

MP 2610

NPS Form 10-900
(Expires 5/31/2012)
Wisconsin Word Processing Format (Approved 1/92)

OMB No. 10024-0018



**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 Antelope Shipwreck (schooner-barge)
other names/site number 47AS-0404

2. Location

street & number 7.5 miles southeast of Michigan Island in Lake Superior N/A not for publication
city or town Town of La Pointe X vicinity
state Wisconsin code WI county Ashland code 003 zip code 54850

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.)

Daina Teukawa
Signature of certifying official/Title

5/10/2018
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

Antelope Shipwreck (Schooner-barge)

Ashland

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:)

For  Signature of the Keeper

6/22/18
Date of Action

5. Classification

Ownership of Property
(check as many boxes 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	0 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-barge

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.)

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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

1861 - 1897

Significant Dates

1861, 1869, 1883, 1893, 1897

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Wolverton, Jacob L.

Narrative Statement of Significance

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

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9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreage of Property 2.9 acres

UTM References (Place additional UTM references on a continuation sheet.)

1 15 T 0701474 5186298
Zone Easting Northing

2 _____
Zone Easting Northing

3 _____
Zone Easting Northing

4 _____
Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Tamara Thomsen and Caitlin Zant	date	10/30/2017
organization	Wisconsin Historical Society	telephone	608-221-5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

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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	10/30/2017
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

Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

Summary

The wreck site of the barge *Antelope* (47 AS-0404) is located 7.5 miles southeast of Michigan Island in Lake Superior, imbedded in the lakebed in 300 feet of water. The vessel remains almost entirely intact with only its stern cabin structure missing. The wreck site was discovered in September 2016 by Ken Merryman, Kraig Smith, and Jerry Eliason after a six year search for the vessel. In October 2016, archaeologists from the Wisconsin Historical Society investigated the site via Remotely Operated Vehicle (ROV) in partnership with Crossmon Consulting, LLC. The *Antelope* was originally constructed as a passenger packet steamer by shipwright Jacob L. Wolverton at his shipyard in Newport (Marine City), Michigan in August 1861 for Eber B. Ward, Esq. and his Ward Line of steamers, plying passengers between Milwaukee and Buffalo opposite the steamer *Montgomery*. Later in its career, the vessel operated in the grain, lumber, and coal trades throughout the Great Lakes region. In October 1897, *Antelope* sank while bound up in choppy seas with a cargo of coal to be delivered to the Ashland Coal Company dock in Ashland, in tow of the steamer *Hiram W. Sibley*. After its seams opened, the pumps were unable to keep up and the vessel foundered. The *Antelope* wreck site has yielded significant information on early wooden steamer construction, converted barge construction and its adaptations for use in the grain, lumber, and coal trades of the Great Lakes during its thirty-six year service history. Much of the information we know about historic vessel construction comes from analysis of wreck sites since often there are no records from the construction of these ships. For this reason, the site has great potential to yield further archaeological information, such as construction details, in future years as additional technology for deep water analysis becomes available.

The *Antelope*'s wooden hull and ship lines remain as in its original 1861 appearance. The wreck site retains elements of construction from two phases: when the ship was altered from a passenger vessel to a cargo vessel. Much of the upper deck structure now seen on the site was added later in the vessel's career, and the keel, rounded stern, hull lines, and central support structures remain as they were when the vessel was built in 1861. All of the components of *Antelope*'s upper decks, passenger cabins, and cargo spaces were destroyed in a fire in 1869, and do not remain extant on the site. Following the fire the vessel was converted into a single-decked steamer for use in the lumber trade, and the hull structure remained intact for the rest of the vessel's career. With *Antelope*'s 1883 conversion to a tow barge, all of the original machinery was removed from the interior of the vessel and the boiler and engine rooms were converted to cargo carrying space, two masts were added, and some components of the hogging arches and keelson structure were replaced and strengthened. The 1893 rig change to a schooner-rigged barge added one additional mast, but the rest of the vessel remained intact. Despite these multiple conversions, the original hull, keelson structure, stern, and ship's lines maintain their integrity from when *Antelope* was built in 1861. All of the changes to the upper deck structure are extant and intact on the wreck site.

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The *Antelope* represents multiple eras of ship construction and use on the Great Lakes. It began as a triple-decked wooden passenger steamer in 1861, and converted to a single-decked wooden lumber steamer in 1869. The *Antelope* was converted once again into a single-decked tow barge in 1883 for use in the grain and coal trades, and finally, was re-rigged as a schooner-barge in 1893. The vessel is eligible under Criterion D in the area of Commerce for its role in the passenger, grain, lumber, and coal trades.

At the time of the *Antelope*'s sinking, its appearance was as a converted schooner-barge; the specifics of this final configuration, as it appears as a wreck site, are described in detail below.

Site Description

The *Antelope* is an excellent example of a ship that went through various stages of conversion, from early passenger packet construction, to wooden steamer construction, and finally, converted barge construction, and retains integrity from each of these periods. Much of our understanding of these vessel types has come from archaeological data recovered from wreck sites like *Antelope*. The *Antelope* meets the registration requirements for Criterion D at the state level as a good example of a converted barge vessel type as referenced in the Multiple Property Documentation Great Lakes Shipwrecks of Wisconsin (Cooper and Kriesa 1992) and in the area of Commerce for her role in the Great Lakes passenger, grain, lumber, and coal trades.

The remains of *Antelope* lie upright, 300 feet below the surface of Lake Superior, on a heading of 93-degrees, 7.5 miles southeast of Michigan Island. Following its sinking in 1897, the site remained unknown until its discovery by avocational shipwreck hunters, Ken Merryman, Kraig Smith, and Jerry Eliason in 2016. Since then, only one crew of archaeologists and volunteers has visited the site using a Remotely Operated Vehicle (ROV) and multibeam sonar. With no visitation from divers and no invasive mussel populations, the site has retained remarkable structural and archaeological integrity. All of the vessel's components remain intact on the site, excluding its stern cabin, which was found floating near Michigan Island just after the vessel's sinking.

A Phase II archaeological survey was conducted on *Antelope* in October of 2016 by maritime archaeologists at the Wisconsin Historical Society and volunteers from Great Lakes Shipwreck Preservation Society and Crossmon Consulting LLC. Due to the site's great depth, a Remotely Operated Vehicle (ROV) and multi-beam sonar was used to conduct all survey work, including gathering imagery, video, and measurements. All measurements were taken from the multi-beam sonar imagery using BlueView, open source multi-beam sonar software. The overall length of *Antelope* wreckage as it sits on the bottom of Lake Superior, from stempost to rudder post, is 194.05 feet in length while the overall beam of the vessel is 31.06 feet. Although the vessel's transom has broken and now lies at an angle off the stern quarter of the vessel, the cold, clear waters of Lake Superior have preserved the vessel's paint, and the words "*Antelope of Bay City*" can still clearly be seen in video

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Antelope Shipwreck (Schooner-barge)
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footage. The cargo of coal remains within the vessel's hull, save for a few scattered pieces on the deck and the lake bottom around the site. Given the wreck dimensions, construction details, location, and the remaining paint on the transom and starboard bulwark, the vessel remains were positively identified as those of the converted schooner-barge *Antelope*. Although strong currents have been identified in this area, the site remains intact and largely unchanged from its 1897 sinking.

The *Antelope*'s upright stempost measures 0.9 feet molded and 1.2 feet sided with 17.4 feet exposed above the sand. It is completely intact to the bow railing from where it rabbits into the keel. *Antelope*'s false stem also remains extant, forward of the stempost, tapering to 0.3 feet. A metal cutwater is fastened to the leading edge of the false stem. This measures 0.4 feet wide and is 0.05 feet thick, running the entire height of the false stem. Roman numeral draft markings are distinctly carved into both sides of the false stem. One of the vessel's knightheads remains attached on the starboard side of the vessel. The port side knighthead no longer remains in place. The vessel's bow railing also remains intact at the bow extending from the aft edge of the weather deck, and ending 13.2 feet aft of the stempost. Green paint is visible on the railings and knightheads. The vessel's head rigging remains attached to the bow, and extents to the top of the standing foremast. *Antelope* was not equipped with a bowsprit or jibboom at the time of its sinking. A fish net lies entangled across parts of the vessel's bow.

Just aft of the stempost, beneath the main rail, a 51.4 foot long section of the port side hull has broken away from the vessel. Its forwardmost section extends from just below the bow railing to a foot below the vessel's whalestrake, measuring 8.3 feet wide. Aft of the weather deck, the piece includes the rail and foremast chainplates, and extends to 0.5 feet below the whalestrake, measuring 4.9 feet wide. This is a single piece, although its forward section lies on the clay next to the vessel's bow, while the aft section of the piece remains propped against the port side hull at an angle. A single scupper can be seen forward of the foremast chainplates. Unlike at many wreck sites, the hull did not separate outward and expose the ceiling planking; instead, the section remains with the outer hull planking facing upward. The port side anchor chain remains attached to the anchor, threaded through the hawsepipe located within the broken piece of hull, and extends back to the windless drum, still located beneath the weather deck. Above the whalestrake, green paint remains extant, while below the whalestrake, white paint was observed.

Both the port and starboard anchors remain in place attached to their respective catheads and rest on *Antelope*'s railing. The anchors measure 7.5 feet from stock to crown (height), and 4.7 feet from fluke to fluke (width), and are wooden stock anchors with the wooden stocks painted green. The catheads to which they are attached are made up of single timbers and measure 4.5 feet in length, and 0.6 feet square. The word "*ANTELOPE*" was observed painted in yellow on the exterior of the starboard side bulwarks.

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Where the port side hull has pulled away, the windlass deck is clearly visible. A wooden-handled shovel remains balanced at the broken hull section, held up by the anchor chain. Additionally, a grinding wheel (whetting stone) lies on its side near the starboard side ceiling planking. The ceiling is painted white. The port windlass gypsy, windlass, and samson post were observed at the aft end of the space. The windlass is painted white. The top of the carrick bitts are notched into the deck beams above. Large standard knees support the back side of the carrick bitts, and carrick bitt cheeks are visible. Iron bands reinforce the carrick bitt-knee assembly. Purchase rims connected to purchase rods are located on both sides of the samson post, and extend through the deck. Two wraps of chain remain around the windlass and coal is scattered across the floor. The samson post itself, sits forward of the windlass, 13.8 feet aft of the stempost, and measures 1.9 feet square. *Antelope's* capstan sits forward of the samson post, 11.7 feet aft of the stempost, and measures 2.0 feet in diameter. Additionally, a barrel rests in the clay next to the broken port side hull section. No contents were seen inside.

The *Antelope's* weather deck extends 14.5 feet aft of the stempost along the vessel's centerline. Its aft facing edge is curved, with the port and starboard extent of the deck continuing further aft than along the centerline of the vessel. Near the aft most extent of the weather deck, a single bitt is attached to the bulwark on both the port and starboard sides of the vessel. Each bitt is worn heavily by ropes and clearly indicates heavy use.

Aft of the weather deck, is *Antelope's* intact forward cabin. The cabin is painted white and measures 10.2 feet long and 16.9 feet wide. The cabin wall planks are butt-scarphed at the level of the window and below, but at the window and above, the cabin has lapstrake planking. The starboard side cabin wall has fallen away and now lies propped against the starboard bulwark. The aft facing cabin wall has completely fallen away, revealing some of the interior of the cabin. The port side and forward walls remain upright and intact. The roof remains on most of the cabin, save for a 1.8 foot wide section that likely blew away during the sinking. The roof beams stretch athwardship. There is a single window, on the port side of the cabin. The cabin is divided into two rooms. The door to the port side of the cabin remains intact, but has fallen into the cabin and now rests propped on the base of a small stove or heater. The door is equipped with a porcelain door knob. A white porcelain tub remains extant in the front of the cabin, just under the forward facing window. No glass remains in the window. The starboard side cabin room contains the vessel's donkey boiler. The boiler door remains open, and the knobs and dials on the face of the boiler can clearly be seen. A single smokestack extends through the cabin roof, near the forward starboard corner. It measures 0.7 feet in diameter. Additionally, a steam whistle remains intact above the boiler, near the aft edge of the cabin. It connects directly to the donkey boiler below.

A 69.3 foot long section of the port side bulwark remains attached to the hull and intact until the next break. Aft of this break, the port side bulwarks are broken at the main deck level and are no longer attached to the vessel. This section of bulwarks now lies in the clay off the vessel's port side. This

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section measures 42.58 feet long and 5.5 feet in height, indicating that the bulwarks were 5.5 feet in height throughout the ship. Tall bulwarks, such as these, were common on vessels that operated in the lumber industry, and are likely a remnant of *Antelope's* time as a lumber steamer, before its machinery was removed, and the vessel was converted to a tow barge. At this break, it is possible to see *Antelope's* framing pattern. The vessel is double framed, with each individual futtock measuring 0.4 feet sided and 0.8 feet molded, with the frame set measuring 0.9 feet sided overall. The frames are spaced 1.2 feet apart.

The starboard side bulwarks remain completely intact from the bow to the transom. The vessel's hogging arch was observed on the inside of the bulwarks along the starboard side. It is made of metal and measures 1.0 feet wide and approximately 0.5 feet thick. *Antelope* was equipped with two hogging arches following its conversion to a lumber steamer, but due to various wrecking events and collisions, *Antelope's* hogging arches experienced fractures. As the vessel was converted into a tow barge and then into a schooner-barge, historic records indicate that its hogging arches were "strengthened". Although there were no specifications on how these arches were strengthened, it seems as though thick iron arches were installed to add additional longitudinal strength and support to the ship.

The *Antelope* was equipped with a rounded stern that dates back to its years as a passenger packet and lumber steamer. When the vessel was converted into a barge, it maintained this rounded stern. The rounded transom now lays broken, hanging at an angle off the stern of the ship. The starboard side of the transom remains partially attached to the vessel, while the port side extends down to the clay. White paint is visible on the transom and the words "*ANTELOPE* of BAY CITY" which are painted in yellow across the transom's width. The taffrail and main rail are painted green, similar to the rest of the vessel. A set of bitts was located at the port and starboard stern quarters of the vessel. One of the starboard side bitts remains attached to the starboard bulwarks, while the other bitt remains attached to the broken transom. The port side bitts both remain attached to the transom and rest in the clay.

The *Antelope's* rudderpost protrudes through the deck and rises approximately 4.0 feet above the deck. It measures 0.9 feet in diameter. The rudderpost is circular, with a square top, where the steering quadrant would have been attached. The rudderpost deck clamp is painted red. Just forward of the rudderpost is a circular scupper. The metal cover for the scupper has dislodged, and now lies next to the rudder post. The vessel's wheel and steering quadrant lie off the stern of the vessel atop the fallen transom. The wheel sits very close to the rudder's starboard side, and remains attached to the worm gear. The wheel is completely intact and has brass caps on the wheel handles. The rudder itself has broken its rudder chains and preventers, and now sits at an extreme angle, hard to port. The rudder chains are entangled in the wheel.

The main deck of *Antelope* is longitudinally planked, and fully intact. This indicates that the vessel's keel likely remains unbroken. Four cargo hatches extend down the centerline of *Antelope's* main deck,

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each measuring 8.1 feet long and 12.1 feet wide. The forwardmost hatch and the aftmost hatch retain their hatch covers. The hatch covers are flat and are secured by an iron strap that runs from the forward edge of the hatch to the aft edge. Additionally dogs are located on the port and starboard sides of the hatch covers. The hatch covers for the two middle hatches blew off in the sinking and the hatches remain open, revealing a full cargo of coal. Some coal escaped the cargo hold during the sinking and now lies strewn across the deck.

Located 13.75 feet forward of the stern are the remains of *Antelope's* aft cabin. While *Antelope* did have a full aft cabin, during the sinking, it blew off as air was escaping the vessel and was found floating near Michigan Island. All that remains of the aft cabin is a combing, and four metal poles measuring 0.5 feet in diameter that were used to secure the corners of the cabin. Unlike many other schooner barges and sailing vessels, *Antelope's* cabin was not set into the main deck, but was instead placed on the main deck and held in place by the corner poles. This was likely completed after its conversion to a tow barge. From the remaining combing and poles, the cabin footprint was determined to be 14.5 feet long and 18.4 feet wide. A single valve extends through the deck on the starboard side of the cabin footprint, near its front wall.

On either side of the cabin footprint are two single bitts, set inboard from the bulwark by just over a foot, and located 28.3 feet forward of the stern. These show signs of rope wear near their tops and are painted white, measuring 1.25 feet square. Each is supported by a standard knee on the aft side of the bitts, measuring 4.7 feet in length. *Antelope's* two davits hang over the starboard side of the vessel near the stern, 16.7 feet apart. These rotating davits are painted white, and would have raised and lowered the vessel's yawl, or workboat. Both davits are made of iron and are attached to the inside of the starboard bulwark. Iron rings hang at the end of each davit. These would have been attached to a block and tackle which would have lowered the yawl to the water. The position of the davits, with their ends hanging over the side of the vessel, indicates that the yawl boat was deployed prior to sinking. This is corroborated by historical accounts which indicate that *Antelope's* crew was able to use the yawl to reach the *Hiram W. Sibley* when *Antelope* was abandoned. A pair of bitts, painted white, are located 0.8 feet aft of the davits, and a single bitt is located just forward of the two davits.

The *Antelope* was originally equipped with two masts following its 1883 conversion from a lumber steamer to a tow barge. In 1893, when the vessel was converted into a schooner-barge, a third mast, the mizzenmast, was added. Two of *Antelope's* three masts remain standing and fully intact, with the shrouds and ratlines still extending down the port and starboard sides of the masts. The masts themselves are painted white and measure 2.6 feet in diameter near the main deck. Both masts have mast tables which are also intact, and are painted green. The masts are topped with metal caps. The ratlines are connected to the trestletrees above, but they no longer attach to the chainplates, except for a single ratline which remains connected to the foremast chainplates. The foremast and mainmast both have three chainplates associated with them on either side of the vessel. The chainplates themselves

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measure 0.3 feet wide and are spaced 1.9 feet apart. All of the mainmast chainplates remain intact along the bulwarks, as do the foremast chainplates on the starboard side. The foremast chainplates, however, remain attached to the broken section of the port hull and have bent outward, away from the outer hull planking. The shrouds for each mast have blocks attached to them and deadeyes remain attached to the chainplates. Two belaying pin racks were located during the 2016 survey, located on the interior of the starboard side bulwark, near the foremast chainplates and mainmast chainplates. All belaying pins are extant in the forward rack, while only one belaying pin remains in the mainmast rack.

The foremast measures 68.3 feet tall. Two forestays remain connected to the foremast trestletree 52.9 feet above the deck, and three mast shrouds come off either side. One additional forestay is attached to the topmast. A cable mast stay connects the top of the foremast with the top of the mainmast. This cable is rarely seen on wreck sites, as it is usually one of the first lines to break during the sinking. A double-sheave block is fastened to the foretopmast. The foremast boom and gaff remain on the site, although no longer attached to the mast. Both lay across the starboard bulwark 49.0 feet aft of the bow. The mainmast gaff lies atop the boom at a perpendicular angle. The boom measures 34.5 feet long and has a metal cap on its end. Two eye bolts remain attached to the boom, near its end. The boom extends across the second hatch. The foremast gaff measures 26.0 feet long and it also equipped with a metal band at its end. Two blocks are attached to the gaff on one side, while eyebolts are attached to the other side. The eyebolts would have attached to the reef cringles at the top of the sail and were used to haul out the sail when it was reefed. The blocks would have been attached to lines running up the foremast, and would have allowed the gaff to be raised when the sails were needed. Both the gaff and boom are painted white, as are their associated blocks. At least five mast hoops remain around the base of the foremast.

The mainmast measures 71.6 feet tall and has a metal band around its top. A single sheave block hangs from the maintopmast on its aft facing side. The mainmast trestletree remains intact with a slot box on its aft facing edge for the mastlight. The light is no longer extant. Three blocks hang on chains from the trestle tree at varying lengths. The blocks on the port and starboard sides of the mast hang the furthest down, while the middle block remains hanging above. Three cable shrouds extend down to the deck from both the port and starboard sides of the trestletree. The mainmast boom and gaff lie just aft of the mainmast, across the second cargo hatch. Two disarticulated double sheave blocks lie on deck at the base of the mainmast. At least six mast hoops remain at the base of the mainmast.

Historic images of *Antelope* as a schooner-barge show the vessel equipped with a mizzenmast, with no trestletree or topmast. Today, all that remains of the mizzenmast is its base, and partners. The mizzenmast appears to have been cut down, as the top of the remaining mast is a smooth cut. If the mast had broken off during the sinking, the break would appear jagged, and would have possibly pulled out the partners. Additionally, *Antelope's* mizzenmast was not stayed. No chainplates are associated with the mizzenmast; instead two iron eyelets are located on the railing on both the port and

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starboard sides, in line with the location of the mizzenmast. Historic photographs indicate that the mizzenmast was held in place by two thin shrouds that were attached to these iron eyelets. It is likely that at some point, late in the vessel's career, the mizzenmast was removed, although there is no indication of this in the historical record.

Just forward of the mizzenmast a single block remains attached to an iron traveler amidships. A large wooden cleat is located just aft of this bar. The block would have originally been attached to the mainmast boom, and would have been used to secure the boom in place when it was not being used. The cleat would have helped secure the lines while the sail was stowed. Although it was not located during this survey, a similar traveler and block likely sit amidships just forward of the mainmast, associated with the foremast boom.

Additional machinery remains located on *Antelope's* deck. A single winch is located near the foremast on the starboard side. This was likely used to assist in hoisting the sails when needed. Although it was not located during this survey, it is possible that a similar winch is located near the mainmast as well. The vessel's double acting bilge pump remains on deck, 5.5 feet aft of the fourth cargo hatch, and in front of the aft cabin combing, measuring 2.0 feet wide. The pump's wooden handle lies across the top of the pump, and is not inserted into the pump's arms, as it would be if the pump had been in use just before the sinking. This reveals that even though *Antelope's* seams had burst and it was filling with water, once the pump could no longer keep up, the crew removed the handle and laid it where it rests today. Near *Antelope's* rudderpost an additional piece of navigational equipment lies on its side near the starboard bulwark. It has a flange and a circular glass inset. It was not possible to positively identify the type of equipment at the time, but it is probable that it is either part of a compass, or a similar device.

A debris field lies off the stern of the vessel, and includes a broken, grey ceramic jug, a white porcelain cup or bowl, a stove base and bottom with broken glass near it, a porcelain goblet and plate, and an intact ceramic jug with a single handle. The jug has a design on its exterior with indicates a 2 gallon capacity of the vessel. Various other artifacts remain scattered on deck. A large white, enamel pot with a thin handle lies to the starboard of the mizzenmast stump. An iron bowl also remains near the starboard side bulwark, at the fourth cargo hatch; a large piece of coal sits inside the bowl. Due to the extreme depth of this site, and the limitations of water clarity, it is likely that more debris lies in the clay around the site. These will potentially be revealed with future archaeological investigations.

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Summary

Located 7.5 miles southeast of Michigan Island in Lake Superior, the wreck site (47AS-0404) of the schooner-barge *Antelope* lies imbedded in the clay in 300 feet of water. Launched in 1861 and lost in 1897, *Antelope* is an excellent example of a ship that went through a conversion from early wooden steamer construction and converted to barge construction. Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites like *Antelope*. The *Antelope* meets the registration requirements for Criterion D at the state level as a good example of a converted barge vessel type as referenced 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 passenger, grain, lumber, and coal trades. The period of significance (1861-1897) begins with the *Antelope's* date of construction and ends with the date of its sinking. The *Antelope* site, documented by Wisconsin Historical Society archaeologists and volunteers, from Great Lakes Shipwreck Preservation Society, and Crossmon Consulting LLC in October 2016, has produced a wealth of archaeological knowledge and has the potential to yield important information about construction methods and the conversion of existing vessels to new uses, as new technology allows us better access to the wreck site.

Operational History

The *Antelope* was initially built as a propeller, constructed by Master Shipbuilder Jacob L. Wolverton and launched from his shipyard at Newport (Marine City), Michigan in early August 1861. Wolverton, born in Ohio in 1818, emigrated with his parents to Macomb County, Michigan shortly thereafter. Sometime in the mid-1840s, he established one the region's earliest shipyards, specializing in the construction and repair of steam propellers at the Village of Newport, in St. Clair County, north of Detroit (Bureau of Navigation 1862; Macdonald & McAdams 2015).

The *Antelope* was constructed for Eber Owens as a passenger packet to run in Eber B. Ward, Esq.'s Ward Line of steamers, plying between Milwaukee and Buffalo opposite the steamer *Montgomery*. The ship measured 186 feet in length, 31 feet in breadth, with an 11 foot depth of hold, and a capacity of 600 83/95 tons. It was described as having one deck, one mast, with a rounded stern and no figurehead. Considered a beautiful and superbly constructed boat with the most modern appointments, the ship was further described by the *Detroit Free Press*:

“She has heavy frames, which are set near together, of the best of white oak; her topsides, 28 inches thick, with diagonal ceiling. Her arch posts, which are of large size, extend down into the bilge of the hulk. She has also 3 watertight bulkheads, built of solid pitch; bolts in the room of spikes, have been used throughout in her fastenings, which have been inwardly clinched. The iron work throughout is extensive.... Her engine, which is low pressure, is from C. Kellogg & Co.'s works in

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this city. Cylinder 50 inches and 40 feet stroke, together with pony engines, etc., etc.
She has in all 9 pumps, which can be got in operation in 5 minutes notice.”

The ship's initial enrollment was entered at the Port of Detroit on 17 August 1861 by Eber Owens of St. Clair, Michigan. Captain Thomas G. Butlin of Milwaukee, Wisconsin was listed as her first Master; First Mate, John Robinson; Second Mate, Mr. Trambull; First Engineer, William Fitch; Second Engineer, William Grace; Clerk, Eber Owens. Newport was the ship's homeport. With the ship's stores stocked and outfit completed, they departed for Chicago on its maiden voyage on 24 August 1861. *Antelope* took on 19,400 bushels of wheat and 450 barrels of flour from the Kellogg & Strong elevator at Milwaukee, as well as a deck load of “rolling stock” for delivery at Buffalo. The ship continued on the Buffalo-Chicago-Milwaukee route through November of the year (*Buffalo Commercial Advertiser* 1861, 1861b, 1861c; *Buffalo Daily Courier* 1861; Bureau of Navigation 1861; *Cleveland Daily Leader* 1861; *Daily Milwaukee News* 1861; *Detroit Free Press* 1861a, 1861b).

The *Antelope* came out of winter quarters in April the following year (1862), and added Toronto and Collingwood, Ontario to Buffalo, Chicago, and Milwaukee as ports of call. The ship's documents expired in August while out of its home district and Stephen Clement of Chicago, Illinois, acting as an agent for Eber Owens, had temporary enrollment papers issued while the vessel was at the port at Chicago (*Buffalo Daily Courier* 1862; Bureau of Navigation 1862; *Cleveland Daily Leader* 1862; *Daily Milwaukee News* 1862; *Detroit Free Press* 1862a, 1862b).

An advertisement was published in the *Daily British Whig* in March 1863 promoting an unnamed “new line of steamers” that would service Sarnia, Ontario and run to Chicago and Milwaukee. The line was comprised of *B.F. Wade*, Captain Goldsmith; *Antelope*, Captain Butlin; *Montgomery*, Captain Gillespie; and *Water Witch*, Captain Ryder. Cargoes carried during the season, where they were reported, included barrels of flour and pork, bushels of corn and oats, as well as sundries. The ship's documents again expired while the vessel was away from its home district. Captain Butlin, acting as the ships' husband on behalf of Eber Owens, took out a temporary enrollment on 14 September 1863 at Chicago. The new document described the vessel as possessing two decks and one mast (previously reported as one deck and one mast). The ship kept on its regular route through early December, clearing Milwaukee on 7 December for Chicago where it presumably took up winter quarters (Bureau of Navigation 1863; *Cleveland Daily Leader* 1863; *Daily British Whig* 1863; *Daily Milwaukee News* 1863a, 1863b; *Detroit Free Press* 1863; *Semi-Weekly Wisconsin* 1863a, 1863b, 1863c, 1863d, 1863e).

Contemporary newspapers showed *Antelope* making regular calls at Sarnia-Milwaukee-Chicago-Milwaukee-Sarnia, making at least one if not two round trips monthly between May and December for much of the 1864 and 1865 seasons (*Chicago Tribune* 1864a, 1864b, 1864c, 1865a, 1865b, 1865c, 1865d, 1865e; *Daily Milwaukee News* 1864a, 1864b, 1864c, 1864d, 1864e, 1864f, 1864g, 1864h,

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1864i, 1864j, 1864k, 1864l, 1864m, 1865a, 1865b, 1865c, 1865d, 1865e, 1865f, 1865g). On 20 September 1865, Captain Robert Nicholson took command of the vessel at Milwaukee. While entering the change in command into the government records, it was discovered that hospital fees for the vessel's crew were owed. The Milwaukee Customs House collected \$57.44 covering the bill in full (Bureau of Navigation 1863).

It is likely that *Antelope* laid up at Chicago over the 1865-66 winter. When she came into service at the opening of navigation, a new temporary enrollment was required following re-measurement in conformity with the Congressional Act of 6 May 1864. Under the new rule the ship was measured on 30 April 1866 at 201 6/10 feet long, 31 2/10 feet in breadth with a twelve foot depth of hold (one foot deeper), and a total tonnage of 747.08 of which 478.80 ton was under the tonnage deck, and 318.28 tons capacity between the decks above the tonnage deck. Capacity of enclosures on the upper deck was not taken into consideration for the calculation. The vessel was described as having three decks and no mast (previously reported as two decks and one mast) with a round stern. The ship's owner and Master remained unchanged (Bureau of Navigation 1863, 1866a).

An advertisement was printed in the *Chicago Republican* in April 1866 that promoted the Grand Trunk Line's service to Port Huron, Michigan and Sarnia, Ontario and connection to Chicago and Milwaukee. The line was comprised of the steamers *Antelope*, *Sun*, *Montgomery*, *B.F. Wade* (*Chicago Republican* 1866). On 24 June 1866 while enroute to Milwaukee, *Antelope* picked up the schooner *Two Brothers* off Port Washington. The schooner *Twilight* had run into the *Two Brothers* and it became waterlogged requiring a tow into the port of Milwaukee (*Detroit Free Press* 1866a).

On 21 August 1866, a new enrollment was entered at Milwaukee for the *Antelope*. Unfortunately no information could be garnered from the document as it was reported as "lost". Throughout August and October newspapers reported command changes for *Antelope* between Captain Nicholson and Captain Hopkins. Likewise, these changes in Masters could not be checked with information in the vessel's lost enrollment document. The *Buffalo Commercial Advertiser* in their list of casualties for 1866 notes a collision that occurred in September between the propellers *Antelope* and *Omar Pasha* in the St. Clair River. *Omar Pasha* sustained \$500 in damages, but no damage was given for the *Antelope* (*Buffalo Commercial Advertiser* 1867). Other information on this incident could not be found. In October and November, the ship's route was changed to accommodate grain shipments between Milwaukee and Buffalo (Bureau of Navigation 1886b; *Daily Milwaukee News* 1866a, 1866b, 1866c, 1866d, 1866e, 1866f, 1866g, 1866h, 1866i, 1866j, 1866k; *Detroit Free Press* 1866a; *Semi-Weekly Wisconsin* 1866a, 1866b). The *Detroit Free Press* reported on 21 December 1866 that interests in the *Antelope* were sold by Eber Owens to Eber B. Ward for \$60,000. This change in ownership would have required a new enrollment document; however no change in ownership was reported (*Detroit Free Press* 1866b).

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Other newspapers report that Eber B. Ward sold the vessel to Lathrop & Co., of Racine for \$50,000 (*Buffalo Commercial Advertiser* 1867a; *Daily News* 1867).

Logs of arrivals and departures indicated a change in Masters for the vessel upon the opening of the 1867-season; in command was Captain Starkweather. During the season, the ship called on Buffalo, Chicago, Milwaukee and Racine carrying cargoes of various grains and sundries. One trip from Buffalo to Milwaukee had onboard a cargo of sugar and iron (*Chicago Tribune* 1867a, 1867b, 1867c; *Daily Milwaukee News* 1867a, 1867b, 1867c, 1867d, 1867d, 1867e, 1867f; *Detroit Free Press* 1867a, 1867b, 1867c, 1867d; *Semi-Weekly Wisconsin* 1867a, 1867b). On 17 November 1867 (erroneously reported by several sources as 8 November and/or 10 November), with a cargo of 17,000 bushels of wheat and six hundred barrels of flour, *Antelope* caught fire around noon in front of the Reed Elevator (reported as Bennett Elevator in another source) in Buffalo and burned to its waterline. The fire originated near the ship's boiler and put the elevator and shipping operations in the vicinity of the burning vessel in great danger. The fire damaged all of the cargo and the grain was considered worthless "except for feeding". The flour on top of the wheat continued to burn into the next day. The vessel was insured for \$44,000 and her cargo was valued at \$100,000, and insured for \$50,000 (*Buffalo Commercial Advertiser* 1867b; *Daily News* 1867; *Daily Milwaukee News* 1868; *Detroit Free Press* 1867e, 1867f; *Erie Daily Dispatch* 1867a, 1867b; *Toledo Blade* 1867).

Negotiations took place the following spring for *Antelope*'s owners to rid themselves of the burnt hull. The *Chicago Tribune* reported by early August that Ballentine, Crawford & Co. purchased the hulk. On 23 August 1868 *Antelope* was towed to Clark's Dry Dock in Detroit by the tug *Winslow*, and construction got underway to convert the vessel to a steam lumber barge (*Buffalo Commercial Advertiser* 1868a, 1868b; *Buffalo Morning Express* 1869; *Chicago Tribune* 1867a, 1868b; *Detroit Free Press* 1881dd).

The ship returned to service 10 May 1869 -- rebuilt and readmeasured. The new owners took out an enrollment at the port of Detroit. David Ballentine of Waukegan, Illinois owed 2/6 share, and James W. Ballentine of Detroit, H.A. Ballentine of Saginaw, E.L. Lawrence of Chicago and A. B. Moore of Geneva, Illinois each held 1/6 shares of *Antelope*. The vessel's homeport was changed to Detroit and Captain Robert Ballentine was assigned as her new Master. The forty-three year old, Robert Ballentine worked on the lakes since boyhood on propellers and tugs, although *Antelope* may have been his first command. The ship's general dimensions remained the same; however her tonnage increased to 915 19/100 tons of which 478.80 tons comprised the capacity under its tonnage deck, and 436.39 tons capacity was between decks above the tonnage deck. Her engine was of 600 horsepower. Additionally the vessel was described as now having one deck and one mast. With this enrollment, the official number 571 was assigned to the vessel (Bureau of Navigation 1869; U.S. Merchant Vessel List 1869; *Detroit Free Press* 1881dd).

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For the remainder of the season *Antelope* carried lumber for Saginaw Valley Lumber Co. and towed the barges *Baltic*, *Ketcham*, *Balton*, and *Joseph*. The steam barge and consorts could haul upwards of 2,200,000 board feet of lumber. The last cargo of the year was coal to Detroit for J.E. Pittman delivered on 6 December 1869 (*Detroit Free Press* 1869a, 1869b, 1869c, 1869d, 1869e, 1869f, 1869g, 1869h, 1869i).

An advertisement was printed in the *Chicago Republican* for service between Green Bay, Wisconsin and Buffalo. Outside of this ad, the ship's route and cargoes went unreported in 1870 newsprint. The only arrival reported by contemporary papers was an arrival at Detroit from Buffalo on 6 December as the ships came in to take up winter quarters (*Chicago Republican* 1870; *Detroit Free Press* 1870).

The *Antelope* was placed in dry dock at Buffalo in early March 1871 to have her arches strengthened, suggesting some working of the hull planking longitudinally under the weight of heavy cargoes and increasing numbers of tow-barges; the cost of the work was reported at \$1,000. The ship was forced to return to the port after only two days, when a leak was discovered that could not be stopped. In July 1871 asbestos felting was added to its boiler and piping to act as a fire retardant at the Campbell, Owen & Company's Shipyard in Detroit. Additionally, within a compilation of marine casualties for 1871 there is a mention of two barges in the tow of *Antelope* breaking away while on Lake Huron. The barges were later recovered. It is not known, however, when during the season that this incident occurred, as other newsprint coverage was not located (*Buffalo Commercial Advertiser* 1871; *Detroit Free Press* 1871a, 1871b, 1871c, 1871d, 1871e, 1871f; Hall 1871).

The *Antelope's* shipping route for 1872 included stops at the ports of Buffalo, Chicago and Bay City, Michigan carrying shipments of mostly lumber and some grains. *Antelope* regularly towed as many as eight barges creating more than a mile-long consort string of lumber laden vessels with more than 6,000,000 board feet of lumber. Captain Robert Ballantine proudly piloted a string of eight vessels through a violent storm on Lake Erie in June of 1872 (*Buffalo Commercial Advertiser* 1872; *Chicago Tribune* 1872a, 1872b, 1872c, 1872d, 1872e; *Detroit Free Press* 1872a, 1872b, 1872c, 1872d, 1872e, 1872f, 1872g, 1872h; *Inter Ocean* 1872a, 1872b).

At the onset of the 1873-season a new Master, Captain Thomas Allen previously of the tug *Winslow*, was assigned to command the *Antelope*. This change in Masters, although reported in newspapers, was not updated on the ship's enrollment. The steamer continued to service Buffalo, Chicago and ports on Lake Huron with lumber, grain and salt shipments. Captain Allen worked up to towing six barges by the end of August. In October, *Antelope* and her barges came ashore at Sarnia Bay in the St. Clair River. All vessels were released after much expense and delay. Following a particularly violent early November storm, the consort was overdue into Chicago but eventually arrived safely (*Buffalo*

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Commercial Advertiser 1873; *Chicago Tribune* 1873a, 1873b, 1873c, 1873d; *Detroit Free Press* 1873a, 1873b, 1873c, 1873d, 1873e, 1873f, 1873g, 1873h, 1873i, 1873j, 1873k, 1873l, 1873m; *Inter Ocean* 1873a, 1873b, 1873c, 1873d).

With the wind fresh from the northeast and ice moving off the Lake Erie shore, on 9 April 1874 *Antelope* and her barges departed Port Colbourne, where she presumably wintered over, bound for Bay City on their first trip of the season. The ship primarily transported lumber barges between ports on Lake Huron and Buffalo for much the season. During a storm in early November, *Antelope* lost part of a tow of barges while on Lake Erie. It is not known many particulars of the loss; however \$500 was claimed in damages for the incident. By 25 November, *Antelope* was reportedly heading into winter quarters at Chicago, but instead her captain moved the vessel to Saginaw, Michigan on 12 December for lay up (*Chicago Daily Tribune* 1874a, 1874b; *Daily News* 1874; *Detroit Free Press* 1874a, 1874b, 1874c, 1874d; *Inter Ocean* 1874a, 1874b).

On 7 May 1875, a new enrollment was taken out for *Antelope* for change in owners. According to the document the new owner arrangement was: Alexander B. Moore of Bay City, Michigan, Managing Owner and Master, James W. Ballentine of Chicago, Henry A. Ballentine of East Saginaw and Edward F. Lawrence of Chicago each owning $\frac{1}{4}$ share in the vessel. The ship was described as having one deck and one mast with plain head and round stern. On 12 May Captain Daniel Buie took command of the vessel in lieu of Alexander Moore at the Port of Bay City, Michigan. The ship called on the ports of Chicago, Buffalo, Bay City and Saginaw throughout the season towing as many as five barges and carrying primarily lumber and salt. On 31 October, as the *Antelope* arrived into Chicago, her tow barge, the *Belle Slivens* was waterlogged with only a portion of the aft rail and cabin remaining above water. On the evening of 15 November 1875, *Antelope* struck a rock while towing ten barges up the Niagara River and was placed in dry dock at Mills & Co. at Buffalo to stop the leak. The vessel wintered over in Detroit (*Buffalo Commercial Advertiser* 1875; Bureau of Navigation 1875; *Chicago Tribune* 1875a, 1875b, 1875c; *Detroit Free Press* 1875a, 1875b, 1875c, 1875e, 1875f, 1875g, 1875h, 1875i, 1875j, 1875k, 1875l, 1875m; *Inter Ocean* 1875a, 1875b, 1875c, 1875e, 1875f).

At the opening of the 1876 season *Antelope's* enrollment was surrendered for change of residence of the managing owner. Alexander Moore moved to Bangor, Michigan and in turn changed *Antelope's* homeport to that city (Bureau of Navigation 1876). The ship called on the ports of Buffalo, Tonawanda, Chicago, Bay City, and Detroit throughout the season. On 14 August *Antelope* with the barges *J.A. McDougall*, *W. Treat*, *Ajax*, *Northern Light*, *Joseph*, *St. Clair*, *C.P. Williams*, *Fostoria*, and *Harvest* and an aggregate of 4,004,000 feet of lumber comprised the largest tow previously on record departing Saginaw for Buffalo and Tonawanda, New York (*Buffalo Commercial Advertiser* 1876a; *Chicago Tribune* 1876a, 1876b, 1876c; *Detroit Free Press* 1876a, 1876b, 1876c; *Inter Ocean* 1876a, 1876b, 1876c). On 7 November, four of *Antelope's* tow-barges were stranded in Pigeon Bay on Lake

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Erie. Three of the barges were easily freed without assistance, but the barge *Ajax* required tugs to be dispatched from Detroit to render assistance. After ten days stranded, the tugs *Sweepstakes* and *Winslow* arrived on the scene and pulled it free. Once removed, it was discovered to be leaking badly and immediately sunk in 12 feet of water. *Ajax* was pumped out and taken to Detroit for repairs over the winter months (*Buffalo Commercial Advertiser* 1876b; *Chicago Tribune* 1876d; *Detroit Free Press* 1876d).

The *Antelope* began another season of towing lumber laden barges in early May 1877, but on 23 June the ship broke down while towing six barges on Lake Erie. The tug *I.U. Masters* was dispatched from Buffalo to bring them back to that port for repairs (*Chicago Tribune* 1877a; *Detroit Free Press* 1877a, 1877b, 1877c; *Inter Ocean* 1877a, 1877b).

On 11 July *Chicago Tribune* reported on "The Saginaw Compact" in which the owners of eighteen propellers and forty tow-barges and schooners homeported in the Saginaw Valley agreed to lay up their vessels and discontinue freights to Lake Erie ports in an attempt to improve lumber rates. In addition to the *Antelope*, the vessels included the steamers *Coffinberry*, *Bay City*, *N. Mills*, *Mary Mills*, *Salina*, *Alleghany*, *Araxes*, *Oakland*, *George King*, *Jarvis Lord*, *E.E. Thompson*, *Belle Cross*, *Elmira*, *Dover*, *Mary Pringle*, *Arizona*, *D.F. Rose* and barges *Buckeye State*, *F. W. Bissell*, *Yankee*, *Georger*, *Harvest*, *M. Barter*, *George Kelley*, *Hanford*, *Newcomb*, *Stockton*, *Rhoda Stewart*, *J. A. McDougall*, *Keepsake*, *C. H. Weeks*, *Joseph*, *Light Guard*, *L.B. Crocker*, *Danube*, *N.M. Standardt*, *Kenosha*, *D.K. Clint*, *Leader*, *H.C. Potter*, *Fostoria*, *Little Jake*, *Orontes*, *Northern Light*, *C.G. King*, *Jupiter*, *Gardner*, *Reindeer*, *Ajax*, *C.L. Young*, *Dictator*, *Clement*, *R. Martini*, *St. Clair*, *R.J. Carney*, *William Treat*, *Marine City*. It is unclear if the compact affected transportation rates, however *Antelope* showed arrivals and clearings on Lake Erie in July, August and September (*Chicago Tribune* 1877b, 1877c; *Inter Ocean* 1877c, 1877d).

On 7 September 1877, *Antelope* collided with the schooner *Robert Gaskins* off of Mohawk Island on Lake Erie. The captain of the schooner claimed to have seen *Antelope*'s red light off his port bow about a mile off and attempted to shift his course to give the steamer a wide berth. He did not see a green light on the *Antelope*, and reportedly saw none even after they collided. Damages to the vessels were not reported (*British Whig* 1877; *Chicago Tribune* 1877d, 1877e; *Inter Ocean* 1877e). On 16 October *Antelope* with six barges in tow stranded briefly on a shoal in the Detroit River opposite the "Alexander House". On 19 November *Antelope* assisted the dismasted schooner *Gawn*, taking the vessel in tow on Lake Huron from Forestville to Detroit. *Antelope* went into winter quarters at Saginaw in early December. With the *Antelope* put to bed for the winter, owners of the steamer *Cuyahoga* appealed to Captain Buie and chief engineer Cavanaugh, to travel to Chicago to bring *Cuyahoga* back to Saginaw for the season. *Cuyahoga*'s captain Millard was not willing to risk the boat and crew in uncertain winter condition. Buie and Cavanaugh volunteered and brought the vessel from Chicago to

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the Saginaw River in sixty-four hours (*Chicago Tribune* 1877f, 1877g, 1877h; *Detroit Free Press* 1877d, 1877e; *Inter Ocean* 1877f, 1877g, 1877h).

In March 1878, the *Buffalo Morning Express* announced the sale of *Antelope* to William T. Baker & Co. dealers of wholesale and commercial paper in Chicago (*Buffalo Morning Express* 1878; King 1880). The ship's enrollment was surrendered on 20 April at Port Huron, Michigan and a temporary document was taken out in the event of the change in ownership in order to move the vessel to her new homeport. The temporary enrollment defined shares of the vessel: William T. Baker owned 3/5 share, and Walter F. Cobb and Gordon G. Moore each owned 1/5 share. All owners resided in Chicago and Chicago became *Antelope's* new homeport. Captain Daniel Buie remained as the vessel's Master. A permanent enrollment was issued at Chicago on 30 April 1878 as the vessel had arrived home and the ship was taken to Miller Brothers Dry Dock to repair her stern, bearings and to be recaulked. It was thereafter announced that the steamer would tow the schooner *Rutherford B. Hayes* for the season (*Chicago Tribune* 1878a, 1878b; Bureau of Navigation 1878a, 1878b; *Buffalo Morning Express* 1878; *Inter Ocean* 1878a, 1878c).

The vessel and consort cleared Chicago on 6 May with a cargo of oats bound for Buffalo stopping enroute only to take on coal at Detroit. The ship and consort cleared Buffalo on 11 May with a "Nebraska joiner" and 1,000 barrels of cement onboard; they headed to Erie to load coal bound for Milwaukee (*Chicago Tribune* 1878c, 1878d, 1878e, 1878f; *Detroit Free Press* 1878a, 1878b; *Inter Ocean* 1878b, 1878d, 1878e). The ship and consort's primary cargos and routes for the season were corn and oats sent from Chicago to Buffalo; then the ships would clear light from Buffalo and travel to Erie to pick up coal often consigned to the "Chicago and Pacific Railroad Company". The ship hauled coal to Marquette, Michigan once during the season. For one trip west in June, *Antelope* towed the coal laden barges *C.C. Barnes*, *Cuba*, *Philadelphia*, *Newburgh* in addition to the *Rutherford B. Hayes* (*Chicago Tribune* 1878g, 1878h, 1878i, 1878j, 1878k, 1878l, 1878n, 1878o, 1878p, 1878q; *Detroit Free Press* 1878c, 1878d, 1878e, 1878f, 1878g, 1878l; *Inter Ocean* 1878f, 1878g, 1878h, 1878j, 1878k, 1878l, 1878m, 1878n, 1878o, 1878p, 1878q).

At the end of June, reports indicated that the schooner *James D. Sawyer* would be assigned as a second permanent consort to the *Antelope*, but on 5 July the schooner exploded in flames while at Chicago before the transfer occurred (*Chicago Tribune* 1878m; *Detroit Post & Tribune* 1878; *Inter Ocean* 1878i). In October *Antelope* towed the schooner *Masten* in addition to the *Rutherford B. Hayes* for one trip with corn from Chicago to Buffalo (*Detroit Free Press* 1878h). In mid-October it was noted that corn cargos loaded at Chicago bound to Buffalo aboard *Antelope* and *Rutherford B. Hayes* were shorted by twenty-eight bushels and sixty bushels respectively--regional papers made quite a hullabaloo about the miscalculations on these and several other vessels (*Detroit Free Press* 1878i, 1878k). On a down bound trip on 25 October *Rutherford B. Hayes* ran hard aground in the Straits of

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Mackinaw. The stranding delayed *Antelope* and consort by several hours working to free the schooner (*Chicago Tribune* 1878r; *Detroit Free Press* 1878j).

In November 1878, *Antelope* and *Rutherford B. Hayes* were chartered for several trips to fetch cargoes of lumber from Menominee, Michigan for Kirby, Carpenter & Co., of Chicago. The arrangement to move to the lumber trade was made by Captain John Prindiville, acting as agent for the vessels. He arranged for a rate of \$1.75 which was outside the "card rate" agreement that set the minimum price that was paid for service established by the members of the Lumber Vessel Owners Association. On 7 December, *Antelope* went to Miller Brothers Dry Dock for minor repairs and by 10 December was laid up amongst Chicago's winter fleet (*Chicago Tribune* 1878s, 1878t; *Detroit Free Press* 1878m, 1878n; *Inter Ocean* 1878r, 1878s, 1878t).

On 26 April 1879, *Antelope* and the schooner *Rutherford B. Hayes* finished fitting out for the season and took on 25,685 bushels and 50,832 bushels of corn, respectively, bound for Buffalo. Additionally the schooner *Sunrise* was loaded with 28,000 bushels and taken in tow. Upon their departure, *Rutherford B. Hayes* became stuck in the mud, grounding opposite the Goodrich Steamship Dock. The tugs *McLane*, *Tom Brown*, and *Union* worked on the schooner for an hour and a half but were only successful in moving her down to the Peshtigo Company's dock, where she stuck fast. It took the efforts of the three tugs and the *Antelope* to free the vessel. After another two hours of work they moved the *Rutherford B. Hayes* to the mouth of the Chicago River where it was taken in tow of the *Antelope* for her trip east. The three vessels made it as far at Detroit where they were required to wait for the harbor at Buffalo to open from ice, delaying them for several days (*Chicago Tribune* 1879a, 1879b, 1879c, 1879d, 1879e, 1879f).

In May, *Antelope*, *Rutherford B. Hayes* and *Sunrise* made several trips from Chicago to Buffalo with corn and returned with coal from Erie. By June, *Sunrise* was used elsewhere and the schooner *Lizzie A. Law* was taken in tow intermittently. Other grains including wheat, rye and oats were taken to Buffalo throughout the season, always returning with coal from Erie (*Chicago Tribune* 1879g, 1879h, 1879i, 1879j, 1879k, 1879l, 1879m, 1879n, 1879o, 1879p, 1879q, 1879r, 1879s, 1879t, 1879u; *Daily Milwaukee News* 1879a, 1879b, *Detroit Free Press* 1879; *Inter Ocean* 1879a, 1879b, 1879c, 1879d, 1879e, 1879f, 1879g, 1879h, 1879i, 1879j). On 17 September, *Antelope* entered the Miller Brothers Dry Dock for overhauling. Three days later she was loaded with grain and departed for Buffalo with *Rutherford B. Hayes* in tow. Grain and coal shipments continued through the end of September (*Chicago Tribune* 1879i, 1879j; *Inter Ocean* 1879k, 1879l).

On 9 October, *Antelope* arrived at Chicago from Saginaw with lumber, but was put back on the Chicago-Buffalo grain route with *Rutherford B. Hayes*, and either the barge *Empire State* or the schooner *G.E. Russell* for the remainder of the season. Outside of coal, the ships would return to

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Chicago on occasion with sundries. On 4 December *Antelope* arrived at Chicago with a final load of lumber from Saginaw before going into winter quarters on 6 December 1879 (*Chicago Tribune* 1879x, 1879y, 1879z, 1879aa, 1879bb, 1879cc, 1879dd; *Detroit Post & Tribune* 1879; *Inter Ocean* 1879m, 1879n, 1879o, 1879p, 1879q, 1879r, 1879s, 1880a).

Before the opening of navigation for the 1880-season, *Antelope* was sold to Charles B. Curtis and John Lindsay of South Bay City, Michigan. On 2 March 1880 a temporary enrollment was issued at Chicago indicating that the two were equal partners in the vessel. The ship's homeport was changed to Bay City. Captain Daniel Buie remained at the helm (Bureau of Navigation 1880a). At the beginning of April, the ship was chartered to carry corn and oats from Chicago to Buffalo for her first trip of the season along with her consorts the schooners *George D. Russell*, *Empire State* and *William Crosthwaite* (*Chicago Tribune* 1880a, 1880b, 1880c, 1880d).

While enroute, the following telegram was received by the ship's freight agent Captain John Prindiville:

East Tawas, Mich., April 15.—Capt. John Prindiville: *Antelope* here for fuel.
Badly shook up on Lake Michigan. Hole stove in bows in the Straits. Jettisoned
3,000 bushels. Leave here this afternoon. Daniel Buie.

George D. Russell had onboard 41,423 bushels of oats, a portion of which was carried on deck. The schooner suffered damage in the ice in the Straits that caused her to leak, and her crew was forced to throw the deck load into the lake. The *Antelope* also had a hole knocked in her bow by the ice, was leaking considerably and needed to locate the nearest dry dock. Fortunately, only a small portion of the *Antelope*'s cargo was wet. Additionally *Empire State* broke her windlass and *William Crosthwaite* was leaking. A later telegram was sent announcing that *Antelope* with the *Empire State* and *William S. Crosthwaite* were continuing on to Buffalo, but there was no report to the whereabouts of the *George D. Russell*. It was surmised that the schooner was put into some port for shelter. *Antelope* and consorts came in to Detroit the next day to file an insurance claim on the cargo, which was shipped by John B. Lyon & Co., of Chicago insured for \$15,000; \$5,500 in the Manhattan; \$3,750 in the Buffalo, \$3,750 in the Lamar and \$2,000 in the Orient. A few days later, it came to light that the *George D. Russell* was set adrift once through the Straits. When *Antelope* overtook *George D. Russell*, the captain of the schooner was told "to take care of himself". The schooner sailed in to Thunder Bay where it was picked up by the tug *Masters* and towed to Detroit. The vessel was leaking at the rate of six inches per hour and was in need of a patch. Once the repair was completed it continued on to Buffalo in tow of the *Egyptian* (*Chicago Tribune* 1880e, 1880f, 1880g; *Detroit Free Press* 1880a; *Inter Ocean* 1880b, 1880c).

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On their next up bound trip, *Antelope* and consorts encountered yet another storm and icy conditions while crossing Saginaw Bay. The steam barge began to leak again. The leak was so bad that the crew was forced to throw overboard 20,000 car sills consigned to the Pullman Car Company (*Chicago Tribune* 1880h, 1880i; *Detroit Free Press* 1880a; *Inter Ocean* 1880d). Upon *Antelope's* next trip down bound the vessel put in to Port Huron on 1 May 1880, where the ship's permanent enrollment was entered (Bureau of Navigation 1880b; *Chicago Tribune* 1880j). For the remainder of the season, *Antelope* with the barges *Newburgh* and *Nashua*, and as many as seven consorts in total, were marked passing Detroit two to three times per month. The vessel called on the ports of Cleveland, Black River (Sandusky), Toledo, Bay City, Tonawanda, and Milwaukee, carrying cargos of coal and lumber (*Chicago Tribune* 1880k, 1880l, 1880m, 1880n, 1880o, 1880p, 1880q, 1880r, 1880s, 1880t, 1880u, 1880v, 1880w, 1880x, 1880y, 1880z, 1880aa, 1880bb, 1880cc, 1880dd, 1880ee, 1880ff, 1880gg, 1880hh, 1880ii; *Detroit Free Press* 1880b, 1880c, 1880d, 1880e, 1880f, 1880g, 1880h; *Inter Ocean* 1880d, 1880e, 1880f, 1880g, 1880h, 1880i, 1880j, 1880k, 1880l, 1880m, 1880n).

On 24 April 1881, *Antelope* cleared the port of Cleveland with the schooners *Fayette Brown* (also reported as the *Harry H. Brown*), *McGregor*, and *Selkirk* in tow, bound for Marblehead, Ohio. *Antelope* continued on to Detroit and arrived at dry dock there with her foremast shifted from forward of the pilot house to abaft. After three days of what was described as general repairs, the ship and consorts continued to Port Huron. The vessel called on Bay City and Tonawanda before returning to her homeport of Port Huron on 12 May 1881. Upon their return, a new enrollment was taken out for a reduction in tonnage- indicating that the ships recent time in dry dock may likely have been for a rebuild. It was noted that during the past four years *Antelope* had received more than \$14,000 in repairs. The ship's total tonnage was recalculated at 750.05 tons with 478.80 tons capacity under tonnage deck, and 271.25 tons capacity between decks above tonnage deck (Bureau of Navigation 1881; *Chicago Tribune* 1881a, 1881b; *Detroit Free Press* 1881a, 1881b).

The *Antelope* and as many as eleven barges are noted passing Detroit several times each month as they made their regular Bay City-Buffalo-Erie route (*Chicago Tribune* 1881c, 1881d, 1881e, 1881f, 1881g, 1881h, 1881i, 1881j, 1881k, 1881l, 1881m, 1881n, 1881o, 1881p, 1881q; *Detroit Free Press* 1881c, 1881d, 1881e, 1881f, 1881g, 1881h, 1881i, 1881j, 1881k, 1881l, 1881m, 1881n, 1881o, 1881p, 1881q, 1881r, 1881s, 1881t, 1881u, 1881v; *Inter Ocean* 1881a, 1881b, 1881c, 1881d, 1881e, 1881f, 1881g, 1881h, 1881i, 1881j, 1881k, 1881l, 1881m, 1881n, 1881o, 1881p, 1881q, 1881r).

At 2 a.m. on 25 September 1881, *Antelope* and three barges ran aground on Colchester Reef. Only eleven days prior, the lightship marking the obstruction was taken off the reef for repairs, as the hoisting gear broke and the light could not be seen from the deck. *Antelope* was the second ship stranded there since its removal. The steam barge struck the machinery of the sunken tug *Mayflower*, which went to pieces there a short time prior. Hung up, the *Antelope* was pounding and straining so

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heavily in the seas, that Captain Buie gave the order to scuttle the ship. The Canada Wrecking Company's tug *Jessie* was sent to collect the barges and brought them in to Amherstburg, Ontario. The tug then returned to the *Antelope* with two steam pumps, the renowned diver Frank Dwyer, and the lighter *Argo* to collect the 190 tons of coal aboard for fuel (mostly on her deck). With a storm continuing on Lake Erie, two days later, the captain of the propeller *Dean Richmond* reported as he passed Colchester Reef the stranded *Antelope* was lying over on her beam ends with the tug *Jessie* and the lighter *Argo* alongside. It was feared the *Antelope* would go to pieces. All of the coal outside the bunkers was collected, but the ship needed to be pumped out before the coal inside could be accessed. At 3 p.m., on 29 September the *Antelope* was finally released after eighty tons of coal was lightered. It required the work of two steam-pumps and the efforts of both of the Canada Wrecking Company's tugs *Jessie* and *Prince Alfred* to pull the ship free. A diver was sent down to put a temporary patch on her holes in order to move the vessel to Springwells' Dry Dock in Detroit for repairs. Repairs were estimated at \$1,500. Upon further examination of *Antelope*'s hull, it was discovered that there was considerable damage where she rested on the machinery of the tug *Mayflower*. A portion of her keel needed to be replaced, as well as a general recaulking. The ship departed the dry dock one week later (*Chicago Tribune* 1881r, 1881s, 1881t, 1881u, 1881v; *Cleveland Herald* 1881a, 1881b; *Detroit Free Press* 1881w, 1881x, 1881y, 1881z, 1881aa, 1881bb; *Inter Ocean* 1881s, 1881t, 1881u).

Back on the Bay City-Buffalo-Erie route, *Antelope* towed as many as five barges with her -- only one named in newsprint, *Queen of the West*. *Antelope* and consorts sought shelter in the St. Clair River off Port Huron on 13 October. On the night of 25 November the *Antelope*, with barges, grounded off Tawas Point. The vessels were freed the following morning without any serious damage (*Chicago Tribune* 1881w, *Detroit Free Press* 1881cc, 1881ee, 1881ff, 1881gg, 1881hh, 1881ii, *Inter Ocean* 1881v, 1881w, 1881x, 1881y, 1881z, 1881aa, 1881bb).

Over the winter, Charles B. Curtis bought out his partner, John Lindsay, to become sole owner of the vessel and on 13 April 1882, a new enrollment was entered at Port Huron. The big schooner *S.V.R. Watson* was purchased to serve as lumber-barge consort of the *Antelope* (Bureau of Navigation 1882; *Chicago Tribune* 1882a).

The *Antelope* continued on her normal route with multiple trips each month noted as the ship and consorts passed Detroit. Throughout the 1882-season the *Antelope* towed up to six barges each trip. Barges named in tow of the *Antelope* included *Handy*, *Young America*, *L.A. Law*, *U.S. Bibbs*, *Grace Murray*, *W.L. Peck* and *Manitowoc*. In late October 1882 while in tow of the *Antelope*, the barge *W.L. Peck* lost her rudder in Lake Erie and was towed to Springwells' Dry Dock to receive a replacement (*Chicago Tribune* 1882b, 1882c, 1882d, 1882e, 1882f, 1882g, 1882h, 1882i, 1882j, 1882k, 1882l, 1882m, 1882n, 1882o, 1882p, 1882q; *Detroit Free Press* 1882a, 1882b, 1882c, 1882d, 1882e, 1882f,

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1882g, 1882h, 1882i, 1882j, 1882k, 1882l, 1882m, 1882n, 1882o, 1882p, 1882q, 1882r, 1882s; *Inter Ocean* 1882a, 1882b, 1882c, 1882d, 1882e, 1882f, 1882g, 1882h).

On the evening of 22 November 1882, the *Antelope* with the coal-laden schooner *Manitowoc* in tow departed Erie bound for Chicago. The *Antelope* was running light. On the morning of 23 November, a storm arose and the ships set anchor under Long Point on Lake Erie. As the *Antelope* was without cargo, she sat high in the water, creating significant windage in the sixty-mile-per-hour gale. Her anchors could not hold. The *Antelope* was forced to run into the high seas from Long Point to Buffalo. As a result, both of her arches were broken, her port arch and her smokestack were carried away and her galley (stove, furniture, and dishes) were thrown into a heap. *Manitowoc* was left at anchor for the remainder of the storm and the vessel sailed to Amherstburg, Ontario on 28 November. The *Antelope* was laid up in Buffalo for the winter (*Chicago Tribune* 1882r; *Detroit Free Press* 1882t, 1882u, 1882v; *Inter Ocean* 1882i, 1882j, 1882k, 1882l).

On 7 April 1883 the *Chicago Tribune* reported on the extent of the *Antelope's* damages. The steambarge required new keelsons, a new deck shelf, decks and hatches, and to be recaulked, for an estimated total of \$9,000. As a result Charles B. Curtis decided that the ship would be converted to a tow-barge (*Chicago Tribune* 1883a). The *Antelope's* machinery was removed and sold to the Wheeler and Crane's shipyard at West Bay City where it was installed in 1885 on the new steambarge *Alex Folsom*, built for Mitchell and Boutell (*Port Huron Daily Times* 1885).

On 22 May 1883, a temporary enrollment document was taken out in Buffalo by Clifford Lennox of Detroit, Michigan who acted as the ship's husband and Master. The previous enrollment was surrendered as the ship was altered to a barge and readmeasured. The *Antelope* was described as a barge with one deck, two masts, a plain head, and round stern. She measured 186 8/10 feet long, 32 feet in breadth with 12 feet depth of hold. Her tonnage was calculated as 496 62/100 tons under the tonnage deck, 26.86 tons capacity of enclosures on the upper deck for a gross tonnage of 523.48 tons. Deductions taken under the Congressional Act of 2 August 1882 of 26.86 tons gave a net tonnage of 496 62/100 tons. At time of surrender of the previous document it was discovered that the vessel had hospital tax due and the amount of \$48.04 for twelve months and three days for total average number of sixteen officers and crew was collected. The ship was moved to Port Huron and on 8 June a permanent enrollment entered. Captain Clifford Lennox remained the *Antelope's* Master (Bureau of Navigation 1883; Bureau of Navigation 1883b).

At this point it becomes difficult to track the movements of the ship. In 1883 five vessels on the Great Lakes carried the name "*Antelope*" (Directory of the Marine Interests of the Great Lakes 1884):

1. Barge (discussed in this document);
2. 319-ton schooner built and homeported at Port Dalhousie by A. Muir in 1873;

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3. 8-ton propeller built at Rocky River, Ohio in 1877 and homeported in Sault Ste. Marie;
4. 180-ton schooner built at Port Dalhousie in 1854 and homeported in Sarnia, Ontario;
5. 30-ton schooner built at Muskegon, Michigan in 1878 and homeported in Chicago.

Every effort has been made to report on the *Antelope* that was built in 1861 in its various forms in this document through close examination of vessels that are associated such as tugs and steam barges, cargos, captains, owners, etc.

It is likely the barge *Antelope* was towed by the steam barge *Oswegatchie* to haul stone from Marblehead, Ohio to Bay City in June of 1883. In October the barge was towed by the propeller *Sanilac* from Georgian Bay with timber. The pair put in to East Tawas, Michigan for supplies and to wait out a storm (*Inter Ocean* 1883; *Marine Record* 1883).

On 14 July 1884 the barge *Antelope* was loaded with 680,000 feet of lumber and cleared Bay City for Buffalo. On 8 September the vessel carried 720,000 feet of lumber from Bay City to Buffalo. In both cases it is not known which steam barge towed the vessel. On 24 October steam barge *Birckhead* and barges *Antelope*, *Minnie Orton*, and *Edwards*, anchored off East Tawas to wait out a strong southwest gale and the associated snowstorm. On November 8, the *Antelope's* arrival at Bay City from Tonawanda was noted. The ship was put in winter quarters at Bay City by 7 December 1884 (*Detroit Free Press* 1884; *Inter Ocean* 1884a, 1884b, 1884c, 1884d).

On 13 July 1885 the steam barge *Benton* and barge *Antelope* were loaded with lumber and departed Bay City for Tonawanda. The barge was reported arriving back at Bay City light on 24 September. Information on other trips and cargos between July and September is unknown. On 17 October, the *Antelope* arrived light and cleared the same day with a cargo of lumber bound for Tonawanda. Her tow vessel is not known. Another light arrival at Bay City was reported on 4 November. By 19 November, the *Antelope* was listed amongst a fleet of fifteen vessels in winter quarters in the Saginaw River. As a note, the *Cleveland Daily Leader* reported in a yearend synopsis of losses on the lakes that on 4 July 1885 the barge *Antelope* burned at Saginaw and was declared a total loss. They state that at the time of the fire, the vessel was without cargo and the value of the lost hull was \$10,000. No other report of this incident could be located and since arrivals and clearings are reported for the ship in September, October and November, it is likely false. A schooner named *Antelope* burned while at anchor off the harbor at Toronto in September 1885. It is uncertain if this incident was the stem of the misreported note in the newspaper (*Cleveland Daily Leader* 1885; *Inter Ocean* 1885a, 1885b, 1885c, 1885d; *Marine Record* 1885).

On 13 May 1886, the *Antelope* arrived at Bay City from Buffalo. The ship was loaded with lumber and departed the same day along with the barges *Marine City* and *Alice Richards*, bound for Tonawanda. The name of the steam barge is not known. On 30 July, 23 October and 6 November 1886, and 30 May

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and 27 June 1887, the *Antelope's* arrival at Bay City from Buffalo was recorded. In all cases, the ship loaded with lumber and departed for Tonawanda the same day; and in all cases the steambarge towing it was unreported (*Marine Record* 1886; *Inter Ocean* 1886a, 1886b, 1886c, 1886d, 1887a, 1887b).

On 3 October 1887, the propeller *D.F. Rose* with the barges *Marine City*, *Boscobel* and *Antelope* were caught in a severe storm on Lake Erie where winds reached fifty-two miles per hour. The storm was so intense that the *D.F. Rose* came in to Buffalo and dropped off *Marine City* and *Boscobel* inside the breakwater. *D.F. Rose* took the *Antelope* in tow attempting to make Tonawanda. After three hours struggling in the seas, *D.F. Rose* returned to Buffalo listing. The *Antelope's* deck load of lumber was washed overboard. A tug was needed to assist the barge inside the harbor. The *Antelope* wintered over at Bay City (*Detroit Free Press* 1887a, 1887b; *Inter Ocean* 1887c).

Little information could be located to illuminate the *Antelope's* 1888, 1889 or 1890-seasons in the way of reports of arrivals and clearings. On 31 July 1888 an article in the *Detroit Free Press* (1888) relates a story told by Captain George McKay. McKay was captain of the *Antelope* although the vessel's enrollment documents did not show this change in command:

“Capt. George McKay, of the barge *Antelope*, claims to be under special care of Providence, and gives some good reasons for thinking so. I'm the luckiest man on the lakes,” he said the other day. He had just come up from Tonawanda and could give fresh evidence of his luck. He is towing with the propeller *S.C. Clarke*, and during the storm of July 11th the tow tried to pass down the river. The wind was too strong for the towboat and four of the five barges went ashore. But Capt. McKay and the *Antelope* stuck to the steamer and went safely into port. “It was just an accident we had up at the Limekilns near Detroit that helped me out,” said Capt. McKay. “While passing through them my tow-line parted, but there was a new one ready, and so instead of going ashore I got ready to escape net time, for the old line would hardly have held all the way down.”

While in tow of the steambarge *Glasgow*, *Antelope* and the barges *A.W. Wright*, *Taylor*, and *Wend the Waves* went ashore on Point Pelee on eastern Lake Erie. All were safely removed (*Detroit Free Press* 1889). The barge *Antelope* was otherwise reported at East Tawas on 13 October 1888, at Bay City on 6 May 1889, and at Buffalo on 14 May and 9 November 1890 (*Chicago Tribune* 1888, 1890a, 1890b; *Inter Ocean* 1889).

On the night of 26 October 1891 the steambarge *Alpena* and consorts *Antelope*, *City of the Straits* and *Potter* had collected a cargo of lumber from Marquette, Michigan and were bound for ports on Lake Erie. The barges were set at anchor below Lake St. Clair when the steambarge was destroyed by fire.

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Alpena was owned by J.W. Westcott, of Detroit and was valued at \$24,000 (*Port Huron Daily Times* 1891; *Green Bay Weekly Gazette* 1891).

On 8 June 1892, a vessel jam occurred abreast of the Cyclone Grain Elevator in Buffalo harbor. The barge *Antelope* while in tow of a tug, struck the schooner *Churchill*, carrying away its cathead. The *Antelope's* bulwarks were smashed. The *Antelope* then struck a canal boat and the pile up blocked the channel for an hour. Otherwise, the *Antelope* was listed amongst vessels wintering in the Saginaw River on 4 December 1892 (*Chicago Tribune* 1892a, a1892b).

The *Antelope's* enrollment was surrendered on 11 April 1893 at Port Huron for change in owners. Lorenzo S. Boutell, Fred E. Boutell and William H. Boutell of Bay City, Michigan became equal 1/3 owners of the schooner. Over the winter months, the ship's rig was changed to that of a schooner and the ship was described as having one deck and three masts. All other measurements and tonnage was the same as the previous enrollment. Bay City remained the ship's homeport and Lorenzo S. Boutell became her new Master (Bureau of Navigation 1893). The ship was to work for Boutell Transportation Company; a division of Boutell Bros. & Co., to trade on Lake Superior. Boutell Bros. & Co. was located at 1215 N. Water St., Bay City, Michigan, Boutell Transportation Co. listed at the same address, had a capital investment of \$150,000- president and Manager was Benjamin Boutell (Polk 1897). Arrivals and clearings illuminate the ship's new route between the Lake Erie ports of Buffalo, Erie, Cleveland and Lake Superior (*Detroit Free Press* 1893a, 1893b, 1893c, 1893e; *Chicago Tribune* 1893b).

The tug *Pathfinder* of the Smith-Fee Company, a new towing company at Duluth, was towing the schooner *Antelope* on 10 August 1893 and allowed the vessel to crash into the dock. Damage caused to the dock was estimated at \$400 and the vessel was only slightly injured (*Detroit Free Press* 1893d; *Chicago Tribune* 1893a). The ship wintered over at Bay City (*Chicago Tribune* 1893b).

On 26 April and again on July 26 1894, the *Antelope* loaded 1,000 tons of coal at the Wehrle Coal Company's docks at Sandusky, Ohio. Upon arrival at Boutell's dock at Bay City, much controversy was caused when the barge was unloaded by non-union men. A lawyer for the longshoremen advised his men not to interfere with the workmen (*Detroit Free Press* 1894; *Sandusky Register* 1894a, 1894b, 1894c). The *Antelope* also took coal from Cleveland to Port Huron during the season (*Inter Ocean* 1894).

During the 1895-season, the *Antelope* carried coal from Cleveland to Detour, Michigan, and from Buffalo to Superior, Wisconsin. Additionally coal was delivered to Oscoda, Michigan. During the 1896-season the *Antelope* carried coal from Buffalo to Duluth, and called on the port of Manitowoc,

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Wisconsin (*Chicago Tribune* 1895a, 1895b, 1895c, 1896; *Detroit Free Press* 1895a, 1895b, 1895c, 1895d, 1896a, 1896b; *Inter Ocean* 1895a, 1895b).

The *Antelope* carried coal from Cleveland to Duluth, Superior, and Ashland during the 1897-season. Several trips are marked by the ship's passing of Sault Ste. Marie and Marquette. The ship would return to Lake Erie light. During one trip in July, the vessel sheltered from a gale off East Tawas (*Detroit Free Press* 1897a, 1897b, 1897c; *Inter Ocean* 1897).

On 7 October 1897, the *Antelope* was bound up with a cargo of coal to be dropped off at the Ashland Coal Company dock in Ashland, in tow of the steamer *Hiram W. Sibley*. *Hiram W. Sibley's* captain was towing the schooner too fast in the choppy sea and the thirty-six year old *Antelope's* seams opened. The pumps were started, but water came in faster than it could be pumped out and it was soon realized that the ship could not be saved. The *Antelope's* crew transferred to the *Hiram W. Sibley* and was taken to Duluth. Wreckage of the *Antelope*, including the cabin and other loose material, was sighted by the crew of the schooner *Gawn* off Michigan Island. The vessel and cargo was valued at \$13,500 (*Detroit Free Press* 1897d, *Door County Advocate* 1897a, 1897b; *Marine News* 1897). The ship's enrollment was surrendered at Port Huron on 17 November 1897.

The location of the wreck was discovered in September 2016 by Ken Merryman, Kraig Smith, and Jerry Eliason after a six year search for the vessel. Investigation by ROV from Crossmon Consulting, LLC and Wisconsin Historical Society was conducted in October 2016.

Archaeological Significance and Integrity

The wreck site has archaeological integrity because all of the *Antelope's* hull components remain present within the wreck site. Sites such as the *Antelope* present a rare opportunity to study and learn about historic wooden steamer construction and converted barge conversion, and how these vessels were used in the initial transportation of passengers, then in the transportation of trade goods, and in the Great Lakes grain and coal industries. The *Antelope* is an early example of a passenger packet steamer that was converted to a lumber steamer, and later cut down and converted into a barge in the Great Lakes tradition of converting wooden schooners and steamers into "floating wheelbarrows" for large bulk cargos (Cooper and Kriesa 1992). The wreck site remained unknown following its sinking in 1897, until its discovery by avocational shipwreck hunters in 2016. Since then, only one crew of archaeologists has visited the site using a Remotely Operated Vehicle (ROV) and multibeam sonar. With no visitation from divers and no invasive mussel populations, the site has retained remarkable structural and archaeological integrity since its sinking in 1897.

The *Antelope* meets the registration requirements for Criterion D at the state level as a good example

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of a converted barge vessel type as referenced 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 passenger, lumber, grain, and coal trades. The *Antelope* is an example of the tradition of converting old wooden vessels into barges for use in trades vital to Wisconsin's economy and the economy of the Midwest through maritime bulk cargo transportation, an infrastructure prior to the development of widespread road and rail networks. Constructed just after the start of the Civil War, the *Antelope* represents a unique example of a wooden passenger packet steamer converted into a wooden lumber steamer, and then to a schooner-barge for use in the grain and coal trades in Wisconsin waters.

Many opportunities remain for future archaeological research on the *Antelope* site as technology becomes available. Additional information from the site may significantly add to our understanding of Great Lakes barges and converted wooden vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these vessels were constructed, the nuances of differing hull lines, construction techniques, and adaptations to bulk cargo needs, between wooden steamer, and converted barge vessel types. As an early passenger packet steamer, its use as a lumber steamer, and its conversion into a wooden barge, data gathered on the *Antelope* has significantly increased our understanding of early wooden passenger packet steamer construction and wooden steamer conversion, as well as converted barge construction and its adaptations from passenger service, to use in the grain, lumber, and coal trades of the region. The site also holds the potential to yield additional information essential to understanding how they were used in nineteenth and early-twentieth century Great Lakes maritime commerce.

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Antelope Shipwreck (Schooner-barge)
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1877 *British Whig*. September 13.

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Bureau of Navigation 1862 Temporary Enrollment 141 Port of Chicago on 22 August 1862.
Bureau of Navigation 1863 Temporary Enrollment # 10 Port of Chicago on 14 September 1863
Bureau of Navigation 1866a Temporary Enrollment #13 Port of Chicago on 30 April 1866.
Bureau of Navigation 1866b Permanent Enrollment #15 Milwaukee Wis. August 21 1866.
Bureau of Navigation 1869 Permanent Enrollment #72 port of Detroit 10 May 1869
Bureau of Navigation 1875 Permanent Enrollment #69 Port Huron, Huron District 7 May 1875
Bureau of Navigation 1876 Permanent Enrollment #65 Port Huron, Huron 17 May 1876
Bureau of Navigation 1878a Temporary Enrollment #4 Port Huron on 20 April 1878.
Bureau of Navigation 1878b Permanent Enrollment #85 Chicago on 30 April 1878
Bureau of Navigation 1880a Temporary Enrollment #81 Port of Chicago, District of Chicago 2
March 1880
Bureau of Navigation 1880b Permanent Enrollment #130 Port Huron, District of Huron 1 May
1880
Bureau of Navigation 1881 Permanent Enrollment #133 Port Huron, Huron District on 12 May
1881.
Bureau of Navigation 1882 Permanent Enrollment #148 Port Huron on 13 April 1882.
Bureau of Navigation 1883a Temporary Enrollment #51 Buffalo, New York, Buffalo Creek
District on 22 May 1883
Bureau of Navigation 1883b Permanent Enrollment #139 Port Huron, Huron District on 8 June
1883.
Bureau of Navigation 1893 Permanent Enrollment #103 Port Huron, Huron district 11 April 1893

Buffalo Commercial Advertiser
1861a *Buffalo Commercial Advertiser*. August 24.
1861b *Buffalo Commercial Advertiser*. August 30.
1861c *Buffalo Commercial Advertiser*. September 21.
1867a *Buffalo Commercial Advertiser*. February 26.
1867b *Buffalo Commercial Advertiser*. November 20.
1868a *Buffalo Commercial Advertiser*. November 16.
1868b *Buffalo Commercial Advertiser*. December 8.
1871 *Buffalo Commercial Advertiser*. March 14.
1872 *Buffalo Commercial Advertiser*. November 19.

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Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

1873 *Buffalo Commercial Advertiser*. August 30.
1875 *Buffalo Commercial Advertiser*. November 16.
1876a *Buffalo Commercial Advertiser*. November 16.
1876b *Buffalo Commercial Advertiser*. November 18, 1876

Buffalo Daily Courier
1861 *Buffalo Daily Courier*. August 29.
1862 *Buffalo Daily Courier*. November 3.

Buffalo Morning Express
1869 *Buffalo Morning Express*. February 2.
1878 *Buffalo Morning Express*. March 12.

Chicago Republican
1866 *Chicago Republican*. April 3.
1870 *Chicago Republican*. April 28.

Chicago Tribune
1864a *Chicago Tribune* August 25.
1864b *Chicago Tribune* October 23.
1864c *Chicago Tribune* October 28.
1865a *Chicago Tribune*. October 20.
1865b *Chicago Tribune*. November 4.
1865c *Chicago Tribune*. November 20.
1865d *Chicago Tribune*. December 1.
1865e *Chicago Tribune*. December 2.
1867a *Chicago Tribune*. May 16.
1867b *Chicago Tribune*. June 5.
1867c *Chicago Tribune*. June 29.
1868a *Chicago Tribune*. August 27.
1868b *Chicago Tribune*. August 29.
1872a *Chicago Tribune*. October 5.
1872b *Chicago Tribune*. October 8.
1872c *Chicago Tribune*. November 5.
1872d *Chicago Tribune*. November 8.
1872e *Chicago Tribune*. November 9.
1873a *Chicago Tribune*. August 13.
1873b *Chicago Tribune*. September 17.

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Antelope Shipwreck (Schooner-barge)
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-
- 1873c *Chicago Tribune*. September 30.
 - 1873d *Chicago Tribune*. November 10.
 - 1874a *Chicago Tribune*. April 10.
 - 1874b *Chicago Tribune*. November 25.
 - 1875a *Chicago Tribune*. August 12.
 - 1875b *Chicago Tribune*. September 6.
 - 1875c *Chicago Tribune*. October 5.
 - 1876a *Chicago Tribune*. June 27.
 - 1876b *Chicago Tribune*. August 14.
 - 1876c *Chicago Tribune*. September 17.
 - 1876d *Chicago Tribune*. November 22.
 - 1877a *Chicago Tribune*. June 23.
 - 1877b *Chicago Tribune*. July 11.
 - 1877c *Chicago Tribune*. July 26.
 - 1877d *Chicago Tribune*. September 12.
 - 1877e *Chicago Tribune*. September 13.
 - 1877f *Chicago Tribune*. September 17.
 - 1877g *Chicago Tribune*. October 6.
 - 1877h *Chicago Tribune*. October 18.
 - 1878a *Chicago Tribune*. April 30.
 - 1878b *Chicago Tribune*. May 2.
 - 1878c *Chicago Tribune*. May 12.
 - 1878d *Chicago Tribune*. May 15.
 - 1878e *Chicago Tribune*. May 19.
 - 1878f *Chicago Tribune*. May 20.
 - 1878g *Chicago Tribune*. May 21.
 - 1878h *Chicago Tribune*. May 25.
 - 1878i *Chicago Tribune*. June 8.
 - 1878j *Chicago Tribune*. June 18.
 - 1878k *Chicago Tribune*. June 19.
 - 1878l *Chicago Tribune*. June 27.
 - 1878m *Chicago Tribune*. September 9.
 - 1878n *Chicago Tribune*. September 16.
 - 1878o *Chicago Tribune*. September 21.
 - 1878p *Chicago Tribune*. October 1.
 - 1878q *Chicago Tribune*. October 16.
 - 1878r *Chicago Tribune*. October 29.
 - 1878s *Chicago Tribune*. November 19.

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Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

-
- 1878t *Chicago Tribune*. November 22.
1879a *Chicago Tribune*. March 11.
1879b *Chicago Tribune*. April 26.
1879c *Chicago Tribune*. April 27.
1879d *Chicago Tribune*. April 29.
1879e *Chicago Tribune*. May 1.
1879f *Chicago Tribune*. May 5.
1879g *Chicago Tribune*. May 16.
1879h *Chicago Tribune*. May 18.
1879i *Chicago Tribune*. May 23.
1879j *Chicago Tribune*. May 27.
1879k *Chicago Tribune*. May 30.
1879l *Chicago Tribune*. June 9.
1879m *Chicago Tribune*. June 28.
1879n *Chicago Tribune*. July 22.
1879o *Chicago Tribune*. August 6.
1879p *Chicago Tribune*. August 8.
1879q *Chicago Tribune*. August 10.
1879r *Chicago Tribune*. August 28.
1879s *Chicago Tribune*. August 29.
1879t *Chicago Tribune*. September 6.
1879u *Chicago Tribune*. September 15.
1879v *Chicago Tribune*. September 18.
1879w *Chicago Tribune*. September 21.
1879x *Chicago Tribune*. October 9.
1879y *Chicago Tribune*. October 12.
1879z *Chicago Tribune*. October 13.
1879aa *Chicago Tribune*. November 4.
1879bb *Chicago Tribune*. November 8.
1879cc *Chicago Tribune*. December 4.
1879dd *Chicago Tribune*. December 6.
1880a *Chicago Tribune*. April 3.
1880b *Chicago Tribune*. April 6.
1880c *Chicago Tribune*. April 7.
1880d *Chicago Tribune*. April 8.
1880e *Chicago Tribune*. April 17.
1880f *Chicago Tribune*. April 18.
1880g *Chicago Tribune*. April 20.

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Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

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- 1880h *Chicago Tribune*. April 28.
1880i *Chicago Tribune*. April 29.
1880j *Chicago Tribune*. May 6.
1880k *Chicago Tribune*. May 15.
1880l *Chicago Tribune*. May 16.
1880m *Chicago Tribune*. June 3.
1880n *Chicago Tribune*. June 21.
1880o *Chicago Tribune*. July 5.
1880p *Chicago Tribune*. July 12.
1880q *Chicago Tribune*. July 24.
1880r *Chicago Tribune*. August 1.
1880s *Chicago Tribune*. August 7.
1880t *Chicago Tribune*. August 9.
1880u *Chicago Tribune*. August 10.
1880v *Chicago Tribune*. August 17.
1880w *Chicago Tribune*. August 27.
1880x *Chicago Tribune*. August 28.
1880y *Chicago Tribune*. September 4.
1880z *Chicago Tribune*. September 5.
1880aa *Chicago Tribune*. September 9.
1880bb *Chicago Tribune*. September 12.
1880cc *Chicago Tribune*. September 14.
1880dd *Chicago Tribune*. September 19.
1880ee *Chicago Tribune*. September 28.
1880ff *Chicago Tribune*. October 5.
1880gg *Chicago Tribune*. October 12.
1880hh *Chicago Tribune*. October 13.
1880ii *Chicago Tribune*. November 14.
1881a *Chicago Tribune*. April 25.
1881b *Chicago Tribune*. May 2.
1881c *Chicago Tribune*. May 30.
1881d *Chicago Tribune*. May 31.
1881e *Chicago Tribune*. June 7.
1881e *Chicago Tribune*. June 14.
1881g *Chicago Tribune*. June 20.
1881h *Chicago Tribune*. June 29.
1881i *Chicago Tribune*. July 6.
1881j *Chicago Tribune*. July 14.

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Antelope Shipwreck (Schooner-berge)
Town of La Pointe, Ashland County, Wisconsin

1881k *Chicago Tribune*. July 31.
1881l *Chicago Tribune*. August 8.
1881m *Chicago Tribune*. August 17.
1881n *Chicago Tribune*. August 25.
1881o *Chicago Tribune*. September 1.
1881p *Chicago Tribune*. September 11.
1881q *Chicago Tribune*. September 18.
1881r *Chicago Tribune*. September 26.
1881s *Chicago Tribune*. September 27.
1881t *Chicago Tribune*. September 28.
1881u *Chicago Tribune*. September 29.
1881v *Chicago Tribune*. September 30.
1881w *Chicago Tribune*. November 5.
1882a *Chicago Tribune*. March 10.
1882b *Chicago Tribune*. May 8.
1882c *Chicago Tribune*. May 28.
1882d *Chicago Tribune*. June 14.
1882e *Chicago Tribune*. June 23.
1882f *Chicago Tribune*. July 2.
1882g *Chicago Tribune*. July 20.
1882h *Chicago Tribune*. July 28.
1882i *Chicago Tribune*. August 6.
1882j *Chicago Tribune*. August 13.
1882k *Chicago Tribune*. August 19.
1882l *Chicago Tribune*. August 29.
1882m *Chicago Tribune*. September 18.
1882n *Chicago Tribune*. September. 28.
1882o *Chicago Tribune*. September 29.
1882p *Chicago Tribune*. October 7.
1882q *Chicago Tribune*. October 27.
1882r *Chicago Tribune*. November 25.
1883 *Chicago Tribune*. April 7.
1888 *Chicago Tribune*. October 14,
1890a *Chicago Tribune*. August 14.
1890b *Chicago Tribune*. November 9.
1892a *Chicago Tribune*. June 9.
1892b *Chicago Tribune*. December 5.
1893a *Chicago Tribune*. August 10

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Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

1893b *Chicago Tribune*. November 1.
1895a *Chicago Tribune*. June 24.
1895b *Chicago Tribune*. July 23.
1895c *Chicago Tribune*. September 27.
1896 *Chicago Tribune*. June 10.

Cleveland Daily Leader

1861 *Cleveland Daily Leader*. October 4
1862 *Cleveland Daily Leader*. November 24.
1863 *Cleveland Daily Leader*. November 9.

Cleveland Herald

1881a *Cleveland Herald*. September 27.
1881b *Cleveland Herald*. September 30.

Daily British Whig (Kingston, Ontario)

1863 *Daily British Whig*. March 5.

Daily Milwaukee News

1861 *Daily Milwaukee News*. October 8.
1862 *Daily Milwaukee News*. October 11.
1863a *Daily Milwaukee News*. November 3.
1863b *Daily Milwaukee News*. December 8.
1864a *Daily Milwaukee News*. May 12.
1864b *Daily Milwaukee News*. May 21.
1864c *Daily Milwaukee News*. June 30.
1864d *Daily Milwaukee News*. July 9.
1864e *Daily Milwaukee News*. July 17.
1864f *Daily Milwaukee News*. July 20.
1864g *Daily Milwaukee News*. August 7.
1864h *Daily Milwaukee News*. August 16.
1864i *Daily Milwaukee News*. September 16.
1864j *Daily Milwaukee News*. September 18.
1864k *Daily Milwaukee News*. October 7.
1864l *Daily Milwaukee News*. November 12.
1864m *Daily Milwaukee News*. November 23.
1865a *Daily Milwaukee News*. May 14.
1865b *Daily Milwaukee News*. May 25.

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Antelope Shipwreck (Schooner-berge)
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1865c *Daily Milwaukee News*. August 15.
1865d *Daily Milwaukee News*. September 21.
1865e *Daily Milwaukee News*. November 2.
1865f *Daily Milwaukee News*. November 5.
1865g *Daily Milwaukee News*. November 21.
1866a *Daily Milwaukee News*. August 4.
1866b *Daily Milwaukee News*. August 11.
1866c *Daily Milwaukee News*. August 14.
1866d *Daily Milwaukee News*. August 21.
1866e *Daily Milwaukee News*. August 23.
1866f *Daily Milwaukee News*. September 1.
1866g *Daily Milwaukee News*. September 8.
1866h *Daily Milwaukee News*. September 18.
1866i *Daily Milwaukee News*. October 2.
1866j *Daily Milwaukee News*. October 9.
1866k *Daily Milwaukee News*. October 12.
1867a *Daily Milwaukee News*. July 11.
1867b *Daily Milwaukee News*. July 17.
1867c *Daily Milwaukee News*. July 23.
1867d *Daily Milwaukee News*. July 25.
1867e *Daily Milwaukee News*. September 10.
1867f *Daily Milwaukee News*. September 26.
1868 *Daily Milwaukee News*. January 9.
1879a *Daily Milwaukee News*. July 9.
1879b *Daily Milwaukee News*. August 20.

Daily News (Kingston, Ontario)

1867 *Daily News*. November 18.
1874 *Daily News*. April 9.

Detroit Free Press

1861a *Detroit Free Press*. August 31.
1861b *Detroit Free Press*. November 10.
1862a *Detroit Free Press*. April 26.
1862b *Detroit Free Press*. July 9.
1863 *Detroit Free Press*. May 8.
1866a *Detroit Free Press*. June 29.
1866b *Detroit Free Press*. December 21.

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Antelope Shipwreck (Schooner-barge)
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- 1867a *Detroit Free Press*. June 9.
1867b *Detroit Free Press*. October 5.
1867c *Detroit Free Press*. October 30.
1867d *Detroit Free Press*. November 15.
1867e *Detroit Free Press*. December 20.
1867f *Detroit Free Press*. December 25.
1868 *Detroit Free Press*. August 25.
1869a *Detroit Free Press*. May 26.
1869b *Detroit Free Press*. August 27.
1869c *Detroit Free Press*. September 4.
1869d *Detroit Free Press*. September 5.
1869e *Detroit Free Press*. October 3.
1869f *Detroit Free Press*. October 15.
1869g *Detroit Free Press*. November 13.
1869h *Detroit Free Press*. November 24.
1869i *Detroit Free Press*. December 7.
1870 *Detroit Free Press*. December 6.
1871a *Detroit Free Press*. March 16.
1871b *Detroit Free Press*. April 18.
1871c *Detroit Free Press*. July 4.
1871d *Detroit Free Press*. July 25.
1871e *Detroit Free Press*. August 23.
1871f *Detroit Free Press*. November 15.
1872a *Detroit Free Press*. June 12.
1872b *Detroit Free Press*. July 7.
1872c *Detroit Free Press*. July 17.
1872d *Detroit Free Press*. July 26.
1872e *Detroit Free Press*. August 6.
1872f *Detroit Free Press*. August 15.
1872g *Detroit Free Press*. September 14.
1872h *Detroit Free Press*. October 27.
1873a *Detroit Free Press*. April 6.
1873b *Detroit Free Press*. June 13.
1873c *Detroit Free Press*. June 15.
1873d *Detroit Free Press*. July 3.
1873e *Detroit Free Press*. July 23.
1873f *Detroit Free Press*. July 24.
1873g *Detroit Free Press*. August 13.

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Antelope Shipwreck (Schooner-berge)
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1873h *Detroit Free Press*. September 18.
1873i *Detroit Free Press*. September 30.
1873j *Detroit Free Press*. October 10.
1873k *Detroit Free Press*. October 14.
1873l *Detroit Free Press*. November 25.
1873m *Detroit Free Press*. December 9.
1874a *Detroit Free Press*. June 14.
1874b *Detroit Free Press*. June 26.
1874c *Detroit Free Press*. July 18.
1874d *Detroit Free Press*. November 6.
1875a *Detroit Free Press*. May 13.
1875b *Detroit Free Press*. June 8.
1875c *Detroit Free Press*. June 9.
1875d *Detroit Free Press*. June 15.
1875e *Detroit Free Press*. June 26.
1875f *Detroit Free Press*. June 30.
1875g *Detroit Free Press*. July 13.
1875h *Detroit Free Press*. July 28.
1875i *Detroit Free Press*. August 3.
1875j *Detroit Free Press*. August 26.
1875k *Detroit Free Press*. September 7.
1875l *Detroit Free Press*. October 28.
1875m *Detroit Free Press*. November 30.
1876a *Detroit Free Press*. June 4.
1876b *Detroit Free Press*. July 12.
1876c *Detroit Free Press*. August 30.
1876d *Detroit Free Press*. November 12.
1877a *Detroit Free Press*. May 27, 1877
1877b *Detroit Free Press*. June 16, 1877
1877c *Detroit Free Press*. July 1, 1877
1877d *Detroit Free Press*. November 21.
1877e *Detroit Free Press*. December 13.
1878a *Detroit Free Press*. May 1.
1878b *Detroit Free Press*. May 9.
1878c *Detroit Free Press*. August 15.
1878d *Detroit Free Press*. June 13.
1878e *Detroit Free Press*. September 4.
1878f *Detroit Free Press*. September 17.

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1878g *Detroit Free Press*. October 5.
1878h *Detroit Free Press*. October 10.
1878i *Detroit Free Press*. October 18.
1878j *Detroit Free Press*. October 26.
1878k *Detroit Free Press*. October 27.
1878l *Detroit Free Press*. November 9.
1878m *Detroit Free Press*. November 20.
1878n *Detroit Free Press*. December 10.
1879a *Detroit Free Press*. April 25.
1879b *Detroit Free Press*. August 5.
1880a *Detroit Free Press*. April 27.
1880b *Detroit Free Press*. August 10.
1880c *Detroit Free Press*. August 14.
1880d *Detroit Free Press*. September 12.
1880e *Detroit Free Press*. September 28.
1880f *Detroit Free Press*. October 5.
1880g *Detroit Free Press*. October 13.
1880h *Detroit Free Press*. October 31.
1881a *Detroit Free Press*. April 26.
1881b *Detroit Free Press*. May 10.
1881c *Detroit Free Press*. May 17.
1881d *Detroit Free Press*. May 24.
1881e *Detroit Free Press*. May 31.
1881f *Detroit Free Press*. June 7.
1881g *Detroit Free Press*. June 21.
1881h *Detroit Free Press*. June 22.
1881i *Detroit Free Press*. June 28.
1881j *Detroit Free Press*. June 29.
1881k *Detroit Free Press*. July 6.
1881l *Detroit Free Press*. July 14.
1881m *Detroit Free Press*. July 23.
1881n *Detroit Free Press*. July 31.
1881o *Detroit Free Press*. August 7.
1881p *Detroit Free Press*. August 9.
1881q *Detroit Free Press*. August 17.
1881r *Detroit Free Press*. August 25.
1881s *Detroit Free Press*. September 1.
1881t *Detroit Free Press*. September 10.

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Antelope Shipwreck (Schooner-barge)
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1881u *Detroit Free Press*. September 11.
1881v *Detroit Free Press*. September 18.
1881w *Detroit Free Press*. September 27.
1881x *Detroit Free Press*. September 28.
1881y *Detroit Free Press*. September 29.
1881z *Detroit Free Press*. October 1.
1881aa *Detroit Free Press*. October 2.
1881bb *Detroit Free Press*. October 4.
1881cc *Detroit Free Press*. October 14.
1881dd *Detroit Free Press*. October 26.
1881ee *Detroit Free Press*. November 3.
1881ff *Detroit Free Press*. November 5.
1881gg *Detroit Free Press*. November 15.
1881hh *Detroit Free Press*. November 26.
1881ii *Detroit Free Press*. November 27.
1882a *Detroit Free Press*. May 7.
1882b *Detroit Free Press*. May 28.
1882c *Detroit Free Press*. July 1.
1882d *Detroit Free Press*. July 12.
1882e *Detroit Free Press*. July 19.
1882f *Detroit Free Press*. July 28.
1882g *Detroit Free Press*. August 5.
1882h *Detroit Free Press*. August 6.
1882i *Detroit Free Press*. August 13.
1882j *Detroit Free Press*. August 20.
1882k *Detroit Free Press*. August 30.
1882l *Detroit Free Press*. September 8.
1882m *Detroit Free Press*. September 26.
1882n *Detroit Free Press*. September 27.
1882o *Detroit Free Press*. October 8.
1882p *Detroit Free Press*. October 17.
1882q *Detroit Free Press*. October 27.
1882r *Detroit Free Press*. November 1.
1882s *Detroit Free Press*. November 17.
1882t *Detroit Free Press*. November 25.
1882u *Detroit Free Press*. November 30.
1882v *Detroit Free Press*. December 9.
1884 *Detroit Free Press*. December 7.

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Antelope Shipwreck (Schooner-berge)
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1887a *Detroit Free Press*. October 4.
1887b *Detroit Free Press*. December 7.
1888 *Detroit Free Press*. July 31.
1889 *Detroit Free Press*. October 7.
1893a *Detroit Free Press*. May 26.
1893b *Detroit Free Press*. June 30.
1893c *Detroit Free Press*. July 2.
1893d *Detroit Free Press*. August 10.
1893e *Detroit Free Press*. September 1.
1894 *Detroit Free Press*. May 3.
1895a *Detroit Free Press*. July 23.
1895b *Detroit Free Press*. August 30.
1895c *Detroit Free Press*. September 6.
1895d *Detroit Free Press*. November 12.
1896a *Detroit Free Press*. May 25.
1896b *Detroit Free Press*. June 3.
1897a *Detroit Free Press*. July 3.
1897b *Detroit Free Press*. July 13.
1897c *Detroit Free Press*. September 12.
1897d *Detroit Free Press*. October 9.

Detroit Post & Tribune

1878 *Detroit Post & Tribune*. July 6.
1879 *Detroit Post & Tribune*. December 18.

Directory of the Marine Interests of the Great Lakes: Comprising A Complete List of All Vessels
Navigating the Lakes, Arranged Alphabetically..., 1884

Door County Advocate

1897a *Door County Advocate*. October 16.
1897b *Door County Advocate*. December 25.

Erie Daily Dispatch

1867a *Erie Daily Dispatch*. November 18.
1867b *Erie Daily Dispatch*. November 19.

Green Bay Weekly Gazette

1891 *Green Bay Weekly Gazette*. November 4.

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Antelope Shipwreck (Schooner-barge)
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Hall, J.W.

Marine Disasters on the Western Lakes during 1871

J.W. Hall Great Lakes Marine Scrapbook, No. 2, Nov./Dec., 1882

Inter Ocean

1872a *Inter Ocean*. June 14.

1872b *Inter Ocean*. September 30.

1873a *Inter Ocean*. July 23.

1873b *Inter Ocean*. September 15.

1873c *Inter Ocean*. November 1.

1873d *Inter Ocean*. November 10.

1874a *Inter Ocean*. December 12.

1874b *Inter Ocean*. December 25.

1875a *Inter Ocean*. May 24.

1875b *Inter Ocean*. August 12.

1875c *Inter Ocean*. October 5.

1875d *Inter Ocean*. October 13.

1875e *Inter Ocean*. November 1.

1875f *Inter Ocean*. November 17.

1876a *Inter Ocean*. May 29.

1876b *Inter Ocean*. September 27.

1876c *Inter Ocean*. November 10.

1877a *Inter Ocean*. May 17.

1877b *Inter Ocean*. June 25.

1877c *Inter Ocean*. July 17.

1877d *Inter Ocean*. September 10.

1877e *Inter Ocean*. September 11.

1877f *Inter Ocean*. October 8.

1877g *Inter Ocean*. November 2.

1877h *Inter Ocean*. November 20.

1878a *Inter Ocean*. April 29.

1878b *Inter Ocean*. April 30.

1878c *Inter Ocean*. May 2.

1878d *Inter Ocean*. May 6.

1878e *Inter Ocean*. May 20.

1878f *Inter Ocean*. May 27.

1878g *Inter Ocean*. June 4.

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Antelope Shipwreck (Schooner-barge)
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1878h *Inter Ocean*. June 5.
1878i *Inter Ocean*. July 6.
1878j *Inter Ocean*. June 7.
1878k *Inter Ocean*. June 27.
1878l *Inter Ocean*. July 2.
1878m *Inter Ocean*. July 24.
1878n *Inter Ocean*. August 14.
1878o *Inter Ocean*. September 12.
1878p *Inter Ocean*. September 13.
1878q *Inter Ocean*. September 26.
1878r *Inter Ocean*. November 20.
1878s *Inter Ocean*. November 27.
1878t *Inter Ocean*. December 7.
1879a *Inter Ocean*. May 21.
1879b *Inter Ocean*. May 30.
1879c *Inter Ocean*. June 10.
1879d *Inter Ocean*. June 11.
1879e *Inter Ocean*. June 30.
1879f *Inter Ocean*. July 1.
1879g *Inter Ocean*. July 23.
1879h *Inter Ocean*. August 11.
1879i *Inter Ocean*. September 10.
1879j *Inter Ocean*. September 15.
1879k *Inter Ocean*. September 25.
1879l *Inter Ocean*. September 30.
1879m *Inter Ocean*. October 1.
1879n *Inter Ocean*. October 13.
1879o *Inter Ocean*. October 27.
1879p *Inter Ocean*. November 7.
1879q *Inter Ocean*. November 8.
1879r *Inter Ocean*. November 25.
1879s *Inter Ocean*. December 10.
1880a *Inter Ocean*. January 22.
1880b *Inter Ocean*. April 17.
1880c *Inter Ocean*. April 22.
1880d *Inter Ocean*. April 28.
1880e *Inter Ocean*. May 24.
1880f *Inter Ocean*. May 30.

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National Park Service

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Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

1880g *Inter Ocean*. June 4.
1880h *Inter Ocean*. June 14.
1880i *Inter Ocean*. June 21.
1880j *Inter Ocean*. June 28.
1880k *Inter Ocean*. September 13.
1880l *Inter Ocean*. October 5.
1880m *Inter Ocean*. November 1.
1880n *Inter Ocean*. November 15.
1881a *Inter Ocean*. May 17.
1881b *Inter Ocean*. May 24.
1881c *Inter Ocean*. May 31.
1881d *Inter Ocean*. June 6.
1881e *Inter Ocean*. June 7.
1881f *Inter Ocean*. June 14.
1881g *Inter Ocean*. June 20.
1881h *Inter Ocean*. June 29.
1881i *Inter Ocean*. July 6.
1881j *Inter Ocean*. July 15.
1881k *Inter Ocean*. July 23.
1881l *Inter Ocean*. August 1.
1881m *Inter Ocean*. August 8.
1881n *Inter Ocean*. August 17.
1881o *Inter Ocean*. August 24.
1881p *Inter Ocean*. August 25.
1881q *Inter Ocean*. September 1.
1881r *Inter Ocean*. September 10.
1881s *Inter Ocean*. September 29.
1881t *Inter Ocean*. October 1.
1881u *Inter Ocean*. October 5.
1881v *Inter Ocean*. October 14.
1881w *Inter Ocean*. October 25.
1881x *Inter Ocean*. November 15.
1881y *Inter Ocean*. November 16.
1881z *Inter Ocean*. November 21.
1881aa *Inter Ocean*. November 25.
1881bb *Inter Ocean*. December 9.
1882a *Inter Ocean*. June 14.
1882b *Inter Ocean*. June 23.

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Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

1882c *Inter Ocean*. August 7.
1882d *Inter Ocean*. August 29.
1882e *Inter Ocean*. September 9.
1882f *Inter Ocean*. September 28.
1882g *Inter Ocean*. September 29.
1882h *Inter Ocean*. October 27.
1882i *Inter Ocean*. November 25.
1882j *Inter Ocean*. December 1.
1882k *Inter Ocean*. December 8.
1882l *Inter Ocean*. December 11.
1883 *Inter Ocean*. October 30.
1884a *Inter Ocean*. July 15.
1884b *Inter Ocean*. September 9.
1884c *Inter Ocean*. October 25.
1884d *Inter Ocean*. November 9.
1886a *Inter Ocean*. May 14.
1886b *Inter Ocean*. July 31.
1886c *Inter Ocean*. Oct. 24.
1886d *Inter Ocean*. Nov. 7.
1887a *Inter Ocean*. June 1.
1887b *Inter Ocean*. June 28.
1887c *Inter Ocean*. October 4.
1889 *Inter Ocean*. May 7.
1893 *Inter Ocean*. June 18.
1894 *Inter Ocean*. October 20.
1895a *Inter Ocean*. July 23.
1895b *Inter Ocean*. August 30.
1897 *Inter Ocean*. October 7.

King, Moses (editor)

1880 *The Harvard Register: Volumes I and II*. Moses King Publisher: Cambridge, Massachusetts.

Marine News

1897 *Marine News*. October 8.

Marine Record (Cleveland, Ohio)

1883 *Marine Record* June 23.

1886 *Marine Record*. October 14.

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Section 9 Page 18

Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

Macdonald, David A. and Nancy N. McAdams
2015 *The Woolverton Family 1693-1850 and Beyond, Volume II*. Wollverton and Wolverton
Descendants of Charles Woolverton , New Jersey Immigrant. Lulu.com

Polk, R.L.
Michigan State Gazetteer and Business Directory 1897. Volume XIII. R.L. Polk & Co. Publishing,
Detroit, Michigan.

Port Huron Daily Times
1885 *Port Huron Daily Times*. February 6.
1891 *Port Huron Daily Times*. October 27.

Sandusky Register
1894a *Sandusky Register*. April 26.
1894b *Sandusky Register*. April 27.
1894c *Sandusky Register*. July 26.

Semi-Weekly Wisconsin
1863a *Semi-Weekly Wisconsin*. March 31
1863b *Semi-Weekly Wisconsin*. April 17.
1863c *Semi-Weekly Wisconsin*. June 2.
1863d *Semi-Weekly Wisconsin*. August 18.
1863e *Semi-Weekly Wisconsin*. August 28.
1866a *Semi-Weekly Wisconsin*. June 2.
1866b *Semi-Weekly Wisconsin*. November 10.
1867a *Semi-Weekly Wisconsin*. May 15.
1867b *Semi-Weekly Wisconsin*. June 1.

Toledo Blade
1867 *Toledo Blade*. December 21.

U.S. Merchant Vessel List 1869

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Section 10 Page 1

Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

Verbal Boundary Description:

The boundary for the *Antelope* site is marked by a circle with a radius of 200.0 feet, centered on the UTM coordinates 0701474 Easting, 5186298 Northing, Zone 15.

Boundary Justification:

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

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Section photos Page 1

Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

Photo #1 of 4

Antelope Shipwreck (Schooner-barge)
Ashland County, Wisconsin
Photographer Tom Crossmon
October 2016
Starboard bow name plate of *Antelope*



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National Register of Historic Places
Continuation Sheet

Section photos Page 2

Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

Photo #2 of 4

Antelope Shipwreck (Schooner-barge)

Ashland County, Wisconsin

Photographer Tom Crossmon

October 2016

Antelope's mainmast trestletree, looking forward



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Section photos Page 3

Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

Photo #3 of 4

Antelope Shipwreck (Schooner-barge)
Ashland County, Wisconsin
Photographer Tom Crossmon
October 2016
Antelope's starboard chainplates, looking forward



United States Department of the Interior
National Park Service

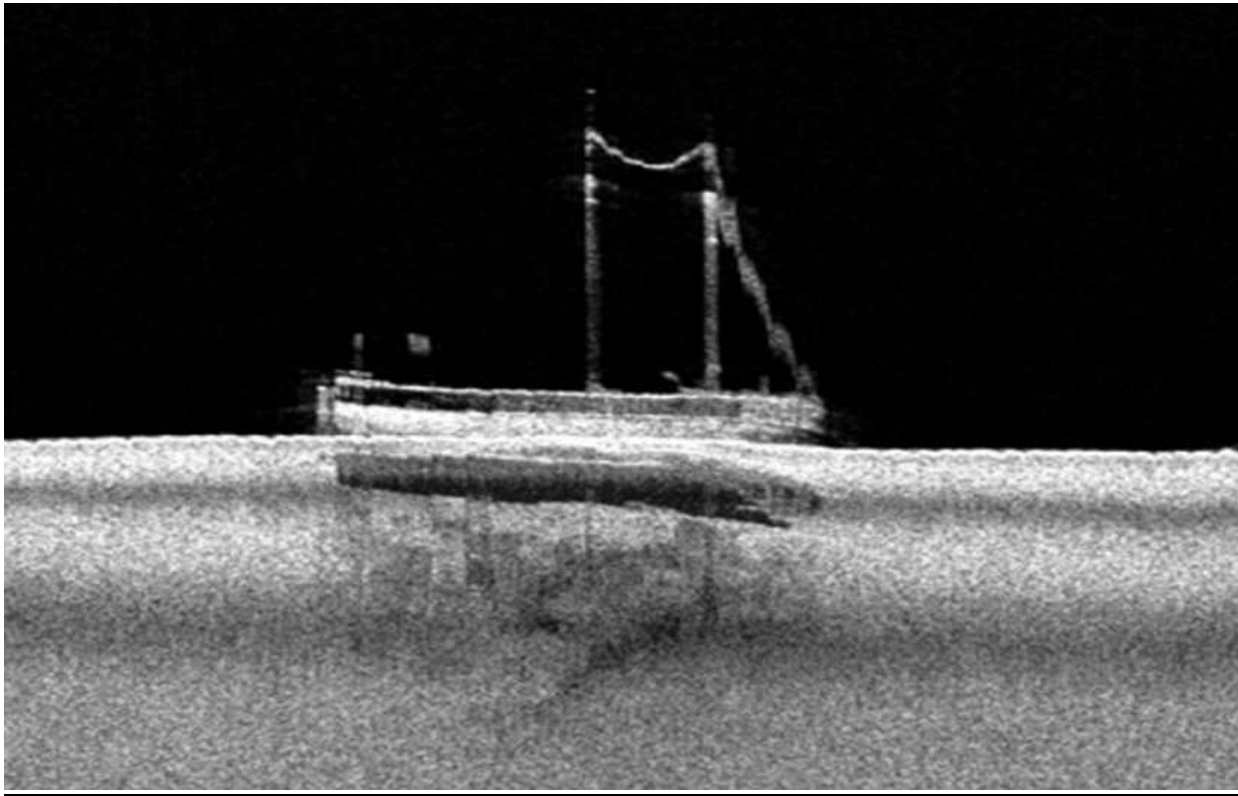
National Register of Historic Places
Continuation Sheet

Section photos Page 4

Antelope Shipwreck (Schooner-barge)
Town of La Pointe, Ashland County, Wisconsin

Photo #4 of 4

Antelope Shipwreck (Schooner-barge)
Ashland County, Wisconsin
Photographer Jerry Eliason
September 2017
Side-scan sonar image of *Antelope*'s starboard side



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Section figures Page 1

Antelope Shipwreck (Schooner-barge)
Lake Superior, Ashland County, Wisconsin

List of Figures

Figure 1: Antelope as a passenger packet steamer at dock, Photographer unknown, Circa 1862

Figure 2: Port side of Antelope as a schooner-barge being towed. Photographer unknown, Circa 1894

Figure 3: Photomosaic of the Antelope shipwreck, October 2017

Figure 4: Map of the Antelope shipwreck site, October 2017

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National Park Service

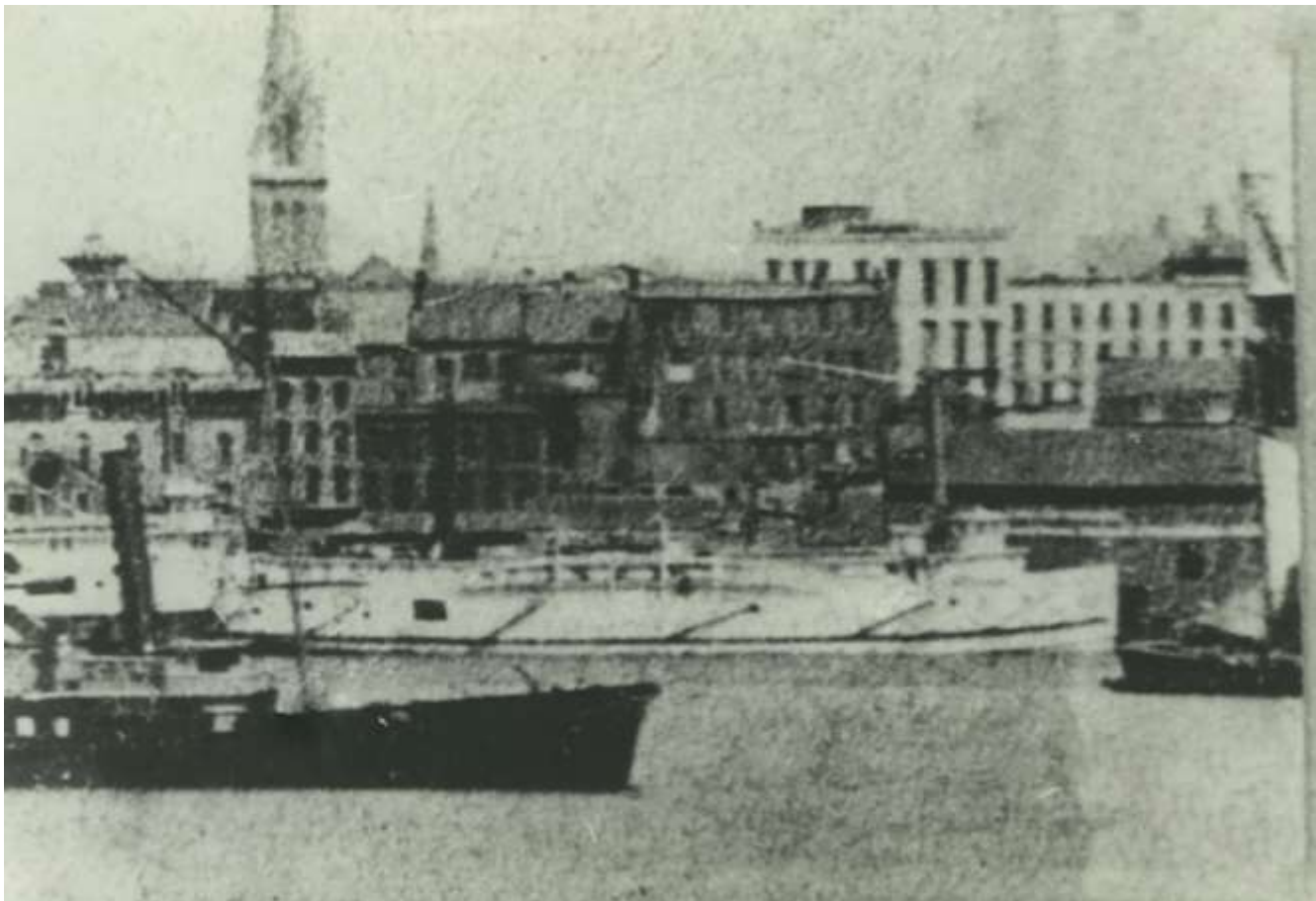
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Section figures Page 2

Antelope Shipwreck (Schooner-barge)
Lake Superior, Ashland County, Wisconsin

Figure #1 of 4

Antelope Shipwreck (Schooner-barge)
Ashland County, Wisconsin
Photographer unknown
Circa 1862
Antelope as a passenger packet steamer at dock



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Continuation Sheet

Section figures Page 3

Antelope Shipwreck (Schooner-barge)
Lake Superior, Ashland County, Wisconsin

Figure #2 of 4

Antelope Shipwreck (Schooner-barge)

Ashland County, Wisconsin

Photographer unknown

Circa 1894

Port side of *Antelope* as a schooner-barge being towed



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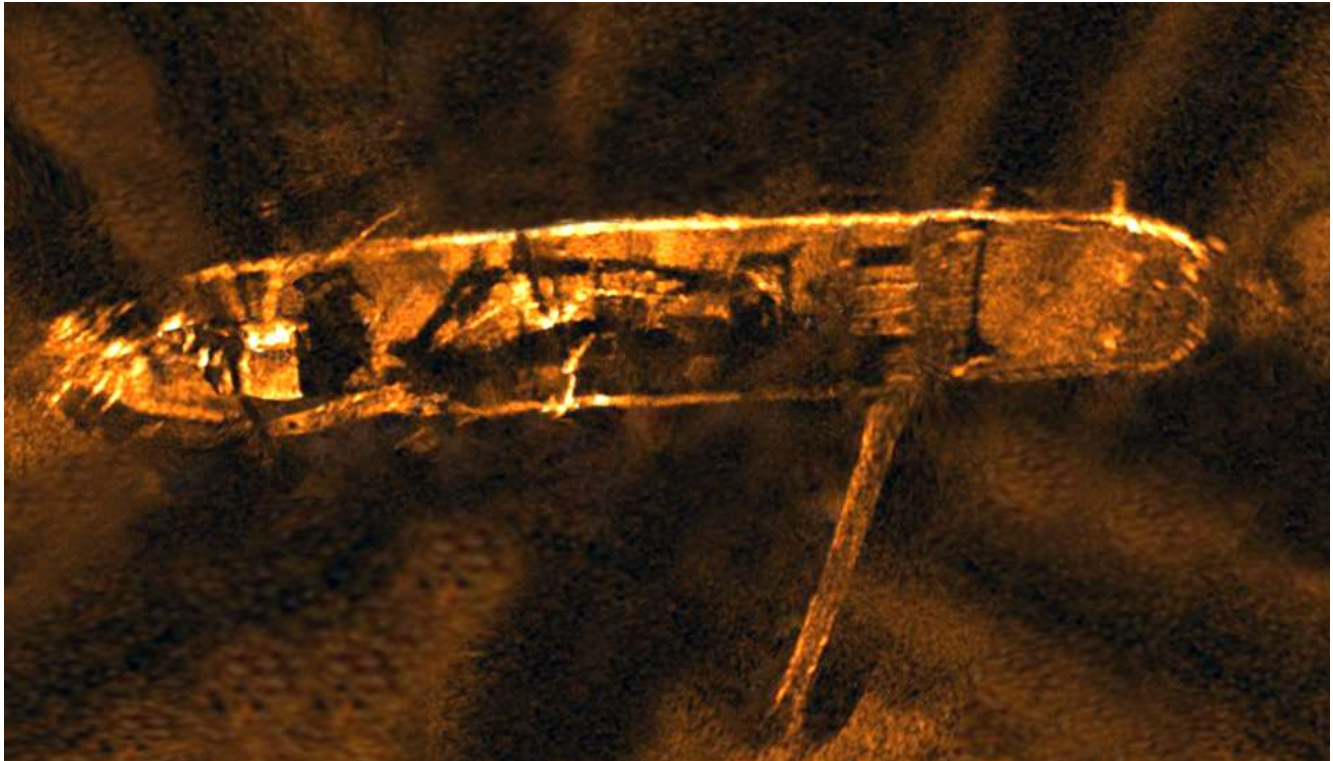
National Register of Historic Places
Continuation Sheet

Section figures Page 4

Antelope Shipwreck (Schooner-barge)
Lake Superior, Ashland County, Wisconsin

Figure #3 of 4

Antelope Shipwreck (Schooner-barge)
Ashland County, Wisconsin
Photomosaic of the *Antelope* shipwreck
October 2017



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National Park Service

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Continuation Sheet

Section figures Page 5

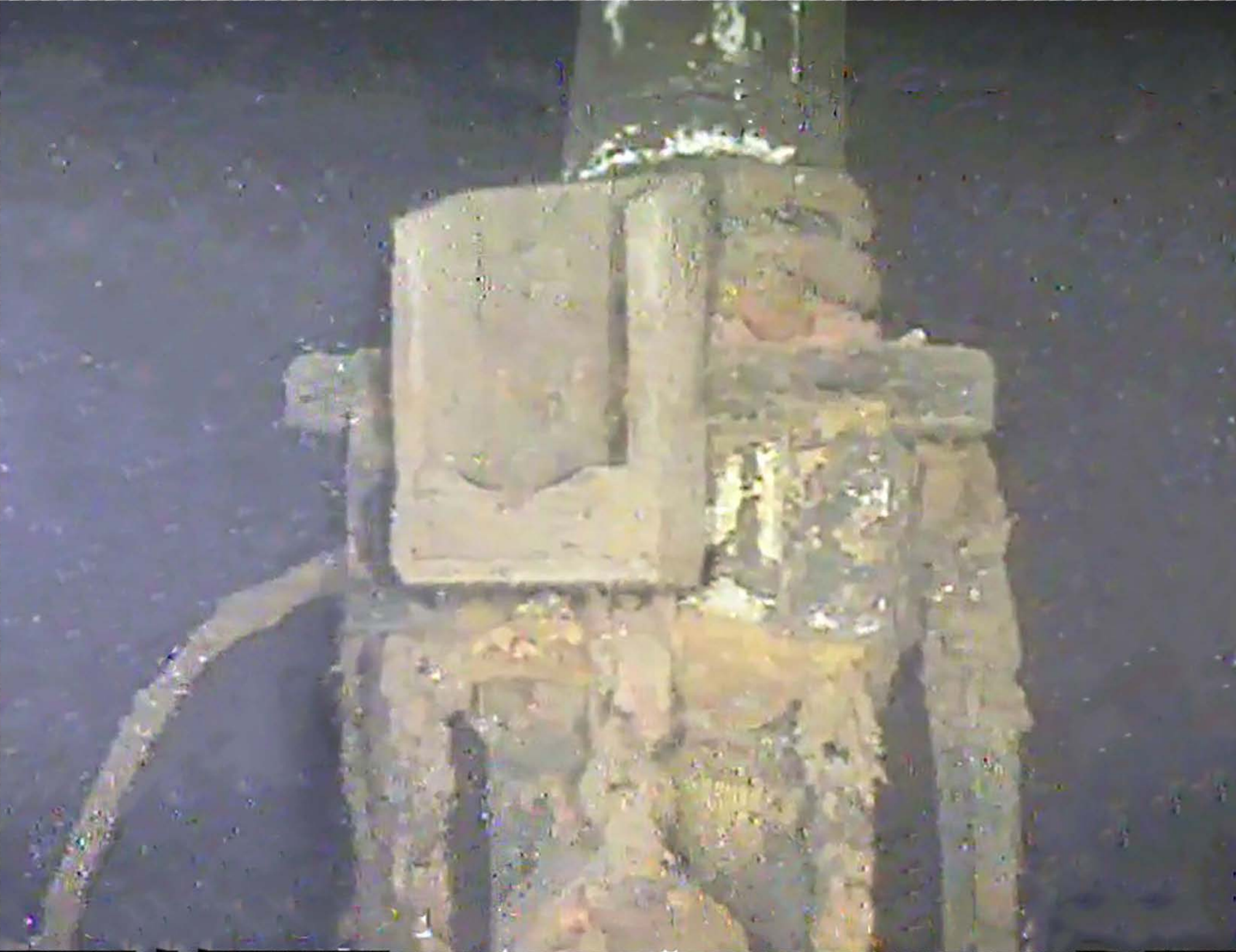
Antelope Shipwreck (Schooner-barge)
Lake Superior, Ashland County, Wisconsin

Figure #4 of 4

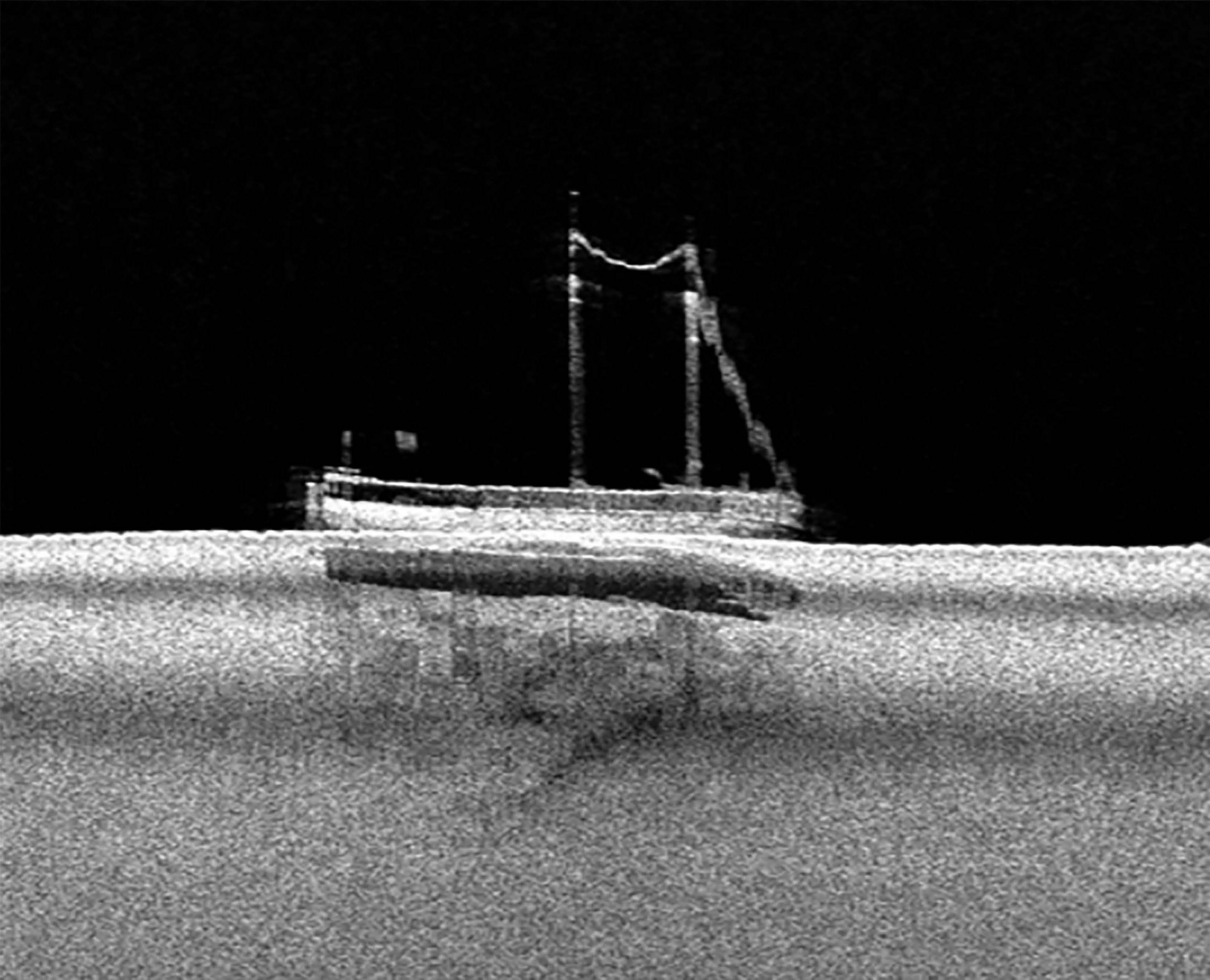
Antelope Shipwreck (Schooner-barge)
Ashland County, Wisconsin
Map of the *Antelope* shipwreck site
October 2017



ANTIFELD







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 5/11/2018 Date of Pending List: 5/30/2018 Date of 16th Day: 6/14/2018 Date of 45th Day: 6/25/2018 Date of Weekly List: 6/29/2018

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 6/22/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Mike Roller Discipline Archeologist

Telephone _____ Date _____

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 Tenth day of May 2018, for the nomination of the Antelope Shipwreck (Schooner-barge) 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
4	Photograph(s)
1	CD with image files
1	Map(s)
4	Sketch map(s)/figures(s)/exhibit(s)
	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: