

### Second Boat Bay – Scows

Un-motorized scows were used to carry mining equipment, fuel, dry goods and any other materials required for the mining operations in the Red Lake area. As well, all of the materials and equipment for the hydro dam at Ear Falls, not hauled by plane or tractor train, was hauled from Hudson by these scows. The scows used on Lac Seul were all built in Hudson and hauled out of the water each fall. Before being launched each spring, these wooden scows would be re-chinked and tarred to prevent leakage.

The scows were fifty feet long, tethered together with short cables on each side, front and back, and then strung out like a train behind the boats, Miss Winnipeg and the Kate. The cables, tying them together had chain attached at the ends so the gap between the scows could be adjusted as required. The gap was relative to the size of the curves anticipated on the trip, or the sharpness of the corners encountered enroute. Normally pulling 6 scows, the boat captain had to maneuver 300 feet of scows on the end of a 300 foot rope, dealing with narrows, currents and sometimes heavy winds. It wasn't a light load either, with each scow having a capacity of 15 tons. There were two large derricks in Hudson to aid in the loading of heavy freight.

The scows at Second Boat Bay have been all but reclaimed by nature. During the leafy season they are very difficult to see, but if you pay close attention as you enter the storage area, the remains of 4 or 5 scows can be discovered on your right, amongst the balsam and bushes.



A Patricia Transport Company scow, laden with fuel, is being aligned with the carriage and about to be carried over the portage on the marine railway system.

*(Photo Credit: Jean Bernier photo collection, courtesy of Keith and Mark Bernier)*

The following photos, courtesy of Bob Starratt and taken in April 2010, show the remains of scows at Second Boat Bay, Hudson.



