1878a *Detroit Free Press*. 16 April.
1878b *Detroit Free Press*. 25 April.
1878c *Detroit Free Press*. 28 September.
1878d *Detroit Free Press*. 13 October.
1878e *Detroit Free Press*. 16 October.
1878f *Detroit Free Press*. 15 December.
1879a *Detroit Free Press*. 12 June.
1879b *Detroit Free Press*. 4 September.
1879c *Detroit Free Press*. 9 September.
1879d *Detroit Free Press*. 10 October.
1879e *Detroit Free Press*. 21 October.
1879f *Detroit Free Press*. 23 October.
1879g *Detroit Free Press*. 30 October.
1879h *Detroit Free Press*. 8 November.
1879i *Detroit Free Press*. 26 November.
1880a *Detroit Free Press*. 29 April.
1880b *Detroit Free Press*. 2 September.
1880c *Detroit Free Press*. 7 September.
1880d *Detroit Free Press*. 8 September.
1881a *Detroit Free Press*. 13 March.
1881b *Detroit Free Press*. 5 November.
1882a *Detroit Free Press*. 14 April.
1882b *Detroit Free Press*. 11 August.
1882c *Detroit Free Press*. 3 November.
1883a *Detroit Free Press*. 1 June.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1883b *Detroit Free Press*. 10 June.
1883c *Detroit Free Press*. 12 June.
1883d *Detroit Free Press*. 27 June.
1883e *Detroit Free Press*. 30 June.
1883f *Detroit Free Press*. 31 August.
1883g *Detroit Free Press*. 9 October.
1884a *Detroit Free Press*. 19 August.
1884b *Detroit Free Press*. 17 September.
1884c *Detroit Free Press*. 29 September.
1885 *Detroit Free Press*. 12 April.
1887a *Detroit Free Press*. 16 June.
1887b *Detroit Free Press*. 21 June.
1887c *Detroit Free Press*. 8 August.
1887d *Detroit Free Press*. 7 September.
1887e *Detroit Free Press*. 26 November.
1887f *Detroit Free Press*. 28 November.
1887g *Detroit Free Press*. 1 December.
1887h *Detroit Free Press*. 5 December.
1887i *Detroit Free Press*. 9 December.
1888a *Detroit Free Press*. 9 May.
1888b *Detroit Free Press*. 25 May.
1888c *Detroit Free Press*. 14 June.
1888d *Detroit Free Press*. 24 August.
1888e *Detroit Free Press*. 4 September.
1888f *Detroit Free Press*. 4 November.
1888g *Detroit Free Press*. 9 November.
1888h *Detroit Free Press*. 11 November.
1888i *Detroit Free Press*. 5 December.
1889a *Detroit Free Press*. 22 April.
1889b *Detroit Free Press*. 10 July.
1889c *Detroit Free Press*. 27 September.
1890a *Detroit Free Press*. 14 November.
1890b *Detroit Free Press*. 11 February.
1890c *Detroit Free Press*. 3 April.

Daily Milwaukee News

1859a *Daily Milwaukee News*. 16 July.
1859b *Daily Milwaukee News*. 12 October.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Everts, L.H. and J.M. Holcomb.

1878 *History of Jefferson County, New York, 1791-1878*. L.H. Everts Publisher, Philadelphia, Pennsylvania.

Gazette, The (Montreal, Quebec, Canada)

1888a *Gazette, The*. 6 October.

1888b *Gazette, The*. 12 October.

1888c *Gazette, The*. 13 October.

1888d *Gazette, The*. 13 November.

1889 *Gazette, The*. 26 September.

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1894 *The Growth of a Century: as Illustrated in the History of Jefferson County, New York, from 1793 to 1894*. Sherman & Co. Publishing: Philadelphia, Pennsylvania.

Hough, Franklin B.

1854 *A History of Jefferson County in the State of New York: From the Earliest Period to the Present Time*. Joel Munsell Publishing, Albany, New York.

Illustrated Buffalo Express

1857 *Illustrated Buffalo Express*. 4 May.

1860a *Illustrated Buffalo Express*. 16 February.

1860b *Illustrated Buffalo Express*. 21 June.

1860c *Illustrated Buffalo Express*. 21 July.

1862b *Illustrated Buffalo Express*. 31 July.

1866a *Illustrated Buffalo Express*. 15 June.

1866b *Illustrated Buffalo Express*. 18 June.

1868a *Illustrated Buffalo Express*. 22 May.

1868b *Illustrated Buffalo Express*. 10 July.

1868c *Illustrated Buffalo Express*. 7 September.

1868d *Illustrated Buffalo Express*. 22 September.

1868e *Illustrated Buffalo Express*. 26 September.

1869 *Illustrated Buffalo Express*. 26 July.

1870a *Illustrated Buffalo Express*. 5 August.

1870b *Illustrated Buffalo Express*. 1 October.

1870c *Illustrated Buffalo Express*. 28 November.

1871a *Illustrated Buffalo Express*. 8 May.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

- 1871b *Illustrated Buffalo Express*. 12 June.
- 1871c *Illustrated Buffalo Express*. 13 June.
- 1871d *Illustrated Buffalo Express*. 8 September.
- 1871e *Illustrated Buffalo Express*. 9 September.
- 1871f *Illustrated Buffalo Express*. 20 November.
- 1871g *Illustrated Buffalo Express*. 22 November.
- 1872a *Illustrated Buffalo Express*. 29 July.
- 1872b *Illustrated Buffalo Express*. 8 November.
- 1872c *Illustrated Buffalo Express*. 9 November.
- 1873a *Illustrated Buffalo Express*. 16 April.
- 1873b *Illustrated Buffalo Express*. 28 April.
- 1873c *Illustrated Buffalo Express*. 19 August.
- 1874a *Illustrated Buffalo Express*. 2 May.
- 1874b *Illustrated Buffalo Express*. 20 May.
- 1875a *Illustrated Buffalo Express*. 12 May.
- 1875b *Illustrated Buffalo Express*. 25 May.
- 1876a *Illustrated Buffalo Express*. 5 June.
- 1876b *Illustrated Buffalo Express*. 30 August.
- 1876c *Illustrated Buffalo Express*. 6 September.
- 1876d *Illustrated Buffalo Express*. 16 November.
- 1877a *Illustrated Buffalo Express*. 29 August.
- 1877b *Illustrated Buffalo Express*. 30 August.
- 1877c *Illustrated Buffalo Express*. 5 October.
- 1877d *Illustrated Buffalo Express*. 6 October.
- 1877e *Illustrated Buffalo Express*. 25 October.
- 1878a *Illustrated Buffalo Express*. 27 July.
- 1878b *Illustrated Buffalo Express*. 11 December.
- 1879a *Illustrated Buffalo Express*. 7 June.
- 1879b *Illustrated Buffalo Express*. 13 August.
- 1880 *Illustrated Buffalo Express*. 24 April.
- 1881 *Illustrated Buffalo Express*. 2 November.
- 1887a *Illustrated Buffalo Express*. 28 July.
- 1887b *Illustrated Buffalo Express*. 8 December.
- 1888a *Illustrated Buffalo Express*. 25 May.
- 1888b *Illustrated Buffalo Express*. 27 May.
- 1888c *Illustrated Buffalo Express*. 14 June.
- 1888d *Illustrated Buffalo Express*. 16 July.
- 1888e *Illustrated Buffalo Express*. 14 August.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1888f *Illustrated Buffalo Express*. 24 October.
1889a *Illustrated Buffalo Express*. 11 April.
1889b *Illustrated Buffalo Express*. 20 April.
1889c *Illustrated Buffalo Express*. 22 April.
1889d *Illustrated Buffalo Express*. 8 June.
1889e *Illustrated Buffalo Express*. 11 June.
1889f *Illustrated Buffalo Express*. 26 June.
1889g *Illustrated Buffalo Express*. 28 July.
1889h *Illustrated Buffalo Express*. 10 August.
1889i *Illustrated Buffalo Express*. 14 August.
1889j *Illustrated Buffalo Express*. 24 August.
1889k *Illustrated Buffalo Express*. 26 August.
1889l *Illustrated Buffalo Express*. 27 September.
1890a *Illustrated Buffalo Express*. 6 July.
1890b *Illustrated Buffalo Express*. 20 October.
1890c *Illustrated Buffalo Express*. 8 November.

Inter Ocean

1873 *Inter Ocean*. 31 May.
1874a *Inter Ocean*. 3 August.
1874b *Inter Ocean*. 8 September.
1874c *Inter Ocean*. 31 October.
1874d *Inter Ocean*. 4 November.
1875 *Inter Ocean*. 14 May.
1876a *Inter Ocean*. 9 June.
1876b *Inter Ocean*. 25 August.
1876c *Inter Ocean*. 15 November.
1876d *Inter Ocean*. 22 November.
1877a *Inter Ocean*. 22 August.
1877b *Inter Ocean*. 25 September.
1877c *Inter Ocean*. 26 September.
1877d *Inter Ocean*. 30 October.
1877e *Inter Ocean*. 8 November.
1878a *Inter Ocean*. 14 December.
1878b *Inter Ocean*. 29 June.
1885 *Inter Ocean*. 8 July.
1887a *Inter Ocean*. 30 October.
1887b *Inter Ocean*. 27 November.

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1887c *Inter Ocean*. 28 November.
1887d *Inter Ocean*. 29 November.
1887e *Inter Ocean*. 1 December.
1887f *Inter Ocean*. 2 December.
1887g *Inter Ocean*. 8 December.
1890a *Inter Ocean*. 27 July.
1890b *Inter Ocean*. 20 October.
1890c *Inter Ocean*. 6 November.
1890d *Inter Ocean*. 8 November.
1890e *Inter Ocean*. 14 November.

Journal Times (Racine, Wisconsin)
1887a *Journal Times*. 16 September.
1887b *Journal Times*. 21 September.
1887c *Journal Times*. 1 December.

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2000 *Schooner Passage: Sailing Ships and the Lake Michigan Frontier*. Wayne State Press. Detroit, Michigan.

Mansfield, J.B.
1899a Maritime History of the Great Lakes, Vol I. J.H. Beers and Company Publisher: Chicago, Illinois
1899b Maritime History of the Great Lakes Vol II. J.H. Beers and Company Publisher: Chicago, Illinois

Manitowoc Pilot
1887 *Manitowoc Pilot*. 25 August.
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1836 *Milwaukee Advertiser*, 20 October.

Milwaukee Sentinel

United States Department of the Interior
National Park Service

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Section 9 Page 17

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

1890a *Milwaukee Sentinel*. 6 November.

1890b *Milwaukee Sentinel*. 8 November.

New York Times

1893 *New York Times*. 9 September.

Oswego Daily Palladium

1856 *Oswego Daily Palladium*. 18 November.

1857a *Oswego Daily Palladium*. 4 November.

1857b *Oswego Daily Palladium*. 11 November.

1859 *Oswego Daily Palladium*. 25 October.

1873 *Oswego Daily Palladium*. 6 November.

Oswego Daily Times and Journal

1854 *Oswego Daily Times and Journal*. 12 April.

Pittsburgh Weekly Gazette

1868 *Pittsburgh Weekly Gazette*. 5 November.

Quaife, Milo M.

1944 *Lake Michigan: The American Lake Series*. Bobbs-Merrill Company, Indianapolis, IN.

Sandusky Register

1873 *Sandusky Register*. 18 August.

Semi-Weekly Wisconsin

1868 *Semi-Weekly Wisconsin*. 5 August.

Sheboygan Evening Telegram

1890a *Sheboygan Evening Telegram*. 6 November.

1890b *Sheboygan Evening Telegram*. 7 November.

1890c *Sheboygan Evening Telegram*. 10 November.

1958 *Sheboygan Press*. 9 September.

Star Tribune (Minneapolis, Minnesota)

1890a *Star Tribune*. 6 August.

1890b *Star Tribune*. 29 August.

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National Park Service

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Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Steffy, J. Richard. *Wooden Ship Building and the Interpretation of Shipwrecks*. Texas A&M University Press, College Station, 1994. No page number.

Times Herald (Port Huron, Michigan)
1889 *Times Herald*. 27 September.

Wisconsin State Journal (Madison, Wisconsin)
1859 *Wisconsin State Journal*. 28 November.

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Section 10 Page 1

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Verbal Boundary Description:

The boundary for the *Montgomery* site is marked by a less than one acre (0.73) circle with a radius of 110 feet, centered on the NAD 1893 UTM coordinates 442165 Easting, 4855683 Northing, Zone 16T.

Boundary Justification:

This site boundary was chosen to encompass the wreck site and associated debris field.

United States Department of the Interior
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Continuation Sheet

Section photos Page 1

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Photo #1 of 3

Montgomery Shipwreck (schooner)

Sheboygan County, Wisconsin

Photographer Tamara Thomsen

June 2018

Montgomery's forward centerboard looking aft.



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Continuation Sheet

Section photos Page 2

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Photo #2 of 3

Montgomery Shipwreck (schooner)

Sheboygan County, Wisconsin

Photographer Tamara Thomsen

June 2018

Montgomery's keelson structure and starboard bilge section, looking aft.



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National Park Service

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Continuation Sheet

Section photos Page 3

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Photo #3 of 3

Montgomery Shipwreck (schooner)

Sheboygan County, Wisconsin

Photographer Tamara Thomsen

June 2018

Montgomery's mizzenmast step, looking forward.



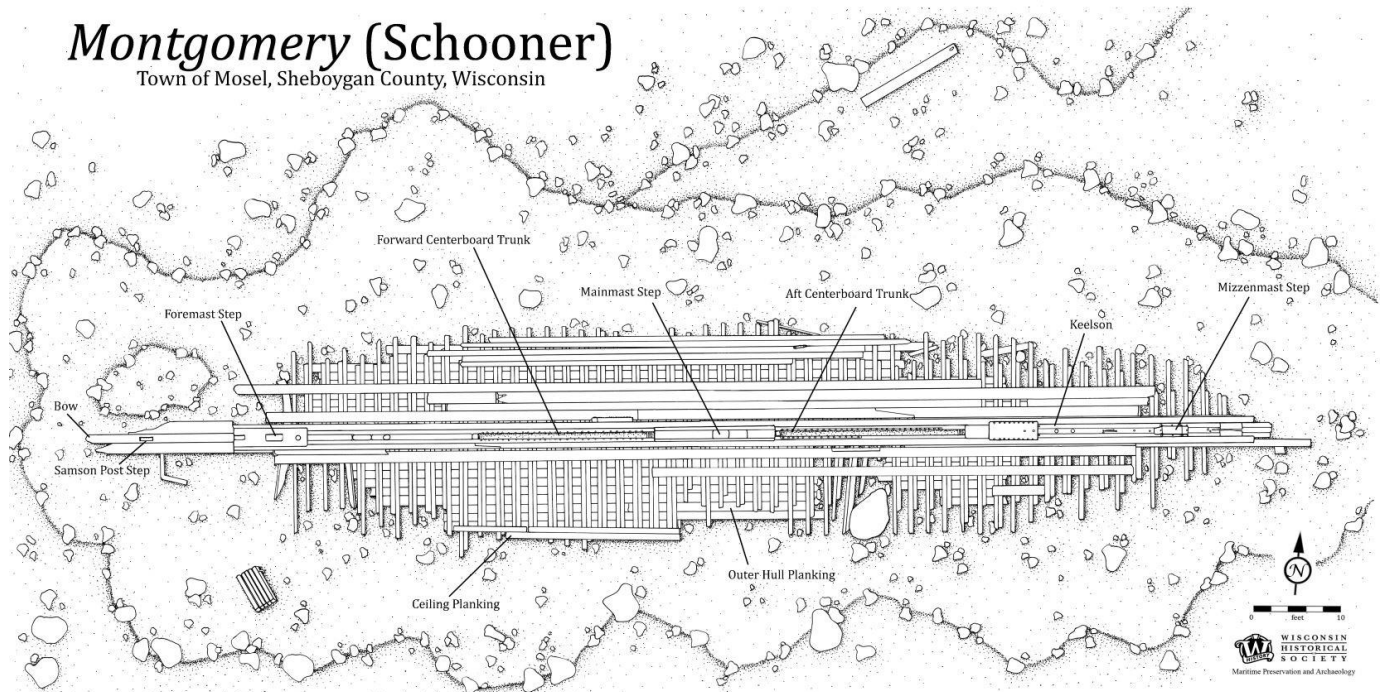
United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Section figures Page 1

Figure #1 of 2
Montgomery Shipwreck (schooner)
Sheboygan County, Wisconsin
Site plan of the *Montgomery*



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National Park Service

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Section figures Page 2

Montgomery Shipwreck (schooner)
Lake Michigan, Sheboygan County, Wisconsin

Figure #2 of 2

Montgomery Shipwreck (schooner)
Sheboygan County, Wisconsin
Location of the *Montgomery*









UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination
Property Name: MONTGOMERY shipwreck (schooner)
Multiple Name: _____
State & County: WISCONSIN, Sheboygan

Date Received: 7/30/2019 Date of Pending List: 8/28/2019 Date of 16th Day: 9/12/2019 Date of 45th Day: 9/13/2019 Date of Weekly List: _____

Reference number: SG100004377
Nominator: SHPO
Reason For Review: _____

X Accept Return Reject 9/13/2019 Date

Abstract/Summary
Comments:

Recommendation/
Criteria MONTGOMERY Shipwreck (schooner) is recommended for listing in the National Register under significance criterion D in the areas of archeology, maritime history, and commerce as part of the "Great Lakes Shipwrecks of Wisconsin" multiple property submission. MONTGOMERY is significant at the state level, with a period of significance of 1853 - 1890, bracketed by her initial launch in Clayton, NY, as the canal schooner NORTHERN LIGHT, her subsequent relaunch in 1866 as MONTGOMERY after the addition of a second centerboard, and her Nov. 5, 1890 grounding, off the coast of Mosel, WI, bound for Sheboygan with a cargo of coal. MONTGOMERY retains good archeological integrity, rests in 12 feet of water, and is increasingly well-known by the kayak and sport diving communities. She was recorded by avocational and professional marine archeologists with the Wisconsin Historical Society as part of a Phase II archeological survey in 2018. Her information potential lies in both individual and comparative study so as to better understand double centerboard schooner construction as well as when--and why--this technique was employed. All told, MONTGOMERY is a rare example of a vessel once vital to Wisconsin, connecting the Midwest culturally and economically with eastern markets.

Reviewer Julie Ernsten  Discipline Archeologist
Telephone (202)354-2217 Date 9/13/2019

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



WISCONSIN
HISTORICAL
SOCIETY



TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin
National Register Coordinator

SUBJECT: National Register Nomination

The following materials are submitted on this Twenty-fifth day of July 2019, for the nomination of the Montgomery Shipwreck (schooner) to the National Register of Historic Places:

- 1 Original National Register of Historic Places Nomination Form
- 1 CD with NRHP Nomination form PDF
- Multiple Property Nomination form
- 3 Photograph(s)
- 1 CD with image files
- Map(s)
- 3 Sketch map(s)/figures(s)/exhibit(s)
- 1 Piece(s) of correspondence
- Other:

COMMENTS:

- Please ensure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do or do not constitute a majority of property owners
- Other:

GLENN GROTHMAN
6TH DISTRICT, WISCONSIN

COMMITTEE ON EDUCATION AND THE WORKFORCE

COMMITTEE ON THE BUDGET

COMMITTEE ON
OVERSIGHT AND GOVERNMENT REFORM



UNITED STATES
HOUSE OF REPRESENTATIVES

24 WEST PIONEER ROAD
FOND DU LAC, WI 54935
(920) 907-0624

1217 LONGWORTH BUILDING
WASHINGTON, DC 20515
(202) 225-2476

GROTHMAN HOUSE 50V

June 5, 2019

Wisconsin Historic Preservation Review Board
C/o Peggy Veregin
Wisconsin Historical Society
816 State Street
Madison, WI 53706

Wisconsin Historic Preservation Review Board:

I am writing in support of the Montgomery Shipwreck nomination to the Wisconsin State Register of Historic Places and the National Register of Historic Places. The shipwreck, located in Mosel, is part of the Sixth Congressional District which I represent.

The Montgomery Shipwreck is eligible for the National Register of Historic Places, located northeast of Sheboygan, Wisconsin. The Montgomery Shipwreck was built in 1853 by John Oades in Clayton, New York, originally named the Northern Light operating with grain and lumber industries. It was on November 5, 1890 when the Montgomery was arriving in Sheboygan, Wisconsin, where it sunk upon grounding. Such a notable ship is now providing archaeologists with information about centerboard schooner construction within the lumber, grain and coal industries. The Montgomery provides a rare opportunity to learn about Great Lakes Canal Schooners and how they were used in history and is the only canal schooner in Wisconsin waters. This ship was also vital to Wisconsin's economy, connecting them with the eastern markets.

Please give all due and fair consideration consistent with current federal and state laws and agency regulations. Keep me apprised of your efforts and findings by contacting my District Director, Alan Ott, at 24 West Pioneer Road Fond du Lac, WI 54935 or by calling (920) 907-0624. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Glenn Grothman".

Glenn Grothman
Member of Congress

