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Schooner Days CXVI (116)
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More Stone Hookers

Having waded through the alphabet to the end of the I's let us look over the name's of some more of the 'mosquito fleet' that used to carry cordwood, sand, gravel and stone – especially stone – into Toronto, while this great city was being built and paved and its harbor cribs required filling. Starting on the J's we cannot do better than take the little *Jolly Farmer*.

J

Jolly Farmer topsail schooner of 40 tons, built in Amherstburg, 1853 brought into the stone trade three years later by George Michie.

Jennie Jones, scow wrecked on Toronto Island, 1874.

Jumbo stonehooker of 1885.

L

Lillie, scow sailed by Capt. Thomas Blowers.

Lillian, American schooner built at Henderson, N.Y. 1859; last stonehooker owned in Port Credit, where she was rebuilt, in 1910, for Capt. George Blowers, after many years service in the Blowers family. Sold to become a naval training ship in Hamilton in 1929. She hailed from many ports on Lake Ontario including Picton, Oakville and Toronto.

Lillipullan small scow in the stone trade. 1885

Lithophone, built in Bronte and owned in Port Credit by Capt. Abram Block, Walter Naish, and others, a scow of extremely fast lines.

Jenny Lind, small schooner originally in Whitby and commemorating the popularity of the Swedish nightingale in the 1850's. Built at Port Credit, 1852; R. McClain, owner and master.

M

Maud S., scow built for Capt. Aaron Walker, Port Credit, commemorating the famous trotter.

Morning Star, large scow, of over 100 tons burden built for Capt. John Miller of Port Credit. Sunk at Port Whitby 1890.

Mary Ann, scow owned by Capt. Sharpe and the Blowers family, Sunk at Port Whitby, 1898. Built in Port Credit 1870, by "Boss" Harris,

Margaret Ann, schooner model, owned by Capt. Abram Block; sunk in Port Credit, 1900. Sailed by Albert Block. Built in Bronte 1847, rebuilt in Port Credit 1870.

Maid of the Mill, later *Indian Maid*, commemorating the Port Credit Mississagas. Built in Port Credit, 1854, 51 tons, renamed 1864.

Maple Leaf, handsome schooner of 100 rebuilt from scow, after being burned in Toronto Esplanade fire, 1885. Long sailed by Goldring family.

Madeline, of sharp schooner model and 100 tons burden built in 1882 at Bronte, owned by Capt. Stephen Peer of Port Credit, where she sunk 1908.

Jane Maw, American Schooner built at Pultneyville N.Y. the narrowest hooker recalled, her registered dimensions being 49 feet length, 10 feet 2 inches beam and 4 feet depth of hold; 15 tons registered. Owned by John Kivell, Port Credit, 1874.

John McBride of Port Dover, Lake Erie scow of flatiron model; sunk at Toronto Island 1915.

Mary of Hamilton sloop yacht converted to stonehooker in 1889. Owned and sailed by Capt. Stephen Peer, Port Credit. Became a houseboat 1896.

Mary of Toronto, topsail schooner of 66 tons, sailed by Capt. Paterson, 1856.

Merchant, sloop from Port Whitby, cordwood and shingle trade, 1853, which later went into stone.

Minnie of Toronto in stone trade in 1885

Minnie of St. Catharines, small capable of carrying more than fifteen tons. In Port Credit's stone trade in the early 1890's when owned by Harry Mitchell. In 1898 the *Minnie*, *Brothers* and *P. E. Young*, all stonehookers, were "sacrificed" along with the large coal schooner *Herbert Dudley*, to represent the blowing up of the *Maine* at the Toronto Exhibition.

N

Newsboy, sharp schooner of 100 tons burden, built at Bronte and long sailed by the Naish brothers of Port Credit, Lewis Naish being captain. Became a boathouse in Toronto Bay. Broke up 1932

Northwest, schooner similar to *Newsboy*, built in Oakville 1882; in commission as excursion vessel on Georgian Bay, 1932, when she was known as the *Shebeshkong*. Long in the stone trade with the Goldring family, who also had the *H.M. Ballou*, *Helen*, *Madeline*, *Newsboy*, *Maple Leaf*, and *Rapid City* in this trade at various times.

O

Olympia, one of the extreme scows built 1888, operating as late as 1917. Capt. Robert Crosby owned her.

Olive Branch, Scow Capt. Wm. Hutchinson, wrecked Mimico 1874, all lost.

P

Perseverance, brigantine of 45 tons registered built at Toronto 1832, owned by S. McClain and sailed in stone and wood trade by Capt. McClain and Capt. S. Gleeson.

Parthenon, sailed in stone trade 1885 by Capt. David Reynolds.

Pigeon, 20 tons Capt. Thompson; said to have been a brigantine, built at Toronto in 1852. Remarkably small for such rig.

Pinta, scow built Port Nelson, 1869, owned by H. Cotton, 1874. Capsized and sank off Marigold's Point drowning crew of three. The *Pinta* had a new "barndoor" centreboard, which floated up in the box as she tacked and caught the foreboom, preventing it from swinging over. Her dimensions were 58 feet length, 14 feet 4 inches beam and 4 feet 8 inches depth of hold.

R.

Rough and Ready, scow of 50 tons, built at Bronte by Capt. H. Hiltz 1851, long owned in Port Credit. She had a square foretopsail, which, with her model, gave rise to the lake jest that she was "square rigged fore-and-aft." She specialized in the wood trade but also carried stone.

Brig Rover," built at Port Credit 1866, and so christened, although she was really a schooner-rigged scow. She had one square top-sail. Later owned by David Ford, Oakville and in commission up to 1905.

Rapid, sharp-built schooner of about 100 tons burden. Owned by Capt. John Miller and broke up in Port Credit 1894, after half a century of adventure. She was in the Collingwood-Chicago lumber trade in 1856, and on Dec.10th 1866, stranded at the Western Gap Toronto with a cargo of railroad iron. She was cleverly released by her crew running forward and aft as she lifted with the seas, and so helping her pound over the bar. After entering the stone trade she sank in Port Credit harbor about 1890 and was raised with great difficulty, two stonehookers being sunk beside her to act as pontoons.

Reindeer, one of the stonehookers sunk to raise the *Rapid*. She was then known as the *Ida May*, and was rebuilt as the *Reindeer* by Capt Mark Blowers, who sailed her with all of his sons in turn as crew, and built several houses in Port Credit from the fruits of the *Reindeer's* traffic. During the Great War the *Reindeer*, which had sunk at the Highway bridge, was "resuscitated" by Abram Blowers, son of Capt. Mark, and engaged profitably in the Port Dalhousie gravel trade while the new Welland Canal was being built. The *Reindeer* had a pronounced sheer, and was considered the handsomest of all the scow models. She was very fast.

Royal of Sault Ste. Marie, a small cramped, red-painted schooner without topmasts, engaged in the Port Credit trade 1890-95.

Rapid City, sharp shoal schooner of about 100 tons burden, built at Bronte, 1888, and engaged in the stone trade under ownership of the Goldring family and others. Her last owner was Capt. Geo. Atkinson. She was lost off the Highlands, 1913. Although of considerable size it

was her pride that owing to her shoal draft, she could get up to the small bridge on the east side of Port Credit harbor.

We shall have a try at the rest of the fleet later.