Summary Sheet

IDTO - ID Number :693402
AUTH - Report Author :
TYFU - Tornado Type & Fuji Code :c9
TITL - Report Title or Location :Beaumaris
PROV - Province :Ontario
COUN - Counties :Muskoka
REFS - References :The Globe October 8, 9. 1934, Steamboating In Muskoka, by Richard Tatley. 1972 pp 87-90.
ZOTO - Touchdown Zone Number & Easting :17618100
NOTO - Touchdown Northing :4991620
LOVA - Touchdown Error Value & Code :150o
DADA - Date of Data Entry :26/06/1990
ZOLO - Liftoff Zone Number & Easting :
NOLO - Liftoff Northing :
UPVA - Liftoff Error Value & Code :
DEAD - Number of Fatalities :3
HURT - Number of People Injured :1
HERT - Injuries Code :
DATA - Date of Tornado :06/10/1934
DAVA - Date Error Value & Code :
TITO - Time of Tornado :900
TIMR - Time Meridian :75
TIVA - Time Error Value & Code :104s
AXDA - Maximum Path Width :
AXVA - Max. Path Width Error & Code :
AVDA - Average Damage Width :
AVVA - Avg. Damage Width Error & Code :
SADA - Sample Damage Width :
SAVA - Sample Damage Width Error & Code:
INTO - Initials :JAM
DFTO - Detailed Report Flag :n
JUNK - PRDA & DIMO & DALE :
CODA - Property Damage Code :
MISC - ORDE,PICS_TYPE,PICS_AVAIL,COCO : 2
MANY - Multiple Event Flag :n

MEMO:Deaths and injuries caused by the sinking of the steamer 'Waome'.

PHEN - Associated Phenomena :P
TSHP - Townships :Muskoka Lakes

JAM, 26/06/1990

693402

C

TORNADO PROJECT SUMMARY SHEET

F= ONT

1. DATE AND TIME SATURDAY, OCT 6, 1934 Morning.

2. LOCATION OR PATH (attach map) ON LAKE MUSKOKA NEAR BEAUMARIS

0934-02

3. PATH LENGTH ☑ NOT KNOWN ☐ <1mi; ☐ 1-4mi; ☐ 5-10mi; ☐ 11-50mi; ☐ LENGTH IF>50mi

4. PATH WIDTH U 5. TORNADO PART OF SQUALL LINE? ☐ YES; ☐ NO; ☑ UNKNOWN:

6. ANY UNUSUAL COLORATION? ☐ YES; ☐ NO; ☑ UNKNOWN

7. ANY UNUSUAL SOUND? ☐ YES; ☐ NO; ☑ UNKNOWN

8. IF ANSWER TO 6 OR 7 YES, ELABORATE;

9. LIST ANY ASSOCIATED PHENOMENA
(Such as hail, vivid lightning heavy rain, no rain, etc.)

10. TOTAL DAMAGE ESTIMATE $ U 11. TOTAL DEATHS 3

12. TOTAL INJURED NONE 13. TOTAL HOMELESS NONE

14. LIST ALL REFERENCES

THE GLOBE, TORONTO. OCT 8, 9, 1934

STEAMBOATING IN MUSKOKA, BY RICHARD TATLEY. 1972. pp 87-90

15. SUMMARIZE REMARKS PERTAINING TO (a) FUNNEL; (b) INTERESTING OR CAPRICIOUS EVENTS.

(a) no remarks.

(b) A freak storm was uprooting trees and tearing down power lines around the west side of Lake Muskoka as the the steamboat, "Waome" approached Beaumaris. A sudden violent gust hit the "Waome" and to starboard (ie west) could be seen an ugly black cloud releasing a virtual sheet of downpour. Within a minute the ship had keeled over and sunk. 3 of her crew of six perished.


BURTON
CHAPMAN
PROUDFOOT
CROFT
Ahmic Arbour
Magnetawan
Dunchurch
HAGERMAN
ARMOUR
Burk's Falls
RYERSON
EAST BURPEE
Fairholme
Port Anson
Midlothian
Katrine
Ravensworth
Kearney
BETHUNE
SPENCE
Doe Lake
Emsdale
Scotia
FERGUSON
McKELLAR
McKellar
North Seguin
Sprucedale
PERRY
McMURRICH
Bear Lake
Whitehall
Novar
Broadbent
Waubamik
CARLING
Nobel
McDOUGALL
Hurdville
MONTEITH
Haldane Hill
Ilfracombe
Melissa
Williamsport
LAKE OF BAYS
Badger Corners
ARROWHEAD PROV. PARK
Orrville
Axe Lake
Yearley
Ravenscliff
Parry Sound
CHRISTIE
KILLBEAR PROV. PARK
Ashworth
Etwell
OASTLER LAKE PROV. PARK
Turtle Lake
Bear Cave
Camp Onaway
HUNTSVILLE
Depot Harbour
Rose I.
PARRY ISLAND I.R. 16
Horseshoe Lake
Hekkla
Aspdin
Britannia
Dockmure
Hayes Corners
Humphrey
MUSKOKA LAKES
Tomelin Bluffs
Martins Siding
Lancelot
Otter Lake
Rousseau Road
FOLEY
HUMPHREY
Rosseau
Allensville
Britannia Road
Sandy I.
COWPER
Blackstone Lake
Hamer Bay
Maplehurst Point
Rosseau Falls
Newholm
Port Cunnington
Bear Head
Gordon Bay
Stanley House
Bent River
Ullswater
Raymond
Utterson
Port Sydney
CONGER
Lake Joseph
Juddhaven
Rostrevor
Echo Beach
Minnus
Deebank
Inverness Lodge
Parkersville
San Souci
Windermere
Copperhead
Moon I.
Ufford
Beatrice
Minett
LAKE OF BAYS
Baysville
MacTier
Footes Bay
Ferndale House
MUSKOKA
Manitou Dock
Port Sandfield
Brackenrig
Port Carling
Falkenburg Station
Moon River
Bardsville
O'Donnell Pt.
Glen Orchard
Green Valley Beach
Milford Bay
Springdale Park
Islands
Whiteside
Beaumaris
Fraserburg
Mortimers Point
Willow Beach
Ziska
Cedar Village
Roderick
Dudley
Barlochan
Bangor Lodge
BRACEBRIDGE
Pine Is.
Bala
Bala Park
Walkers Point
Purbrook
Go Home
GEORGIAN BAY
Browning Island
Stephens Bay
Lakewood
Clear Lake
Potters Landing
Sahanatien
Torrance
Glen Echo
South Falls
Muskoka Falls
Matthias
Black Bridge
Uffington
Vankoughnet
Muskoka Beach
MUSKOKA
Ontario Hospital
Franceville
Germania
LAKES
Cognashene
Cedar Nook
West Gravenhurst
GRAVENHURST
Barkway
Hope I.
Giants Tomb I.
Wood Landing
SIX MILE LAKE PROV. PARK
LONGFORD
Daly Pt.
GEORGIAN BAY ISLANDS NATIONAL PARK
Honey Harbour
Crooked Bay
Big Chute
Severn Falls (Severn Park P.O.)
Muldrew Lake
Beckwith I.
Beausoleil I.
South Bay
Buckskin
Swift Rapids
Morrison Landing
Klueys Bay
Houseys Rapids
Christian I.
Sawlog Bay
Kilworthy
Kahshe Lake
Hayter Pt.
Christian Island
Maceys Bay
Hydro Glen
Sparrow Lake
Riley Lake
Cedar Point
Thunder Beach
Toanche
MATCHEDASH
Bar Point
Highland Point
Penetanguishene
Midland Point
Port Severn
Port Stanton
Lautin
Triple Bay Park
Paradise Point
Sunset Beach
Lovering
Severn Bridge
Coopers Falls
DALTON
Randolph
Sunnyside
Ogdens Beach
Waubaushene
Burnside
Washago
Sadowa
Lafontaine
MIDLAND
Lefaives Corners
Martyrs Shrine
Port McNicoll
Victoria Harbour
Fesserton
Mount Stephen
Maple Valley
ORILLIA
Uphill
Wymbolwood Beach
Nottawaga Beach
Perkinsfield
Sturgeon Bay
Carlyon
Buena Vista Park
Floral Park
Cawaja Beach
Wyebridge
Elliotts Corners
Coldwater
Hampshire Mills
Cumberland Beach
Scarlet Park
RAMA
Balm Beach
TINY
TAY
Medonte
Foxmead
Uhthoff
New Uhthoff
Ardtrea
Geneva Park
Sebright
Ossossane Beach
Wahnekewaning Beach
Vasey
Happyland
Longford Mills
Wyevale
Waverley
Moonstone
Eady
Warminster
Marchmont
Wilson Point
Rama Road
Rathburn
Avery Point
Lake Dalrymple
Bluewater Beach
Deanlea Beach
Wendake Beach
Gibson
Saurin
Orr Lake
MEDONTE
Fair Valley
Hobart
Creighton
BASS LAKE PROV. PARK
Prices Corners
Fawn Bay
Atherley
Dalrymple
Udney
BALSAM LAKE
CARDEN
Woodland Beach
Sandy Bend
Mount St. Louis
Carley
Hillsdale
Jarratt
ORILLIA
Uptergrove
Sylvan Glen Beach
Rohallion
Allenwood Beach
New Wasaga Beach
Elmvale
Allenwood
Coulson
Forest Home
Champlain Point
MARA PROV. PARK
Joyland Beach
Nottawasaga
FLOS
SIMCOE
Rugby
Wasaga Beach
Langman
Crossland
Fergusonvale
Craighurst
ORO
East Oro
Carthew Bay
Brechin
MARA
Collingwood
WASAGA BEACH PROV. PARK
Phelpston
Edgar
Mitchell Square
Prophet Beach
Mara Beach
Bolsover
Eldon
Oakview Beach
Anten Mills (Hendrie Sta.)
Hawkestone
Simcoeside
Palm Beach
Parkside Beach
Barrillia Park
Gamebridge
Talbot
Springhurst Beach
Batteaux
Brocks Beach
Dalston
Oro Station
Oro Beach
LAKE SIMCOE
Mara Pt.
THORAH
ELDON
Nottawa
Jack Lake
Vigo
Edenvale
Minesing
Midhurst
Guthrie
Crown Hill
Thorah I.
Thorah Island
Argyle
Stayner
Sunnidale Corners
Strongville
SPRINGWATER PROV. PARK
VESPRA
Oakland Hill
Shanty Bay
Beaverton
Lorneville
Duntroon
SUNNIDALE
BARRIE
Kempenfelt
Big Bay Point
Georgina I.
Cedarhurst Beach
NOTTAWASAGA
Minet Point
Ferndale
Georgina Island I.R. 33
Thorah Beach
Maple Beach
Cannington
DEVILS GLEN PROV. PARK
Smithdale
Sunnidale
New Lowell
Grenfell
Painswick
Sandy Cove
SIBBALD POINT PROV. PARK
Duclos Point
Glen Huron
Brentwood
Essa
Colwell
Holly
Goodwood Beach
Bon Secours Beach
Fox I.
Jacksons Point
Franklin Beach
Virginia Beach
Port Bolster
Creemore
Cashtown
Avening
Angus
Utopia
St. Pauls
Stroud
Alcona Beach
Nantyr Park
Snake I.
Crescent Beach
Island Grove
Eastbourne
Briars Point
Sutton
Virginia
Wilfrid
Pefferlaw
Dernyville
BROCK
Dunedin
Glencairn
Borden Military Reserve
Ivy
Barclay
Big Cedar Point
Maple Valley
Lavender
Clougher
Lisle
Thornton
INNISFIL
Bell Ewart
Lefroy
Roches Point
Orchard Beach
Belhaven
GEORGINA
Baldwin
Udora
Vroomanton
TOSORONTIO
ESSA
Churchill
Killarney Beach
Keswick
Vallentyne
Sunderland
Black Bank
Baxter
Bayview Beach
Indianola Beach
Mount Pleasant
Brown Hill
Cedarbrae
Honeywood
Tioga
Egbert
Gilford Beach
Elmhurst Beach
Blackwater
Wick
Terra Nova
Fennell
Beverley Hills
Ravenshoe
MULMUR
Everett
Cookstown
Zephyr
Leaskdale
Victoria Corners
Saintfield
Mansfield
West Essa
Elmgrove
Deerhurst
Coulson's Hill
EARL ROWE PROV. PARK
Nicolston
Alliston
Randall
Pinkerton
WEST
E. GWILLIMBURY
Queensville
SCOTT
Hornings Mills
Stanton
Greenbank

THE GLOBE, TORONTO MON OCT 8, 1934 p1,2

STORM DATE: SAT OCT 6, 1934

Three Die as Sudden Storm Sinks Steamer

Captain Is Dead And Two More Sink With Boat

Gale Lashes Lake Muskoka and Capsizes Waome

CREW DRIFT ASHORE

Gallant Effort at Rescue Is Made by On-looker

(Special Despatch to The Globe.)

BRACEBRIDGE, Oct. 7.—The Waome, baby steamboat of the Lake Muskoka Navigation Company, which foundered in a squall off the Beaumaris coast on Saturday morning, still lies unlocated in 200 feet of water, with two of her three victims on board.

Captain Dies.

L. D. Coxson, 27 Admiral Road, Toronto, long time United Church missionary in Central India, and her only passenger and Captain Arthur F. Thompson, Barlochan, second-in-command, were the imprisoned victims. The other victim was the Captain, C. W. Henshaw, Gravenhurst, for thirty years Captain of the Navigation Company's fleet, who was thrown into the water when the boat capsized, but who died from exhaustion before reaching land and was swept ashore by the waves.

The remaining five on board, all members of the crew, reached shore by the aid of floating plankings and buffers, and Captain Reg. Leeder of Bracebridge, received several cuts to his right arm from the broken glass of the dining room window, through which he made his escape.

According to one eye-witness to the tragedy, James Crawford, caretaker on a nearby estate, the Waome was com-

(Continued on Page 2, Column 2)

CAPTAIN IS DEAD AND TWO OTHERS

(Continued from Page 1, Column 2)

ing down the north channel of Lake Muskoka on her way from Port Carling to Gravenhurst. Suddenly she was caught in a heavy gust of wind, was seen to list heavily, and within three minutes disappeared from sight, stern first. Crawford immediately put out in a rowboat, and despite the heavy waves reached Gage's Island, where he found the body of Captain Henshaw and brought it ashore.

It was stated tonight that Captain Thompson was pinned to the deck by a heavy iron gate, being carried among the freight, while Mr. Coxson, who was returning to Bracebridge to complete negotiations in the purchase of property at Hamill's Point, Lake Joseph, was trapped in his cabin. Captain Henshaw was stated to have been on the wheelhouse at the time the gust of wind caught the boat, a small 80-foot, steam-powered boat, transporting the mails and freight from Lake Rosseau and Lake Joseph.

Floated to Shore.

Captain Leeder, exhausted from loss of blood, was taken to Bracebridge Hospital immediately and last night allowed to go to his home here. The other four members of the crew, Robert Bonnis, fireman; George Harvie, purser, both of Gravenhurst; Alvin Saulter, engineer, and Reginald Leeds, cook, from Bracebridge, reached shore by clinging to floating planks, cast up when the boat sank.

In a statement to The Globe, Robert Bonnis was given the credit of saving the life of Engineer Saulter. Both men had escaped through a porthole and were swimming near each other in the water, when Bonnis noticed the engineer to be suffering from exhaustion. Clinging to a plank, he managed to hold his head out of the water until they reached shore.

All days today boats travelled about the still choppy lake channel searching for oil indications that might mark the probable position of the boat. The extreme depth of the water, stated by fishermen to be in the neighborhood of 200 feet, prevented dragging operations, and the search was later abandoned until the diver's equipment arrives from Toronto.

The body of Captain Henshaw was taken to Gravenhurst on Saturday, and an inquest called by Coroner Dr. L. McleaRy adjourned until Tuesday.

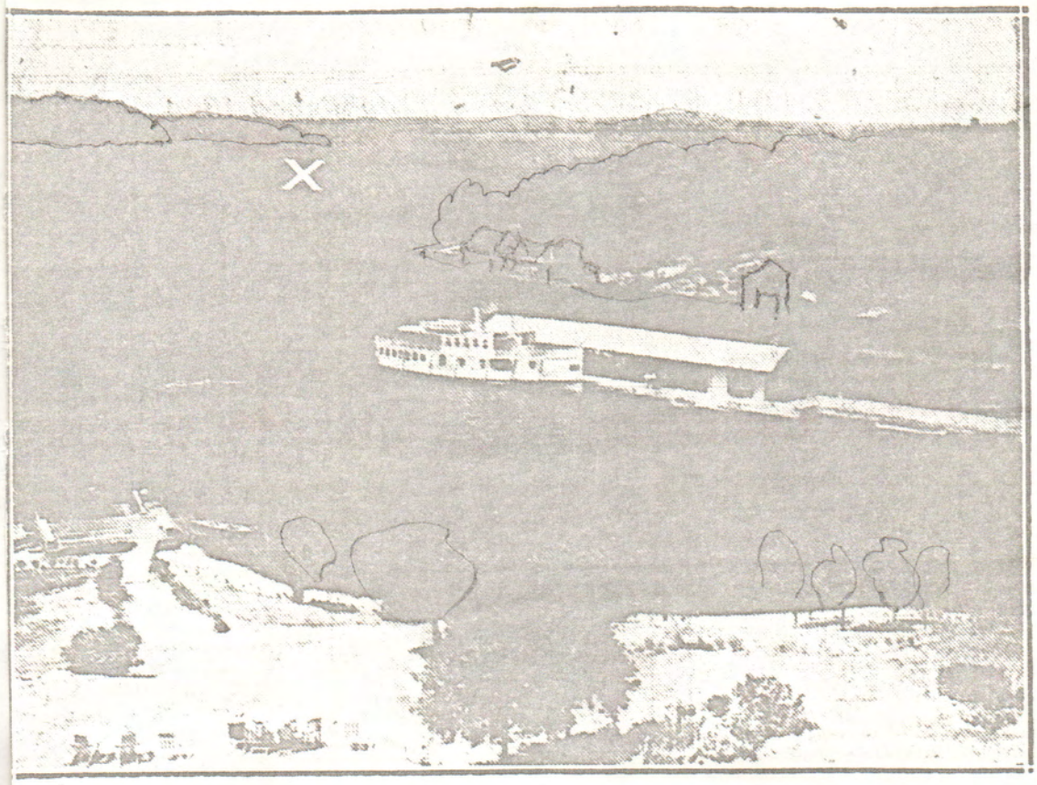
Married Margaret Brebner.

The late L. D. Coxson, who resided with his brother-in-law, Archie Brebner, and the latter's sister, Miss Jessie D. Brebner, 27 Admiral Road, was for many years, prior to 1928 connected with the United Church Central India Mission at Rasalpura. A native of Moorestown, New Jersey, he married the late Margaret Brebner, sister of the late James Brebner, former Registrar of the University of Toronto, prior to his departure for India.

He was predeceased by Mrs. Brebner 1927, while still in India as Treasurer of the Rasalpura Mission, and returned to Canada the next year, when failing health forced his retirement. He is survived by two sons, 13 and 17 years of age, both of whom are students of the United Church Home for Missionaries' Children at Oshawa.

THE GLOBE, TORONTO. TUES. OCT 9, 1934

SCENE OF MARINE TRAGEDY ON LAKE MUSKOKA



The place where the Waome, Muskoka Navigation Company steamer, was capsized by a sudden storm on Satu day is indicated by the "X" mark. The boat at the wharf of the Beaumaris Hotel is similar in size and design to the Waome. Three lives were lost in the tragedy. Beaumaris Wharf, in summer, is a junction point for boats to meet and interchange passengers from Muskoka Wharf, Bracebridge, Bala and Port Carling.—Photo by Dr. L. B. Jackes.

STEAMBOATING IN MUSKOKA. RICHARD TATLEY, MUSKOKA LITHO, BRACEBRIDGE, ONT 1972. PP 87-90.

once-proud queen turned into an eyesore. By 1954 all trace of her was gone.

The "Cherokee" had meanwhile taken over the Rosseau run. In 1931, during her second season on this route, she experienced a mishap that very nearly sent her to a watery grave.

The ship had left the Royal Muskoka for Rosseau on a stormy night with thirty-five passengers aboard, when suddenly there was a crash. In the darkness she had collided with a rock. The Captain immediately sent men below to find out whether she had sustained a leak. They found water sloshing around in the forward hold, but the section behind was dry. A plate had been sprung by the impact.

The officers were able to quiet the passengers, but the steamer was caught on the rocks and a strong wind was blowing. The strain might wrench the plates further apart and flood the second compartment, and if this happened the ship would certainly sink. Ominous creaks and groans came from below.

There was nothing that could be done, except to drop anchor, pass out life-preservers, keep the boats in readiness, maintain steam . . and hope. Since most of the couples on board were unmarried, the Purser suggested that the men use the staterooms on the port side and the ladies those to starboard. Meanwhile, a close vigil was kept around the leak.

They had to wait all night. The wind did not abate, and by dawn the ship had swung right around without breaking loose. Miraculously, the other parts of the hold remained dry.

Alarm arose in Rosseau when the "Cherokee" failed to make her appearance, but just when everyone was convinced she had gone down with all hands, along she came; safe, but at greatly reduced speed. Inspections later revealed that the gash under her bow was not in any danger of worsening, and it was decided to let her finish the season with the front compartment still flooded. (How many patrons noticed afterwards that she was down at the head just a trifle that summer?)

The "Cherokee's" experience was a minor affair compared to an incident that happened three years later on Lake Muskoka. On October 6th., 1934, occurred the District's worst marine disaster, which claimed three lives and one steamboat.

This was the tragic fate of the S.S. "Waome." Being one of the smallest steamers in the fleet, she was the only ship

still operating at that time of the year; the others being laid up for the winter. Half of her crew of six that day – all but the purser, engineer and fireman – were captains, since the Company always tried to employ its officers as long as possible every season.

The morning was chill and overcast as the "Waome" set off down the Indian River from Port Carling. The sole passenger, the Rev. Samuel Coxon, from Hamill's Point, Lake Joseph, had been advised to take the Company bus to Gravenhurst, but despite the ominous weather he preferred the boat trip. By the time the "Waome" reached Lake Muskoka the wind was rising, but the water didn't appear too rough, and there was no thought of turning back. On she steamed towards Beaumaris. No one on board was aware that a freak storm was at that very moment uprooting trees and tearing down power lines around the west side of the lake.

The small steamer passed the shelter of Horseshoe Island and entered a wide-open stretch of water. A light rain was falling. To starboard could be seen an ugly black cloud releasing a virtual sheet of downpour.

Suddenly, from the direction of the cloud came a violent gust of wind which heeled the ship far over. The engineer, Alvin Saulter of Gravenhurst, dashed to the engine-room and stopped the engines just as the signal came through from the wheelhouse. But the steamer continued to heel over. Water rushed in through the mooring cleats. Still she failed to right herself. Now tons of water were spilling into the hold, through the windows and gangways. Horrified, Saulter realized that the ship was not going to recover. She was going right over – and down.

Saulter scrambled up the tilting deck until he found a gangway, and crawled out. The ship was right over on her side now, but the violent wind nearly blew him off his feet. Looking around for something – anything – that would float, Saulter worked his way forward and managed to loosen one of the bumpers on the side. Meanwhile the fireman also managed to climb out.

Down on the main deck George Harvey, the purser, was in his cabin shaving when suddenly he was pitched off his feet. He hastened out, to find the deck tilting over and the port companionway filling with water. Panic-striken, Harvey groped his way upstairs to the lounge-cabin, where he found Mr. Coxon with Captain Arthur Thompson, the mate; trying to force a door open. Harvey plunged forward to another door. It refused to budge. Water was rushing around his feet now. Finally the door swung open, freeing Mr. Harvey, but before the other two men could follow him out it slammed shut again. Harvey caught a glimpse of the skipper, Captain W. C. Henshaw of Gravenhurst, swimming

away from the wreck, having apparently been knocked out of the wheelhouse. Moments later, the purser too was swimming for his life.

Down below in the ship's galley, Captain Reg Leeder, who was acting as cook, had been busy peeling potatoes when the room abruptly began to turn over sideways and water came rushing in. Leeder hurried into the dining-cabin, but already the deck was nearly perpendicular and there were windows over his head. Escape seemed impossible. As the water swirled higher, Leeder seized a floating chair and smashed a window. The internal air-pressure shot him through like a cork from a pop-gun: he cut his arm badly on broken glass but didn't even notice. Once out, Leeder saw no one around, but he found the bumper that Saulter had loosened and abandoned ship.

The sinking "Waome" began to right herself; as she did so, the stern went under, then the bow, almost dragging Saulter down with it. The entire incident was over in barely more than a minute.

Carried on by the wind, and clinging to whatever they had been able to grab, the men struggled for their lives in bitterly cold water. Mr. Harvey was the first to reach shore on an adjacent island. One by one Saulter, the fireman, and Leeder were pulled out. But there was no sign of Captain Henshaw, or of Art Thompson and the passenger. The elderly skipper had succumbed to a heart attack in the water, while the other two had never broken out of the lounge.

The four survivors found shelter in an empty cottage, and were picked up hours later by a search-boat, along with the body of Captain Henshaw. Still later, the bodies of Mr. Coxon and Captain Thompson were retrieved from the wreck. As for the "Waome," she still lies right-side up in about sixty feet of water; her bottom concealed by the sediments of Lake Muskoka. Divers say she is an eerie sight, still wearing her coat of white paint.

The "Waome" disaster left the Navigation Company with only five steamers still in commission. Business, however, remained so sluggish that no one considered acquiring any more. Most of the smaller steamboats had already disappeared from the lakes. A few free-lance tugs and workboats remained in operation as late as the early 1950's, but business was declining steadily. Of the once-familiar supply-steamers, only the "Newminko" survived the Depression and carried on into the war-years. Many of the summer-resorts, especially the smaller ones, were vanishing too, since people either did not have money to spend or were spending it on private cottages and private boats. The future looked bleak.

Then a fleeting form of recovery set in. World War II revitalized the economy and produced a temporary prosperity. Factories reopened to back up the war effort; employ-



THE LOSS OF THE WAOME

Caught in a freak storm of unprecedented fury, the small steamer Waome founders about two miles north of Beaumaris on Lake Muskoka, on October 6, 1934. Three lives were lost in the disaster. The ill-fated vessel was never raised.