

Echo Soundings

Marine News
from the *Amherstburg Echo*

1915-1919

Volume XV



Published by the Marsh Historical Collection
Amherstburg, Ontario

Echo Soundings

Marine News
from the *Amherstburg Echo*

1915-1919

Volume XV
2015

Published by the Marsh Historical Collection
Amherstburg, Ontario

Copyright © 2015
Marsh Collection Society
235A Dalhousie Street
Amherstburg, Ontario
N9V 1W6 (519) 736-9191

Articles herein are reprinted with the permission of the *Amherstburg Echo* and Bowes Publishers Ltd.

This book, or parts thereof, may not be reproduced in any form without the written permission of the Marsh Collection Society, except by a reviewer who wishes to quote brief passages for inclusion in a review.

ISSN 1480-6444

First printing 2015

Edited by David Hamilton and Jacquie Gibb

Cover photo: W.E. Fitzgerald
Marsh Collection P2975

ECHO SOUNDINGS

1915

January 8, 1915

-Drifford Bertrand and Earl McQueen have gone to Chatham to fit out the tug LEROY BROOKES.

-Drillmen's Local 1 will hold a special meeting in their hall Sunday, January 10th, at 3 o'clock. Business of importance. By order, R. Kett, Pres.

January 22, 1915

-The U. S. Government survey work on the ice has been completed for this season.

-Charles Anderson, chief engineer on the tug MILWAUKEE, is a guest of William Shewfelt, Dalhousie Street.

-The engines and cabins have been removed from the tug W. B. ALDRICH, and the work of removing the boiler is now going on.

-When the tug FRANCIS B. HACKETT came down the river Monday she broke the ice bridge between the Canadian and American shores, and the ice shove came floating down and lodged between Amherstburg and Bois Blanc, again blocking the channel.

January 29, 1915

-The American Government black gas buoy No. 29, which was supposed to have been carried out into Lake Erie by the ice from the head of the Livingstone Channel, bobbed up through the ice on the Lime Kilns crossing Sunday, and the tug HACKETT came down from Detroit (on) Monday and towed it to the ferry dock, where Capt. Frank J. Hackett took the light off and put the buoy into safe keeping. The top of the buoy was badly broken, but the light was not injured.

February 12, 1915

-M. Sullivan, the well-known dredge contractor, has started the drillboats DESTROYER and EXPLORER to work on the contact outside the Buffalo breakwater. The following local men left this week to man them: Robert Kett, Oscar Triolet, Charles Bailey, Charles Kemp, Jack Healey, Orville Fox, Frank Harmon, Norman Renaud, Walter Renaud, Mark Maguire, Harold Thomas, Frank Ong, Randall Girardin, Harry Bertrand, Elmer Carpenter, John Hassett, Walter Sherrill and George Hunt. Capt. Henry Cook also left this week to go as mate on the tug COLUMBIA until his own tug is ready to fit out.

February 19, 1915

-Two Amherstburg boys will command the same boats as last season for the Harvey H. Brown & Co. - W. L. J. Girardin, the CASTALIA, and D. Girardin, the H. H. BROWN.

-Roy Richards, who has been visiting his mother, Mrs. David Richards, returned to Boston, Mass., and later will go to Troy, N.Y., where he is employed by the Great Lakes D. & D. Co.

-The Chatham News, on Monday, said: "The ice crusher LEROY BROOKS, Capt. McQueen, began work this morning at the mouth of the river and from now on will be active in clearing the river of ice. The recent soft weather has melted the snow and ice and the river and creek are rising rapidly. There does not, however, appear to be immediate danger of a flood and with the tug opening up the river there should not be the usual high water unless a heavy rain should set in.

February 26, 1915

-Capt. Con Christiansen, who has been in charge of lightships on the Detroit River and Lake St. Clair for the U. S. Government for a number of years, has been appointed master of the new big U.S. lightship HURON, now building at Detroit, and will take her out in the spring. She will be stationed at the entrance to the St. Clair River at Port Huron.

-The Cleveland Plaindealer says: "The steamer FALCON, owned by Toledo parties, in harbor at Port Clinton for the winter, has been sold. This will leave Port Clinton without a passenger boat on the Put-in-Bay and island route next summer unless another boat is procured. For many years the FALCON has been plying between this port and the islands. The boat was sold to F. J. Trotter, Amherstburg, Canada, and will be delivered to the new owner as soon as ice leaves the lake."

March 5, 1915

-The tug JOHN E. MONK went to Detroit drydock Monday for repairs to her hull.

-William Shewfelt, James Bainbridge and Frank Eisenhauer have gone to Detroit to make repairs on the Dunbar fleet.

-The U. S. Government lighthouse steamer ASPEN came down Saturday and took up the BAR POINT LIGHTSHIP through the ice Sunday. Albert Brown and Niles Reaume, chefs, who have been employed on the tender all winter, spent a few hours with their families in town.

-Capt. George Cruickshank, aged 65, of the steamer PROMISE, died at his winter home in St. Clair, Mich. He had been with the Detroit & Windsor Ferry Co. for the past 16 years.

March 12, 1915

-The Wyandotte Transportation Company, which last season set a record for early navigation, will not send its steamers out this year until the rivers and lakes are freed of ice. Last season two of these steamers got in trouble in Lake Huron and one was pushed on the shore at Point Edward

by an ice jam. Tugs were used to cut the boats free from ice several times.

-The crew of the Southeast Shoal lightship FALKEN have reported for duty, and have commenced to fit her out at the Government supply depot.

-Gordon Ferriss left this week to fit out the kitchen of the Great Lakes D. & D. Co.'s big dredge NO. 9, at Detroit, of which he will be chef this season.

-Milton E. Sicksteel, an old Amherstburg boy, has again been appointed chief engineer on the steamer CITY OF DETROIT III, of the D. & C. fleet, for 1915.

March 19, 1915

-The dredges PAN AMERICAN and NO. 9, of the Great Lakes D. & D. Co., are fitting out and will be towed to Cleveland for repairs as soon as ice permits.

-Things in general are beginning to look spring like along the docks. The Empire fleet are beginning to rush repairs and in a few days a big gang of men will be put to work on this fleet.

-Capt. And Mrs. James McCarthy have settled in the Maxwell house, overlooking the Lime Kilns crossing. Capt. McCarthy will sail the steamer E. A. STEWART, now in winter quarters at Cleveland again this season.

-Among the appointments of the Becker fleet of the season are two old Amherstburg boys. Capt. Thos. Burns will sail the steamer GRAMMAR, while Capt. Patrick McCarthy, now of Cleveland, will go as first mate on the Str. W. L. KING.

March 26, 1915

-Capt. And Mrs. Edward Gatfield of Grosse Isle spent a few days with his father, Capt. W. H. Gatfield at Gordon. Capt. Ed Gatfield will sail as mate with the Hanna fleet of Cleveland again this season.

-A special from Sandusky Friday says: "The Canadian steamer PELEE came into port here unexpectedly this afternoon from Kingsville, Leamington, Point Pelee and Pelee Island, opening the navigation season between the Canadian and Ohio ports at the earliest period ever known here. She will clear on the return trip tomorrow morning. The PELEE reports no ice in Canadian waters except a little off the north shore of Pelee Island. Several floes that were rather hard to combat, however, were encountered on this side of Lake Erie."

-Carl Schweikart, the well known boat builder, Detroit, purchased last week the Str. FALCON from Capt. F. J. Trotter, who bought her from Toledo owners a few weeks ago. The steamer is an iron hull vessel of 82 gross tons, 90.2 feet long, 16.7 feet beam and 6.8 feet deep. She was built in Buffalo in 1887 and has capacity for about 200 persons on her two decks. For several years the FALCON has operated on a passenger route out of Port Clinton, O., running to Put-in-Bay and the Lake Erie Islands. She is valued at about \$10,000.

-Capt. F. Hackett and Arthur Healey left on Wednesday for Erie to fit out the tug BOYLE which they recently purchased. The BOYLE will be brought to Amherstburg.

April 2, 1915

-The Great Lakes Towing Co. has completed two tugs of the large type now being built for harbor use for the fleet in Cleveland. They are the tugs LORAIN and ASHTABULA.

-John R. Pineau has finished the work of repairing the lightship FALKEN's engine and hull. The contract for repairing the gas buoys has not been let.

-Albert Flint and Percy King left last week for Port Huron, to take positions on the trust tug ABNER C. HARDING, which will be stationed at this port again this season.

-Jesse Gerkins has arrived in town from Dunkirk, N.Y., to fit out the engines of the tug SQUAW of the Empire Engineering Corporation fleet, of which he will be chief again this season.

-Navigation on the Great Lakes will open much earlier than usual. The Marine Department has notified steamship companies that all the lower canals will be opened about April 15th. The Meteorological Service reports that ice fields in Lakes Superior and Ontario are rapidly softening, and should be entirely clear when the canals open.

-Denis Dube left last week for Alpena to assist in fitting out the dredge TIPPERARY BOY, of the Dunbar fleet.

-The steamer ALASKA, Capt. J. E. Mahon, discharged her first cargo of lump coal for the Mullen Coal Co., this week.

-James Bainbridge and Harry Brault left Monday for Alpena to make repairs on the tug SHAUGHRAUN, of the Dunbar & Sullivan fleet.

-William Kaake left for Sarnia last week to ship as second engineer on the passenger steamer HURONIC, of the Northern Navigation Co. His son Roy also left this week to assist as oiler on the same steamer.

-Steamer FRANK E. KIRBY of the Ashley & Dustin steamer line, will make her first trip of the year to Put-in-Bay and Sandusky, April 12th.

-The passenger steamer WAUKETA, of the White Star Line, passed down on her way from Detroit to Toledo, Monday noon, during the big snow storm. She was given a rousing salute by all the river craft.

April 9, 1915

-Capt. W. L. Girardin, of Cleveland, O., spent a few days last week at his home in town. Capt. Girardin will sail the steamer CASTALIA again this season.

-Dolphus Bezair left last week to fit out the kitchen of the Great Lakes D. & D. Co. tug MILWAUKEE, which goes to Cleveland, then to Toledo, to attend a dredge.

-Ouellette & Woods, of the Amherstburg Iron Works, have started to repair the gas buoys for the Department of Marine and Fisheries, at the supply depot.

-The Mullen Coal Co.'s fueling lighter JOHN OADES is having a new boiler installed at the Great Lakes Engineering Works, Detroit.

-Capt. Clyde M. Tobin, who has been master on the tug SHAUN RHUE, has given up the lakes and taken a position with the Ford Motor Co., Detroit.

-Joseph Laferte, of the D. M. Ferry Co., spent a few days Easter week with his parents.

-The sandsuckers, CHARLES HEIDEN and JOHN McKERCHERY, of the United Fuel and Supply Co., Detroit, laid in port here Monday night on their way to Pelee Island to load their first cargoes of gravel.

-To assure water supply free from impurities on steamers of the Detroit & Cleveland Navigation Co., A. A. Schantz, vice-president and general manager, is completing arrangements for the installation on each of the steamers of a new filtration system, at a cost of between \$7,000 and \$8,000.

-The steamer WESTERN STATES opened the freight and passenger service of the Detroit and Cleveland route Monday for the season of 1915. The steamer was given a rousing salute when she passed this port. Daily service between the two cities began Wednesday night.

-April 15th will see the opening of navigation between Lake Superior and the lower lakes, when a fleet of grain-laden steamers leave the head of the lakes bound for Buffalo. Recent cold weather has made more ice in Duluth harbor, but a few warm days will soften it enough so that tugs may move. Three steamers are loaded with grain ready to proceed down the lakes as soon as the word is given. They are the CORRIGAN, CALDERA and JACOB T. KOPP, all carrying wheat. Charters for 17,500,000 bushels of grain to be taken from the head of the lakes to Buffalo have been made and loading will be brisk as soon as the ice permits the moving of boats.

-A despatch to the Cleveland Leader from Lorain says: "Fishing tugs from Cleveland, Lorain and other south shore Lake Erie ports are invading the Canadian fishing banks without fear of molestation by the Dominion fishing authorities, and are poaching across the imaginary line in Lake Erie, mingling with Canadian fishermen in the quest for fish. The infringement of the Canadian fisheries law is made possible by conditions brought about by the European war. Officers and men of the Canadian cutter VIGILANT are now on war duty and consequently the vessel is not yet in commission. American fishermen were told today by Canadians that the Vigilant would not be out for a month and may not be commissioned again until after the war."

-Capt. H. T. Kelly, formerly of Amherstburg, has been appointed master of the Steel Trust

steamer MALIETOA, while Capt. John Burns will sail the MORGAN of the same fleet.

-Work is progressing rapidly on the cribs being constructed at Gordon for the Livingstone Channel Canadian lighthouse. It is expected that the cribs will be sunk next week, and concrete work on superstructure begun. Quite a gang of men have been put on the job.

April 16, 1915

-The steamer PELEE had a bucket placed on her wheel here, Thursday of last week, by the Trotter Wrecking Co. It made her several hours behind her schedule.

-Capt. Frank J. Hackett's fish tug HARRY H. BOYD, which was purchased from the Keystone Fish Co., Cleveland, arrived here Tuesday. The tug is a wooden hull of 36 gross tons. The house around her cabins is being taken off.

-Capt. J. S. McQueen brought the hull of the well-known steamer CITY OF DRESDEN to this port last week, and will convert it into a lighter. The engine and boiler out of the hull has been placed in Al Herring's new tug EARL BESS, which passed down the river last week.

-Capt. Edward Tobin has been appointed mate on the steamer FRANCIS BUTLER, of the Hutchinson fleet, of Cleveland.

-Capt. John McQueen will remove the boiler and engines from the steel tug LEROY BROOKES during the dull season and place them in a new steel hull, for the purpose of an ice breaker. The boiler and engines from the tug W. B. ALDRICH, now on the mill dock, will be installed in the BROOKES, which will make a fine craft.

-The steamer FRANK E. KIRBY, of the Ashley & Dustin line, in command of Capt. Fred Pauls, passed down the river on her initial trip of the season Monday, opening up navigation between Detroit, Put-in-Bay, Sandusky and the other American Lake Erie islands. The KIRBY was given a welcome when she passed here, by all the river crafts.

-The steamer JAMES H. PRENTICE, bound from Cleveland for Marine City with lump coal, was the first freighter to stop at this port this season.

-The steamer E. A. SHORES JR., of the Mullen fleet, loaded her first cargo of lump coal Monday and discharged a big portion of it at this port for the dredges and river craft.

-Capt. Edward Gatfield has been appointed first mate on the big 600-foot steamer J. J. SULLIVAN, of the Pioneer Steamship Co., Cleveland. Mate Herman Cornwall will go as second mate on the same steamer. They expect to leave this week to fit out.

-The steamer BULGARIA, which has been laid up all winter at the foot of Richmond street, has been sold by Capt. F. H. Hackett, who purchased her last fall at Marshal sale, Detroit, to Capt. Theodore Emig, of St. Clair, and a crew is now fitting her out to take her to drydock at Port

Huron.

April 23, 1915

-Another change has taken place in command of the little yacht LURLINE, purchased from Walker & Sons a few years ago by the Ontario Government to use in fishery protective service. Capt. Jos. White had charge in 1913, but was relieved at the end of the year because he was not acceptable to the powers then in command, and was succeeded by Capt. Barr, of Walkerville, for the season of 1914. Lawrence Reaume, of Walkerville, managed to retain his position as engineer both seasons. Now comes word that Capt. Barr and Engineer Reaume are both dismissed and the yacht placed in charge of a captain and engineer from Toronto. There seems to be little permanency to political jobs on the water.

-The steamer FALKEN, which serves as a lightship for the Canadian Department of Marine and Fisheries on Southeast Shoal, Lake Erie, left Amherstburg Saturday for her station. Her crew is the same as last year with Capt. S. A. McCormick in charge. The FALKEN underwent a thorough over-hauling this spring.

-Capt. Robert Mains, who was obliged to take a vacation from river work because of rheumatism, is back again this season as master of the tug SHAUN RHUE, of the Dunbar & Sullivan fleet, which with the dredge BRIAN BORU, resumed work Friday on removal of the Livingstone Channel spoil bank to the rock crushing plant at River Rouge. Wm. Shewfelt is engineer; Albert Smith and Frank Eisenheur, firemen; Paul Desjardins, chef.

April 30, 1915

-Norman Boxall, formerly mate of Mullen's coal boats, has shipped as mate on the lightship FALKEN.

-Alfred Hamilton, Bert Maguire and Henry Maguire have joined the Dunbar & Sullivan stone crusher forces at River Rouge.

-William Quinlan and Sandy McDonald left this week for Buffalo to take their places on the Sullivan dredge HERCULES, at work in the harbor there.

-Capt. Harry Cook left Sunday to fit out the tug SHAUGHRAUN at Alpena for the Dunbar & Sullivan Dredging Co.

-Capt. Don Duncanson has gone to Buffalo to fit out the steamer GEORGE L. CRAIG, of which he will be master again this season.

-Mrs. Michael Mahon is a guest of Mrs. Ed. Burns. Capt. Mahon kept ship on the steamer JOHN J. BARLUM all winter, and is mate on the steamer this season with his brother Albert Mahon, who is master.

-The wooden steamer PELEE had a new wheel installed here Wednesday of last week on her

upbound trip. Arthur Kiyoshk, marine diver, did the work. She is now making fast time.

-Harry Matthews, who has been firing on tugboats in and out of this port ever since he wore knee pants, went before Inspector John Dodds, last week, and landed second-class papers for the engine room. Harry is now entitled to take charge of engines of any Canadian tugboat out of this port.

-Mrs. James Bainbridge left this week to join her husband at Alpena, where he is engineer on the Dunbar tug SHAUGHRAUN.

-Capt. D. Nicholson, commodore of the D. B. I. & W. Ferry Co., was in town Tuesday calling on old acquaintances and inspecting the repairs on the company's docks here.

-The steamer SHENANGO (Capt. John Jones) was one of the first steamers to load coal at Lorain for the head of the lakes.

-Edward Tobin left Saturday for Buffalo to ship as mate on the steamer FRANCIS BUTLER, which passed up Tuesday for Duluth, with coal.

-The steamer GRAMMAR (Capt. Thos. Burns and Mate Melville Bezaire) has gone into commission and left for the head of the lakes.

-Alphonse Cote left Monday to do some diving for the Government at Windsor. The Trotter Wrecking Co. sent up one of their diving rigs.

-The tug MARION E. TROTTER brought down a big cargo of dynamite from Detroit, Saturday, for the Empire Engineering Corporation's drillboat.

-The D.B.I. & W. Ferry Co. are having their local ferry dock overhauled. New "spring-piles" are also being put in to replace those broken by boats tying to them.

-The steamer CASE was the first freighter to arrive at Cleveland this season. She loaded coal at the Cuddy-Mullen dock in the outer harbor, Cleveland, and discharged it at the Pittsburgh fueling dock at Sandwich.

May 7, 1915

-Louis Langlois, King Street, left Monday to ship as chef on the Canadian lightship FALKEN, at the Southeast Shoal, Lake Erie. Harry Walker has gone as chef on the BAR POINT LIGHTSHIP.

-The Trust tug MICHIGAN, in charge of Capt. Harry Hawks with Manager Grisdale aboard, stopped at this port on Monday for the Mayo Bros., institution [sic], Huron, and gave the crew a chance to call on old friends.

-The dredge HANDY ANDY of the Dunbar fleet has gone to work on the spoils bank.

-Assisted by the tugs MICHIGAN and HARDING of the Great Lakes Towing Company, the Canadian steamer COLLINGWOOD passed down by Detroit Friday night, bound for Port Colborne. The tugs OHIO and LUTZ were scheduled to meet the steamer at Bar Point, relieving the HARDING and MICHIGAN, and will accompany the ship to her destination. The COLLINGWOOD broke her rudder and shoe Tuesday at Southeast bend, St. Clair River, by backing into the Canadian bank in an effort to avoid going ashore head-on when her wheel chains parted. She used the Amherstburg channel on her way down, to avoid risk of any accident blocking the Livingstone Channel.

-The Great Lakes Towing Co., of Cleveland, have leased the waterworks dock again this season as a station for one of their tugs. The pile driver drove some "spring-piles" for the Company, and they will give the dock, which is about all in from old age and neglect, a kind of repair.

May 14, 1915

-The Sullivan derrick scow NO. 7 was raised by the tug MARION E. TROTTER in the C.S.S. slip, and taken to Detroit.

-Gordon Ferriss, of the Great Lakes dredge NO. 9, Cleveland, spent Sunday with his daughter, Mrs. Hilland Pettypiece.

-Sol White has joined the M. Sullivan dredge fleet in Buffalo harbor, having left on Sunday. Henry Brush also left to go on the same job Monday.

-Henry Boufford, cranesman on the Canadian dredge CHARLES BOONE, spent Friday and Saturday with his family in town, while the dredge lay in port here for shelter.

-The steamer W. H. WOLFE, steel, has twenty-two plates to come off. She is in drydock at Toledo. The damage was sustained November 14th last in Livingstone Channel.

-Capt. Henry Cook, Robert Kett, Harold Thomas and Orville Fox have gone to Buffalo to take their places with the M. Sullivan dredging plant on harbor improvement there.

-James Carr, who last season held down the job of chef on the Southeast Shoal lightship FALKEN, found the weather too stormy this season, and has arrived home to find a less shaky job ashore.

-Bert Flint, employed on the tug HARDING, has been in the Marine hospital, Detroit, with a badly bruised arm, caused by getting it caught between a stanchion and the clam shell on the lighter RESCUE.

-The steamer OSSIFRAGE will open the run between Detroit and Chatham on the 24th of May. She will be in charge of Capt. Jeff Stockwell again this year. Capt. Stockwell has run over this route so often that he could pilot a boat between these two ports in his sleep.

-The tug LEROY BROOKES, Capt. J. S. McQueen, is engaged in repairing a break in the Pelee cable, under the direction of J. McR. Selkirk, manager, of Leamington. The high winds are retarding the work, making it a job of a week or two, when a few days of calm weather would see it accomplished.

-With the exception of Lake Erie, each of the Great Lakes reached a lower level in April than in March, and each is below the average for April of the last 10 years, the reduction ranging from .30 of a foot to 1.41 feet. The monthly report of the United States lake survey office, Detroit, issued under direction of Col. J. C. Sanford, corps of engineers, U.S.A., gives stages of the lakes in feet above mean sea level as follows: Superior 601.34, Michigan-Huron 579.48, Erie 571.54, and Ontario 245.04.

-Capt. Joseph Marks left this week for Buffalo to take charge of M. Sullivan's tug SYDNEY T. SMITH, working nights on harbor work in that place.

-The Great Lakes steamer GLEN MAVIS called at Amherstburg on Monday and is taking on a shipment of 38,000 cases of canned goods from the Amherstburg Canning Factory for London, England. Twelve teams are busy hauling the boxes from the factory to the dock, and a large force of local labor is assisting in the work of loading it and stowing it away. The GLEN MAVIS is in charge of Capt. Dix. Mr. Burk, agent of the line from Windsor, is here to oversee the work. It will take at least four days to get this monster shipment aboard. The ship will take the balance of her cargo down the lakes, and will then go direct across the ocean. The preparation of these cases has occupied the time of two or three dozen men at the factory for three weeks. Every box in addition to being securely nailed had to be wired to prevent breaking open.

May 21, 1915

-NO. 8, a big dump scow of the Empire Engineering Corporation, is receiving a general overhauling at foot of Richmond Street.

-The Great Lakes Towing Co.'s lighter RESCUE (Capt. James Blair) has been stationed at the old Queen's wharf just south of the waterworks dock, for the season.

-The steamer E. A. SHORES JR., discharged a cargo of soft coal at Bois Blanc for the power plant and waterworks.

-The tug LEROY BROOKES and lighter have returned from repairing the Pelee Island cable, which is in operation again.

-The CITY OF DRESDEN, recently purchased by Capt. John McQueen, is being converted into a freighter at the mill dock. A clam shell is being installed and the pilot house from the ALDRICH is being put on.

-The steamer GLEN MAVIS received the last of her load of canning factory products on Thursday night of last week, and left just at dusk on her long trip, every mile of which after she strikes the Atlantic Ocean will be attended with danger. The captain and crew made warm friends in Amherstburg, and as the boat swung out and gave a farewell salute, she was cheered on her way, and several craft in dock returned the good-bye. The GLEN MAVIS sails direct for London, England, loaded deep with canned goods, and it will be interesting to note her course, for the Germans will get her if they can.

-Guy Palmatier has gone to Sarnia to ship as oiler on the steamer HURONIC. Mr. And Mrs. Nathan Kett have also taken positions on the same boat.

-The lighter SNOWDEN, used in construction of the new Canadian lighthouse at the Livingstone Channel, was taken to Windsor Monday by the tug MARION E. TROTTER, as all the heavy work is completed.

-Losing his balance when the oar with which he was sculling a yawl slipped from the stern, E. Longley, of Toledo, engineer on a Toledo owned dredge, plunged from the yawl and was drowned in 22 feet of water in Detroit River, opposite the home of C. A. Cuddy, just below Amherstburg, about noon Wednesday. With others of the dredge's crew, Longley was on his way from the dredge, moored in Callam's Bay, to Amherstburg, to obtain additional fuel. In falling overboard the man is believed to have struck his head on the oar. The body did not rise and was not recovered, although a number of residents of Amherstburg and Adam Kiyoshk, Indian diver, continued the search until late in the evening. Longley was 35 years old and leaves a widow and child two years old in Toledo. Mrs. Longley is said to be in a Toledo hospital and to have undergone an operation Tuesday. The dredge on which Longley was employed has been lying in River Rouge all winter and was being taken to Toledo. It left River Rouge Saturday and was moored in Callam's Bay to await more favorable weather for crossing the lake.

-Capt. F. C. Starke, pioneer tugman and member of the Starke Dredge & Dock Co. firm, died at his home in Milwaukee Tuesday. His end came suddenly though he had been an invalid many years. He was born in Milwaukee 59 years ago and was the son of Frederick Starke, pioneer vesselman, who built the first tug at Milwaukee, the L. H. BOOLE, in 1856.

May 28, 1915

-The steamer OSSIFRAGE went aground in the river just below Chatham on its initial trip to that city with a party of businessmen as guests. It was finally released and continued on its journey.

-Bids for floating the steamer CHARLES S. PRICE, the "mystery" boat lost in lower Lake Huron thirteen miles from Port Huron, are being called for again by the underwriters. Sealed proposals will be received at the office of the representative of the underwriters on June 15th. This is the third time the underwriters have asked for bids on raising the PRICE, which went down in the gale on November 9th, 1913. For several days the PRICE floated in the lake with only the bottom showing above water, and because of the high seas it was impossible to learn her identity. The general opinion among marine men in Detroit is that she will never be brought to the surface.

-The Empire Engineering Corporation will finish on their contract at the head of the Livingstone Channel shortly, and two tugs, a derrick, drillboat and dredge will then go to Buffalo, taking away a big crowd of local men. The U. S. Government is now sweeping the work before accepting it.

-The steamer BULGARIA, which lay at the Mullen coal dock all winter and sold to a Marine City vesselman in the spring, was reclaimed by Capt. Hackett, brought back to this port, where she was dismantled, her engines and boilers removed and the hull left to go the way of all derelicts in the boneyard – Callam’s Bay. The tug HACKETT and lighter McWILLIAMS will be put in the coal carrying trade.

June 4, 1915

-Capt. Harry Brush, of Alpena, spent a few days in town while on his way from the above place to Troy, N.Y., to take charge of a tug for the Dunbar & Sullivan Co.

-Mrs. James Blair spent a week with her husband on the lighter RESCUE.

-Mrs. Thomas Hagen, of Windsor, also spent a few days with her husband, master of the tug HARDING.

-Sugar Island Park was the scene of the first moonlight excursion Sunday night, and all day Sunday the dancers got in full time. As no charge is made for dancing in the big hall, it is getting to be a popular place. A large number of our young men took in the moonlight Sunday.

-The Ashley-Dustin steamer PUT-IN-BAY, from Detroit to Lake Erie ports, passed down on Sunday. The steamer received a rousing salute from all the craft from Grassy Island to opposite town. She received more salutes than all the other passenger steamers put together.

-Capt. H. G. Duff is building a dock in the rear of his residence for the landing of the Duff-Gatfield small craft used in their marine work.

-The White Star Line began to operate on Eastern Standard Time Sunday. Sugar Island was opened Saturday night with a moonlight excursion and dance.

-Capt. F. J. Trotter has returned from Georgian Bay, having turned over his tug to a northern master. He will fit out the wrecker MILLS for work in the lower Detroit River and chain of lakes.

-The body of Edward C. Longley, drowned engineer of the Thatcher dredge, came up on Monday noon and was discovered opposite Norman Gibb’s, Malden, by Carl Glaser, of Detroit, who was fishing there. A close watch had been kept in that vicinity for the past few days, as that was the place where it was expected to be found. It was taken charge of by the Kemp Furniture Co., prepared for burial, sealed in a metallic casket, and handed over to his brother-in-law, Orville Thornton, who had been here for some time in hopes that the body would come ashore. It was shipped to Toledo on Tuesday and burial took place there under Masonic auspices Wednesday,

the deceased being a much esteemed member of that order. Mr. Longley was drowned from a small boat while returning from Amherstburg to the dredge that lay be-calmed in Callam's Bay, two weeks ago Wednesday, about noon. He leaves a wife and small child in Toledo. He was thirty-five years of age and had been in the Thatcher employ for some time.

June 11, 1915

-The Empire Engineering Corporation is making rapid progress in widening the upper approach to Livingstone Channel. Removal of the triangular corner of the east bank is said to have eliminated a bad cross current.

-With the lighter EDWARD McWILLIAMS, the tug FRANCIS B. HACKETT left Amherstburg for Cleveland last week. The vessels will carry coal from that port to Welland canal during the summer. The trip is the first made by the McWILLIAMS since she was brought to Amherstburg last summer.

-Construction of the new Canadian light station marking the intersection of Livingstone and Amherstburg channels above the head of Bois Blanc Island, lower Detroit River, is going forward rapidly. It is expected the structure will be finished before July 1st, ready for installation of the light and fog signal.

-Memories of old days on Detroit River were recalled to residents of Amherstburg last week by the arrival downbound of the tug HOME RULE, which, nearly a score of years ago, was employed in wrecking work on the Detroit River with the tugs SAGINAW and WALES. The HOME RULE was accompanied by the tug FRANK C. BARNES. Both came from Port Arthur and are reported to have been bought by the Canada Steamship Lines from the Canadian Towing Company, of Port Arthur, for service in the Welland Canal. The tugs lay for several days in shelter in Callam's Bay. Since leaving the Detroit River, the HOME RULE has been almost wholly rebuilt.

-John B. Sullivan has gone to Cleveland to take a good position with the Great Lakes D. & D. Co. Mr. Sullivan did not like to leave the old 'Burg and the lower Detroit River.

June 18, 1915

-Earl McQueen left last week for Fort William, where he has a lucrative position.

-Mrs. James I. Cousins, Mrs. Harry Coll and Master Harry have gone up the lakes on the freighter ELBA.

-Rudy McDougal, chef on the steel trust steamer ZENITH CITY, arrived home from Cleveland Thursday to spend the summer.

June 25, 1915

-Norman Boxall suffered an accident to his right hand last week by having it jammed between his yawl boat and the steamer SCHOONMAKER which he was trying to board to return to

Amherstburg for his furlough last week.

-The contract for the new Canadian lighthouse at the head of the Livingstone Channel has been completed and the contractors left on Friday for their homes in Toronto. It is expected that the Marine Department will have the new light in commission by the first of July.

July 2, 1915

-The tug SHAUN RHUE, Capt. Robt. Mains and Capt. Albert Bailey, engineers Wm. Shewfelt and Albert Smith, is running sixteen hours a day hauling stone from the spoil banks to River Rouge, for which there is a big demand. The dredge BRIAN BORU is also running a double shift.

-The big steamer HEMLOCK upbound ran hard aground at Bar Point Wednesday morning. The tug HARDING pulled on her for a couple of hours, but failed to release her, and while at Detroit getting the lighter, the steamer released herself and met the lighter opposite Mullen's coal dock, Sandwich.

-The dredge HANDY ANDY has commenced to work on the spoil bank of the Livingstone Channel.

-Sale of four of the Erie Railroad Co.'s fleet of eight steamers now plying on the Great Lakes to New York men is announced. All four vessels will be brought to New York, two of them to engage in coastwise trade and two in trans-Atlantic trade. To bring them through the Welland canal, connecting Lakes Erie and Ontario, it will be necessary to cut the vessels in two, as they are longer than the locks. The two sections of each vessel will be joined together at Montreal. All are built of steel. The sale was made necessary by the recent ruling of the interstate commerce commission that all railroads operating steamships on the Great Lakes must dispose of the lake lines by December 1st. About 50 vessels belonging to various railroads are affected by the ruling.

-Capt. John Anderson of BAR POINT LIGHTSHIP is home for his furlough.

-Arthur Kiyoshk has returned to his berth on the steamer MILLS after a month's visit with his family at Chippewa Hill.

-Three persons who submit the best titles for a newspaper to be issued daily on the steamers NORONIC, HURONIC, HAMONIC, steamers of the Northern Navigation fleet, which makes cruises from Sarnia to Duluth, will be guests of the company on lake trips.

-The lighter CITY OF DRESDEN came back with a cargo of lumber for John Fraser from Georgian Bay. Among the crew that made the trip were Mate Roy L. Wigle, Engineer Lloyd Pillon, Scott Atkin, steward, and Charles Aikman and Fred Toulouse, stokers. They had fine weather both up and back.

July 9, 1915

-The steamer EDWARD BUCKLEY bound down with lumber, came to grief off Colchester

Monday evening. Capt. McQueen secured the job of lightening her cargo to release her. After lightening between 80,000 and 90,000 feet of her deckload of maple lumber, on the barge CITY OF DRESDEN, the steamer was floated off the beach Tuesday night. The BUCKLEY arrived at Amherstburg about 4 a.m. Wednesday. She will unload the remainder of her dock load on the Mullen dock and go into the Ecorse dry dock of the Great Lakes Engineering works for repairs to the damage she is reported to have sustained by striking. The leak is under her boiler room. A temporary patch was applied and two steam pumps aided in making the trip from Colchester to Amherstburg.

-The household effects of Allen Wright, Edward Lewis and S. C. Laitner, all American engineers, were loaded on the sweep scow and towed by the American steamer GLADWIN to Detroit Thursday, and transferred to a D. & C. boat for shipment to Harbor Beach, the new home of all the above families. Mr. Wright's house has been taken by Halsey Park and family; Mr. Lewis' by J. H. C. Atkinson, Customs Collector. It is not likely that any work of consequence will be undertaken on the lower Detroit River for the next two years or so.

-With farewell salutes from all local craft with steam enough to blow a whistle, the fleet of the Empire Dredging Co. made its exit from this port early Tuesday morning, bound for Buffalo. The Great Lakes tug HARDING, Capt. Hagen, assisted the Empire Co.'s tug SQUAW to tow the dredge POCANTICO and two scows. The above company, under the superintendency of A. B. Keeney, has been operating here the past two years, and the completion of their contract concludes the last piece of improvement to be done on the lower Detroit River for the present. Mr. Keeney and his staff have made many warm friends in the 'Burg who regret to see their departure.

-Harry Matthews has given up his position on the tug HACKETT and has taken the job of installing the vapor lamp in the new Canadian lighthouse in the Livingstone Channel.

July 16, 1915

-Capt. James Hayes, another native of Amherstburg, son of the late James Hayes, retired British soldier, called on former friends in Amherstburg on Saturday. It is years since he lived here, but the call of native haunts was too strong to resist when he got as close to Amherstburg as Detroit on his travels. Capt. Hayes has been located at the Soo for some time. He is among the few British pensioners' sons remaining.

-Capt. Robert Mains, the "Sunny Jim" skipper on the tug SHAUN RHUE, celebrated his golden wedding in Buffalo, N.Y., July 5th, at which a big gathering took place. Although the old skipper is up in years, he certainly deceives his age, as he is as spry as a school boy.

July 23, 1915

-Alex Duff has been appointed light keeper with a good salary on the new concrete lighthouse at the intersection of Livingstone and Amherstburg channels. The light was placed in commission for the first time Thursday night. It is 30 feet above the water and is of the flashing type, its characteristic being a red light of five seconds and a white light of ten seconds. The light station

is almost abreast of Livingstone Channel gas buoy No. 29, which marks the west bank of Livingstone Channel.

-Angus Monroe, mate of the Str. SHENANGO (Capt. John Jones) received a message when passing this port Saturday informing him that his father Capt. John Monroe, who for many years sailed the steamer AZOV, had been drowned at Southampton from his sailing yacht. Mate Monroe, accompanied by his wife and little son got off here and left during the afternoon for Southampton. The late Capt. Monroe was 72 years of age and was known throughout the chain of lakes, where he sailed for forty-three years.

July 30, 1915

-The steamer HARVEY H. BROWN passed down Saturday with her first cargo of the season. Mrs. (Capt.) D. Girardin made the first trip with her husband, who is master.

-Mrs. (Capt.) A. C. Callam and daughters, Misses Dorothy and Mary, left Monday for a trip up the lakes on the steamer FITZGERALD, of which the former's husband is master.

-John Fraser sold the engine from the steamer ENERGY to Capt. J. S. McQueen, and same is being placed in the hull of the steamer CITY OF DRESDEN.

-The WHALEBACK 146 of the Steel Trust fleet, broke her towing machine in the St. Clair flats Sunday morning and the tug HARDING released her off the bank and towed her to Bar Point.

-STEAMER EASTLAND HORROR –

Over twelve hundred people were drowned on Saturday morning in the Chicago River, when the steamer EASTLAND turned over at the dock. The vessel was leased by the Illinois Transportation Company, and was crowded with 2,500 excursionists of the Western Electric Company. Some 1,645 people are reported as being safe. Officials of the Transportation Company were arrested, as was W. C. Steele, Secretary-Treasurer of the St. Joseph-Chicago Steamship Company. The most discussed theories of the cause of the wreck are four: That the boat was overloaded; that she was not properly ballasted; that a tug that made fast to warp the EASTLAND from the dock started pulling too soon; that congestion of passengers rushing to the port side attracted by some passing sensation tipped the steamer over. The EASTLAND was equipped with water ballast. The EASTLAND is well known along the chain of great lakes as being the only boat with a steam calliope aboard. She has always been dubbed "The crank of the lakes" and old mariners in every port predicted that she would be a coffin for someone. William Deneau, formerly of Malden, an experienced diver, is prominently connected with the work of recovering bodies of the victims.

August 6, 1915

-The big steel steamer LOFTUS CUDDY, named after a former Amherstburg banker, down bound for Cleveland, went hard aground in the Livingstone Channel Wednesday morning. The tugs JOHN E. MILLS, JOHN E. MONK and LEROY BROOKES all went to her assistance, but she hung on till the tug ABNER C. HARDING came down.

August 13, 1915

-The steamer MIDLAND QUEEN, known to every child along the river, and recognized as an old friend by marine men, has been torpedoed by a German submarine. She left Sarnia six weeks ago with a Sarnia crew for salt water, and was taking a cargo of steel from Halifax to London when caught by the Germans.

August 27, 1915

-The mystery of the disappearance of Arthur Kiyoshk, the Indian diver, referred to in last week's Echo, was solved on Friday afternoon, when after a few minutes' grappling, his body was recovered from the bottom of the river, at the head of the wrecker MILLS, on which he was last seen alive Tuesday night of last week. A rumour that he might have met with foul play because he had drawn two months' pay the day before he met with his death, was soon disposed of and it was the accepted belief that he accidentally fell overboard. The remains were taken to the Kemp Furniture Co.'s morgue and prepared for burial and on Sunday were placed aboard the tug McCARTHY and transported to Walpole Island where after a picturesque Indian service, attended by nearly the whole populace of the island, they were laid to rest in the quaint little cemetery beside those of his mother, who died some years ago. A number of friends from Amherstburg went to Walpole to witness the burial, and show their respect for the deceased and his father, Adam Kiyoshk, also one of the best known divers on the Great Lakes. The deceased was born in Sarnia 37 years ago and followed his father's occupation. He received a High School education and was very intelligent, taking a great interest in the affairs of the world in general. He was studious, reserved, and very much liked by those who knew him. He had been employed by the Trotter Wrecking Co. for some years and was considered an expert in his line of work. His untimely death is greatly mourned in and around Amherstburg, where he was best known. To his father, and his wife at Chippewa Hill, will be extended sincere sympathy.

-Adam Kiyoshk, marine diver, who has had charge of the shipbuilding and repairing for the Mullen Coal Co. for the past two years, has taken his son's place on the Trotter Wrecking Co.'s steamer J. E. MILLS for the season.

-CLAIMS BESSEMER FOUND -

The crew of the MABEL LEE, a fishing tug operating from Rondeau harbor, south of Chatham, on Lake Erie, has entered a claim for the \$5,000 reward which was offered some years ago for the location of the lost MARQUETTE AND BESSEMER NO. 2. The big car ferry, which ran between Conneaut and Port Stanley, went down in the latter part of December in 1909, not one of the crew surviving. Since then her whereabouts has been an absolute mystery. Some of the bodies floated ashore while a number of others were found frozen in a boat that came into Ashtabula, Ohio, a week after hope of her safety had been given up. She carried 30 cars of coal on her last trip and the theory was that some of these broke loose and ran out into the lake, causing the vessel to become unmanageable. The crew of the MABEL LEE while working off Rondeau with gill nets, made the discovery that has resulted in the claim for reward. They say the first they knew of the vessel was when green paint, evidently off the steel hull of the vessel, came up on the nets. They returned to the scene on a clear day with a calm lake, and claim to be able to

discern a spar with an aluminum point such as the BESSEMER wore, above the captain's cabin. The spar was 70 feet long. Other nets were let down and more green paint was brought up. The investigation was pursued until the fishermen satisfied themselves that they had the exact location and they immediately took up the question of collecting a reward. They steadfastly refused to divulge any information that would assist in locating the vessel until such time as they are able to collect. A couple of years ago a similar claim was advanced by other fishermen from Rondeau, but the boat owners would not come through with the promised reward and they kept their information.

-The steamer J. E. MILLS and tug TROTTER are in the OTIS drydock, Detroit, getting new seacocks installed, the old ones having played out.

September 10, 1915

-With a hole in her deck fifteen feet long and three feet in width, the big passenger steamer CITY OF CLEVELAND III, flagship of the Detroit & Cleveland Steamship line, arrived in Detroit on Monday morning two hours behind her schedule after a rough passage across Lake Erie Sunday night. The fifteen hundred passengers aboard witnessed one of the severest gales in years on the lake. Huge waves tossed the giant ship about like a cork, and one of those striking the quarter deck tore a hole through the heavy timbers and left a gash in the deck almost across the entire entrance to the main stairway.

September 17, 1915

-Livingstone Channel, lower Detroit, was closed to navigation practically all day Thursday of last week by the stranding of two downbound freighters, both of which were released in time to reopen the channel early in the evening. The breaking of her steering gear sent the ore laden steamer HARVEY H. BROWN, Capt. D. C. Girardin, on the middle of Bois Blanc Island about 3:45 a.m. As she struck, the steamer's stern swung across the channel. The steamer LYMAN C. SMITH following close behind, was put on the east bank to avoid crashing into the BROWN. The SMITH's rudder was broken in the mix-up. The SMITH was dragged off the bank shortly after noon by the tugs A. C. HARDING, FRANCIS B. HACKETT and MARION E. TROTTER and soon after resumed her trip to Toledo. She was accompanied by the tug HARDING as far as Toledo light, where a tug from Toledo met the steamer. The tug MICHIGAN and lighter RESCUE, under supervision of Joseph King, Detroit manager for the Great Lakes Towing Company, released the Brown about 5:30 p.m. after several hundred tons of ore had been lightered. The BROWN was leaking but reloaded her cargo near Mamajuda light and left before midnight for her destination. Downbound traffic during the day was diverted to the Amherstburg channel by the patrol boat DISPATCH, which is maintained at Livingstone Channel by the Lake Carriers' Association.

September 24, 1915

-WELL KNOWN MARINER DIES - Captain John Manson, of Amherstburg—**For Many Years Lake Erie Light Keeper Catches Gleam from Lighthouse in the Sky**—One of the best known light house keepers on the chain of lakes passed away in Amherstburg, Monday night, in the person of Captain John Manson, in the 70th year of his age. Captain Manson had been failing all

summer and a week ago was seized with a stroke of paralysis. His decline was fast following that and his death expected. Funeral services were conducted at the house, Park street, Amherstburg, Wednesday afternoon at 2 o'clock, by Rev. F. O. Nichol, and burial was in Rose Hill cemetery, under the auspices of Rose Lodge, No. 28, I.O.O.F., of which deceased was one of the oldest members. He also was a member of Lorne Lodge, No. 11, A.O.U.W. Captain Manson was a native of Wigdonshire, Scotland, being a son of James Manson and Sarah Mulder. They came to Canada when he was 7 years of age, settling on the McBride farm where they lived for 22 years. In 1869 he was married to Emily Alyea, of Hebron, Indiana, and to them were born four children: William A., river front, Malden; Lilly May, Mrs. Frank Snider, Sarnia, and Augustus, of Amherstburg. Mrs. Manson also survives him, one brother, Hugh, of Amherstburg and two sisters, Mrs. James Bowler, of Detroit and Mrs. John Gibb, sr., of Malden. Captain Manson became a sailor when a mere youth, but ceased navigating to become mate of the old Canadian lightship DUNSCOMB, which was stationed at Bar Point for many years. When this was removed in 1885 he was given charge of the Colchester Reef lighthouse, which charge he faithfully kept until his retirement in 1911. At that time he was presented with an Imperial gold service medal in recognition of his meritorious service as light keeper, and he wore the decoration for years with great pride. During his long service he had many narrow escapes. Once, about twenty years ago, he was caught in a gale and his small boat overturned two miles from the lighthouse, but he swam to the lighthouse and that night the light was burning as usual. Captain Manson was well known to mariners, who remember his lighthouse as having been always the first to open in the spring and the last to close in the fall.

September 24, 1915

-Through a misunderstanding, it was announced in last week's paper that Capt. S. A. McCormick had resigned his position as master of the *SOUTHEAST SHOAL LIGHTSHIP* (aka, FALKEN), when the fact is it was Capt. Roland McCormick, of Pelee Island, who resigned as keeper of the Middle Ground Light. W. A. Manson, of Amherstburg, was appointed keeper, a position which he formerly held. Capt. S. A. McCormick has been spending his furlough in town.

October 1, 1915

-The Str. E. A. SHORES JR., is in dry dock at Detroit for minor repairs.

-The Str. PAPPOOSE has gone into winter quarters at Detroit and the crew has returned home.

-Capt. Fred J. Trotter sold the old American LIME KILN CROSSING LIGHTSHIP to River Rouge parties and took it to Detroit, Sunday.

-The steamer HARVEY H. BROWN, which had 39 plates taken off and some internal damage, completed repairs at the Lorain yard in seven and one-half days. The BROWN struck in the Livingstone Channel.

October 15, 1915

-The first order for bulk freighters for the lake trade for 1916 delivery were booked Wednesday when Harry Coulby, president and general manager of the Pittsburgh Steamship Company,

contracted for two 12,000-ton steel steamers. The two ships will cost about \$875,000, one of the steamers will be built at the Lorain yard of the American Shipbuilding Company, and the keel of the other one will be laid at the Ecorse yard of the Great Lakes Engineering works.

-The Lake Carriers' Association, which has enrolled in its membership about 500 modern freight carriers, has just instructed the masters of its vessels to observe both in spirit and letter all the provisions of the seamen's bill which affect the Great Lakes. The bill will go into effect Nov. 4th, and while many of its provisions are regarded as uncalled for, the association nevertheless accepts it as part of the law of the land and has informed its captains that it is to be as strictly observed as are the rules of the road. In addition to this, the Association has made a transcript of the sections applicable to the lakes as well as the rulings of the department of commerce and the steamboat inspection service on the measure and has supplied every master with a copy. The bill will be given a fair trial on the lakes and the Association has pledged its good faith to this end.

-The ferry GARLAND was down Thursday with a cargo of undressed lumber for repair work for Bois Blanc.

-Ruddy McDowell has returned home after spending all season as chef on the big steel trust str. JAMES B. EADES.

-The str. E. A. SHORES JR., is at this port receiving a general overhauling by the Mullen Coal Co.

-The str. JUPITER, down bound with ore, ran aground at Bar Point Tuesday morning about 3 o'clock.

-The tug MARION TROTTER worked on her for several hours and she was released about noon by the tugs TROTTER and HACKETT without lightering.

-Steamer WILLIAM P. SNYDER JR., Captain T. H. Saunders, master, passed down last week en route from Fort William to Buffalo with a record-breaking cargo of wheat. She carried 470,670 bushels and will receive a freight rate of five cents a bushel. The ship drew 19 feet 10 inches aft and 19 feet and 3 inches forward. The SNYDER JR. held the record two years ago, but lost it to the big Canadian steamer S. GRANT MORDEN last fall. The MORDEN went down Saturday with 16,000 bushels less than the SNYDER's cargo.

-Boats were delayed from 12 to 18 hours Saturday by the blockading of the channel in Lake St. Clair, opposite Grosse Pointe by the steamer WILLIAM PALMER, which ran aground. The accident was due to low water. The water level was reduced by nearly a foot on account of the strong wind which blew all the previous day. The PALMER succeeded in releasing herself during the afternoon.

-Paralysis caused the death Friday evening of Capt. Charles H. Jenking, who for many years was in command of a Detroit and Windsor car ferry and was well known in lake marine circles, at his home, 480 Van Dyke Avenue, Detroit. He had been ill for several years. Capt. Jenking was born

in Walkerville and was a descendant of the formerly well-known firm of Walkerville boat builders. He entered the employ of the Grand Trunk Railway when a young man and after several years was promoted to the command of the car ferry LANSLOWNE. Later, he commanded the steamer MICHIGAN, of the Canadian Pacific transport fleet.

October 22, 1915

-Dewey Hamilton, of the CITY OF DETROIT III, spent the weekend with his mother, Mrs. Harry Hamilton.

-Capt. Thos. Cooper has shipped as master on the str. MARY.

October 29, 1915

-Capt. John Dodds inspected the tugs MARION E. TROTTER, DALTON McCARTHY and MONK at this port, Tuesday.

-The tug CLARKE towing two barges loaded with silicate from Killarney laid here for a few days this week waiting for fair weather. The load was examined by many citizens who never before had seen the stuff. It was consigned to a blast furnace at Welland.

-Charles Kemp, of the Great Lakes D. & D. Co.'s drill fleet at Troy, N.Y., is home with his parents, Mr. and Mrs. Arthur Kemp, for the winter.

-Walter Callam, who has been wheeling all season on the str. FITZGERALD, is home before going to Detroit to take a good position with a big electrical company.

November 5, 1915

-Orville Fox, who has been employed with M. Sullivan all season at Buffalo, spent Sunday at his home in town on his way to Detroit to work.

-John Healey, Harold Thomas, Russel Fox and John Hassett arrived home from Buffalo this week after working all season for M. Sullivan's drill boat fleet.

-Albert Smith, second engineer on the tug SHAUN RHUE, left for Chicago last week.

-Capt. Thos. Cooper of the str. MARY is laid up with rheumatics at his residence in Detroit.

-A dredge is at work back of John Fraser's residence digging a slip between the river and his residence for boats to land with lumber cargoes.

-The continuous whistling of the tug JOHN E. MONK at midnight Saturday night awoke several persons in the neighborhood who thought fire had broken out. They found that some boys had played Hallowe'en tricks with the whistle.

November 12, 1915

-MUTINY ON LAKE BOAT - Mutiny on a Great Lakes freighter, the first incident of the kind recorded at Buffalo in many years, is alleged to have occurred on Monday night on the steamer J. K. DIMMICK of Detroit. Robert Hammill, a wheelsman, is in a Buffalo hospital in critical condition from a beating he received, and two members of the crew, Albert Scuenk and Frank Bena, are under arrest and were given a hearing before a federal commissioner. Wheelsman Hammill was seized, it is alleged, and beaten into insensibility, and several members of the crew armed with revolvers rushed upon Captain Jagnau. The captain kept the men back with an iron bar and shouted word to a dock watchman, who notified the police.

-The Str. PELEE comes to Amherstburg every Wednesday loaded to the Plimsoll line with all manner of produce from this tropical isle. On Wednesday in addition to other produce she carried over 15 tons of baled tobacco for J. J. Brault.

-The big str. HEMLOCK went aground opposite the Waterworks early Tuesday morning, injuring the intake pipe, it is said. The HARDING pulled on her several hours, but failed to release her until the passenger steamer WESTERN STATES was signaled to open up and she made such a swell and suction that the steamer slipped off the bank. The steamer was out 2½ feet forward and would likely have had to have been lightered had the WESTERN STATES not come along at an opportune time.

-Capt. Al Benning's new tug EARL BESS called at this port Wednesday.

-The steamer BRITANNIA, which ran aground on Cat Island near Belle Isle two weeks ago Sunday, was released Sunday morning during a period of high water, by the ferry PROMISE.

-The tug FRANK C. BARNES of the Canada Steamship Lines is believed to have foundered in Lake Ontario with her crew of seven men.

-A. C. Pessano, president of the Great Lakes Engineering works of Detroit and Ashtabula, has booked a contract for construction of another steel bulk freighter for service on the Atlantic. Details concerning the identity of the purchasers and the description of the vessel are withheld, except that the boat is to be full Welland canal size, is to be completed for 1916 delivery and will be built at the company's plant in Ecorse. Including this vessel, the Great Lakes Engineering works has seven under contract for delivery next season. Two, one of which is a 12,000-ton ship, are for use on the lakes and five for ocean service. Of the latter, two will be constructed at the company's plant in Ashtabula. Three of the ocean steamers and the two boats for the lakes will be built at Ecorse.

-The Toledo Shipbuilding Company closed a contract on Friday to build a \$450,000 steel freighter for the Great Lakes Steamship Co. The boat will be 600 feet long, 60 foot beam and 32 feet deep. It will be supplied with quadruple expansion engines and three Scotch boilers. This makes five ships which the company is now under contract to build. Four are for the Smith Shipping Co., New York, and are intended for coast trade.

-Within ten days of the second anniversary of the great storm of November 9th, 1913, the steamer

NORTHERN QUEEN, one of the vessels caught in the storm in Lake Huron and nearly blown ashore at Kettle Point in Lake Huron, went aground in the Detroit River Sunday morning. The steamer NORTHERN QUEEN was one of the few boats to ride out the storm on Lake Huron that claimed some of the largest boats in the lakes, among them being the steamer CHARLES S. PRICE which turned turtle in Lake Huron a short distance above Port Huron. The NORTHERN QUEEN left Stevenson's dock at the foot of Randolph Street about midnight Saturday and was between Mullen's and the Pittsburgh coal docks when she went aground. Tug FISHER and lighter MANISTIQUE of the Reid fleet at Sarnia worked on the boat and released her after a considerable part of her cargo was removed.

November 19, 1915

-Lew Matthews, who for the past fifteen years has been engineer in the Hackett Wrecking Co.'s line of tugs, has resigned that position.

-Dolph Bezaire left this week to ship as chef on the big wrecking tug FAVORITE, at present working on the WESTERN STAR, sunk in Georgian Bay.

-The steamer GLENFINNAN, Capt. Linton, called here on Saturday and took on 4,000 cases of canned tomatoes from the local factory, billed through to Winnipeg.

-Captain Harris W. Baker, wrecking master of Detroit, arrived at Amherstburg, Friday evening, with the barge CITY OF GENOA, which he was successful in raising from the bottom of the Maumee River in Toledo. The coal was delivered at Port Huron.

-Capt. Fred J. Trotter, of the Trotter Towing & Wrecking Co., Amherstburg, made an examination of the barge M. S. BACON, which was sunk in Detroit River below Grassy Island, Saturday, in collision with the steamer JOSEPH SELLWOOD. The BACON has been abandoned as a total loss by her owner, W. E. Chapman, of Cleveland.

November 26, 1915

-Captain H. Kirby, well-known in these parts as commander of the steamer ALFRED CLARK, which plied between the mainland and Pelee Island previous to placing the steamer PELEE on the route, lost his life last week in Northern Ontario. He was captain of the steamer AILEEN which navigated Lake Temiskaming and foundered in a gale Friday. Theodore Fournier, engineer, and Oliver Menard, deckhand, were also lost.

-Capt. Joseph Marks, who spent the season in Buffalo, has returned and shipped as mate on the tug HARDING for the rest of the season.

December 3, 1915

-A force of men are employed levelling the rock pile on the east side of Bois Blanc, north of the PAPPOOSE landing, filling in the bay there and making a splendid foundation for a landing or driveway in future years.

-Captain Jay C. Fox, 58 years old, master of the steamer OLCOTT, died at his home at Put-in-Bay on Saturday morning. He suffered a breakdown last summer.

December 10, 1915

-Harry Walker, chef on BAR POINT LIGHTSHIP, has been appointed chef on a larger lightship at Detroit and will work all winter on her.

December 17, 1915

-All remaining buoys in the Livingstone Channel and in the east and west Bar Point channels were withdrawn for the season, Monday. The gas buoys in Lake St. Clair and the St. Clair River and the Lake St. Clair light vessel will be withdrawn between December 14th and December 18th as weather conditions may make necessary. All floating aids mentioned in the lower Detroit River by the department of marine and fisheries of Canada are reported to have been withdrawn prior to the removal of the American floating aids. The permanent lights along Livingstone Channel which are of the non-attended type have been charged to continue in service a week or 10 days longer, Inspector Woodruff says. Light Keeper Fred Malott was unable to leave Colchester light in a small boat on Wednesday so a tug was sent out for him from Amherstburg.

-The dredge HANDY ANDY was taken to River Rouge Saturday and will lay up.

-Capt. Robert Kett of the M. Sullivan drill boat fleet, Buffalo, is home for the winter.

-Orin Ong, chef on the tug A. C. HARDING, has been home in dry dock from a heavy cold.

-Capt. William Menzies sold his fine Scotch marine boiler to a Detroit man Saturday. The tug TROTTER and the derrick HANDY BOY took it to River Rouge.

-Tom Christian of the Str. THOMAS COLE, Harry Wilson of the Str. ISAAC ELLWOOD, George McCurdy of the Str. HAROLD L. SHAW, Nick Adam of the Str. HAROLD L. SHAW, Walter Bush of the Str. VENITH CITY, Freemont Nelson of the Str. WILLIAM P. SNYDER, have all returned home for the winter after a successful season on the Great Lakes.

-The tug LEROY BROOKES has gone to Chatham to break ice in the Thames River for the Department of Marine and Fisheries for the winter.

-The Str. ALASKA discharged her last coal cargo for the season and has gone into winter quarters at the company's coal dock.

-J. J. Barlum of Detroit has purchased the Str. E. A. STEWART. Capt. James McCarthy, of this town, has sailed this steamer for the past three years.

-As the tug SPORT was towing the burning steamer MAJESTIC into Sarnia Bay on Wednesday afternoon in an effort to save the blazing hull, the tow line parted and the MAJESTIC drifted into a dock where the steamer SARONIC, also owned by the Northern Navigation Company, was

moored. Before the blazing hulk could be towed out into the river, the SARONIC caught fire. The forward portion of the SARONIC's upper works was badly damaged but the blaze was extinguished before the fire spread over the entire boat. The MAJESTIC is now on the bottom in shallow water in Sarnia Bay. She is burned to the water's edge.

December 24, 1915

-Bois Blanc Island lighthouse and Canadian range lights, on the main shores at Amherstburg, in charge of Capt. Charles R. Hackett, have all been placed in winter quarters. Capt. Steve Pettypiece, keeper of the big new Canadian lighthouse at the head of Livingstone Channel, is also holidaying. The powerful steel lightship FALKEN, stationed at southeast shoal, Lake Erie, in charge of Capt. S. A. McCormick, came in Saturday and has gone to Detroit for repairs and will lay up at Walkerville. The Middle Ground lighthouse, Lake Erie, in charge of Capt. Wm. A. Manson, is laid up for the winter and Mr. Manson has arrived home. The Wescott marine office at the Livingstone Channel has closed and Capt. Chas. Kelley will spend the winter in the 'Burg.

-Chas. Paddington and family will keep ship on the tug FRANCIS B. HACKETT, laid up in Detroit.

-Harry Matthews, engineer on the tug MARION TROTTER, was successful Tuesday in passing his second-class Canadian engineers examination.

-All the aids to navigation on the lower Detroit River are being placed in winter quarters. The Bois Blanc light has been doused and the marine office at the Lime Kiln has been closed for the winter.

-Local tugs are going into winter quarters. The tug FRANCIS B. HACKETT and SHAUN RHUE, at Detroit; the Str. ALASKA and CITY OF DRESDEN, at this port. The tug HARDING has gone to Algonac to spend the winter bucking St. Clair River ice.

-Capt. F. J. Trotter has laid up the Welland Dredging Co.'s fleet, consisting of the dredge FORT MALDEN, tug PAULINE HECKLER and steel dump scows at the Queen's Old Wharf, rear of Waterworks, for the winter.

-Capt. Robert Mains closed his season here this week and left for his home in Buffalo, where he will spend the winter.

December 31, 1915

-Confirmation from a vessel agent in Duluth came of the chartering of his steamer, A. E. STEWART, and the steamer THOMAS BARLUM, of the Postal Steamship Co., to load grain at Fort William for winter storage and delivery at Buffalo at the opening of navigation at six cents a bushel. The rate is the highest reported, the best previous rate having been about four and one-half cents. Both steamers are at Fort William. They are expected to load next week.

-Five bulk freighters with a one-trip carrying capacity of 38,000 tons, changed hands Tuesday

when Captain W. C. Richardson, Oglebay, Norton & Co., and their associates, purchased the steel steamers, WILLIAM LIVINGSTONE, HARVEY D. GOULDER, WAINWRIGHT, SENATOR and COLONEL. The boats brought about \$1,400,000 and in tonnage and cost the deal is one of the largest that has been closed since the buying movement started.

-James Kirtley, well-known marine chef, arrived home on Wednesday after a very successful season.

End
1915

ECHO SOUNDINGS

1916

January 28, 1916

-As usual Amherstburg old boys fared well in the appointment of officials to the Pittsburgh Steamship Co.'s fleet. Capt. John Burns goes from the steamer J. P. MORGAN to the McGONAGLE, one of the new big boats; Capt. H. T. Kelly takes the steamer PRINCETON; Charles Thrasher, formerly of Anderdon, the ROEBLING.

February 18, 1916

-Dunbar & Sullivan's dredges BRIAN BORU and TIPPERARY BOY will be engaged reducing the Livingstone Channel spoils bank the coming season and will make their headquarters at Amherstburg.

March 3, 1916

-Last season the Lake Carriers' Association experimented on three steamers, with a sanitary water supply system. Such good results were obtained that all boats of the association probably will be equipped with the apparatus. The outfit consists of a separate pump, also a separate sea-cock and piping leading to the drinking water tanks. The sea-cock is not to be unlocked except in the places designated by the association for taking in pure water and the pump is not to be used for any other purpose. A steam jet will thoroughly cleanse the sea-cock before the pump is sterilized.

-Capt. Charles R. Thrasher, 60 years old, a former resident of Sandwich, died suddenly Friday afternoon at his home in Cleveland, O., from heart trouble. Capt. Thrasher was born in Colchester South and was the son of the late Peter Thrasher, a Fenian raid veteran. The captain first shipped out of Amherstburg on the tug COLLINGWOOD, and later became captain in the Pittsburgh Steel Trust line. He lived in Sandwich for twenty-five years but a few years ago moved to Cleveland, where he has resided up to the time of his death. He had given up sailing in the middle of last season on account of his heart bothering him. He is survived by his widow, two daughters and one son; also one brother, George, of Cleveland, and one sister, Mrs. James L. Smith, of Sandwich. The heads of the five Thrasher families formerly living in Colchester were: William, Peter, John, Frank and Sylvester, all of whom are now dead but Sylvester, who lives in Anderdon.

March 10, 1916

-Norman Wilson and Willie Nattress have taken positions as oilers on the D. & C. steamer WESTERN STATES.

-J. N. Mullen, manager of the Mullen Coal Co., has started a few men on repair work on the Company's steamer ALASKA. E. A. SHORES JR. and JOHN OADES.

-Great Lakes marine interests see an end of the practice of carrying passengers on lake freighters in a recent order of the U. S. Department of Commerce requiring boats carrying passengers to be specially constructed. The order was given according to the provisions of the seamen's act. It is understood that this rule will be strictly enforced by local inspectors of steam vessels. The rule also interpreted to prohibit masters from permitting their wives to accompany them aboard ship. Protest against such interpretation of the rule are expected to come from the Shipmasters' Association and its auxiliary. The vessel owners say they will leave it for the captains to decide whether they will carry their wives or not.

Lake Erie.....Saturday, February 16th, 1916 will live long in the memory if the boat enthusiasts on Pelee Island for the number of accidents, exciting experiences and hair breadth escapes. First, Fritz Amonite piled his [ice]-boat up on the old stone dock, west side. He had two passengers on but they all escaped with a slight shaking. Wm. Ferguson broke a runner off. He borrowed one from Fritz Rinkel and was soon in the game again. Jack Lidwell "Mahogany" piled up on the stone dock, smashed his boat and lacerated his face rather badly. Fritz Amonite and John "Tan" Harris started for North Bass in the afternoon. When about three miles from Pelee, Fritz's boat broke through the ice, causing Albert Amonite and William Mogg to get a cool bath and John Conway to break a small bone in the lower part of his left arm, while Fritz got his feet wet. They put back to the West side. Tan and his passengers, Con Stewart and Martin Humphries, reached North Bass in safety and after getting revived with a little of Bass' celebrated champagne, started back for Pelee. But a snow storm struck them when about a mile out and not being able to see through the snow they were unable to find their track and got onto running ice. Con Stewart jumped off the boat and beat it straight back to North Bass without looking behind him. Tan and Martin tried their best to save the boat, but all in vain, and it took them all their time to save their lives. They had to jump from cake to cake, as the ice was running down the lake. When about half a mile from North Bass they met a party of men with an iron clad coming out to get them. When they found Stewart he was seated by the stove in Andy Wires' writing a letter to his mother to say he was safe. A party of men on an iron clad went up from Pelee on Sunday to get them and the writer visited them Monday. They all felt a little stiff after their adventure. They do not miss the boat as much as they missed the three jugs of wine that were on her.

-Capt. Charles Kelley has already fitted out the office of the Westcott Reporting Agency at the Livingstone Channel for the opening of navigation.

March 17, 1916

-Capt. Henry Cook, of the tug COLUMBIA, spent a few days at his home in town, on account of the strike of local drillmen in Buffalo.

-Capt. Patrick McCarthy, of Cleveland, O., an old Amherstburg boy, has been appointed master of the big Steel Trust steamer P. P. MILLER of the Becker fleet.

-The opening of navigation cannot be expected for some time yet. Reports from the regular and display stations of the weather bureau and the meteorological service of Canada indicate that there is more and heavier ice over Lake Superior than has been reported since 1912. The fields appear to extend from Duluth eastward to Whitefish Point. The eastern fields are heavy and windrowed. The cold weather of last week has increased somewhat the ice covering the St. Mary's river.

March 31, 1916

-President Livingstone of the Lake Carriers' Association has announced that the 111 large steamers enrolled under that association will have a new system for filling the drinking water and cooking tanks on these boats this summer. The system will include an independent seacock, independent pump and piping with steam jet connection to the seacock for sterilization purposes. Instructions have been given to the engineers to take measurements and to see that all the necessary piping and fittings are placed aboard for the installation by the engine department before the season opens. In a number of cases this has already been done. President Livingstone states that the tanks must be filled only from the lake areas which have been approved by government analysis to be absolutely pure and that one man alone must be assigned for this purpose. It will also be the duty of this man to see that the tanks are flushed with a solution of chloride of lime before they are filled. This means much to the thousands of sailors on the lakes, as it guarantees them a pure supply of water at all times and protects them from typhoid and other diseases.

-Capt. Henry Cook resigned his position with M. Sullivan on Friday last after being in that line for the past eighteen years. He immediately engaged as captain of the SHAUGHRAUN, with the Dunbar Co. Capt. Cook was influenced in his decision by the fact that with the latter Company he will be able to be home during the season of navigation.

April 7, 1916

-The sand sucker season opened on Monday, the steamer CHARLES HEIDEN calling at Amherstburg for her papers, on the way from Detroit to Point Pelee or Pelee Island to load sand. The annual rape of Pelee Island will be in full swing in a week or two now.

-Navigation from the port of Detroit opened on Sunday when the White Star Line steamer WAUKETA left Sunday morning for Toledo with a load of automobiles. The boat had little trouble in getting through. The steamer PELEE arrived in Windsor on Friday from Pelee Island, being the first upbound boat to reach the Detroit River this season. The PELEE is in dry dock receiving repairs before going regularly on her route.

April 14, 1916

-The steamer FRANK E. KIRBY passed down on her first trip of the season Monday. She was given a rousing salute when she passed this port.

-The steamer FITZGERALD, Capt. A. C. Callam, is fitted out ready to leave for the upper lakes.

-Capt. James McCarthy and Mate James M. Kelly left Thursday for Fort William to fit out the steamer STEWART.

-James Bainbridge has gone to Alpena to fit out the Dunbar fleet, which will be then brought to Amherstburg. Mr. Bainbridge will be employed at Troy, N.Y., the coming season.

April 21, 1916

-W. H. Bush left on Sunday to fit out the kitchen on the Steel Trust steamer BESSEMER.

-Paul Desjardins has shipped as chef on the dredge BRIAN BORU, until Miss Baker returns.

-The tug ENDRESS, of Kingsville, came to Amherstburg Sunday to be coaled at the Mullen Coal Co.'s dock.

-Navigation on the river opened Sunday when the "pig" steamers CORT and NEILSON passed up, bound for the head of the lakes.

-Skippers of freight carriers, who have in other years taken their wives and families with them for cruises on vessels not certified as passenger ships need not feel alarmed at talk that a ruling has gone into effect forbidding such a practice. The following letter sent out by William C. Redfield, secretary of the Department of Commerce, explicitly states that such is not the case. "There has been brought to my attention a clipping to the effect that the masters of freight vessels are not permitted to take with them their wives and children unless the vessel is inspected as a passenger vessel. The publication of this statement has caused considerable anxiety on the part of masters of vessels and those interested in them, and I will appreciate it if you will give equal publicity to this letter."

April 28, 1916

-Capt. C. C. Anderson of Detroit spent Sunday with J. N. Mullen and with other friends in town.

-The steamer RANGER was down on Saturday towing a scow loaded down with cans of baby whitefish for Lake Erie.

-Walter Pettypiece has shipped as oiler aboard the Canadian steamer E. A. SHORES JR., which made her first trip Tuesday.

-James Kirtley, chef, and Theo Foster and Norman Wilson, assistants, have gone aboard the steamer ALPENA for the season.

-The big steamer MARTIN MULLEN grounded Good Friday opposite Menzies' boat house, but released herself before the tug TROTTER got to her.

-George McCurdy has gone to Duluth to ship as chef on the steamer PETER A. B. WIDENER and Wm. Adams has shipped as chef on the barge GEORGE E. HARTNELL.

-Capt. Ed Gatfield and Mate Herman Cornwall have gone to fit out the steamer AUSTRIA.

-Capt. Frank H. Hackett has finished the contract for the Department of Marine and Fisheries, of cleaning up all the valuable fittings rescued from the wreck of the CITY OF LONDON by Capt. F. J. Trotter, early last spring. The fittings are being put on a derrick scow, towed to Gordon by motor boats and loaded on flat cars to be shipped to Montreal, where they will be used on steamers of the Canadian Government.

May 5, 1916

-Capt. Joseph Marks shipped on the tug COLUMBIA as mate for the season.

-Captain James McKinley, after spending two years in command of the tug SAUNDERS of the Kelly Island Line Co.'s fleet, is back in Toledo with the Great Lakes Towing Co.

-C. Y. Dixon, U. S. Engineer in charge of lower Detroit River improvements, came to town from Detroit on Friday on the U. S. cruiser LYDECKER, along with several American officers. They gave the town a 'once over' and then departed for the Livingstone Channel, where they initiated the work of building the signal tower for the Safety First lights.

-The Trust tug ABNER C. HARDING, Capt. Thomas Hagen and Engineer Wm. Gribbling, arrived at this port from Cleveland last week after receiving a general overhauling. She is fully equipped with all lifesaving apparatus and patented lights according to the regulations of the U. S. Marine Service Department.

-A large number of townspeople watched the raising of M. Sullivan's tug PAULINE HECKLER from the bottom of the river alongside the dock in the rear of the post office this week. Robert Kett did the diving and was tended by William Wilcox and Fred Girardin. The little craft lay in twenty feet of water and there was more difficulty than usual getting her ready to hoist, because she had sunk for several feet in the mud. The dredges FORT MALDEN and HANDY ANDY lifted the tug up. M. Sullivan, the veteran contractor, superintended the job.

-The semaphores for Livingstone Channel have been placed in operation and from now on until the end of the navigation season a strict speed regulation system will be kept on vessels going through the channel. The semaphores are at No. 9 Livingstone Channel light and Mamajuda light station. According to President Livingstone of the Lake Carriers' Association, the semaphores will prove a boon for mariners passing the channel, as in the height of the season a blockade would be serious and costly. Five minutes' time must elapse between the passing of vessels in the channel. The semaphore will make the signal to halt and to go forward.

-Through the United States Secretary of State, President Livingstone of the Lake Carriers' Association received a definite statement on Monday of the attitude of the Canadian authorities with reference to alien sailors on neutral boats arriving at Canadian ports. Replying to President Livingstone's inquiry, the Secretary of State wired that he had received from the American Consul-General in Ottawa a telegram, from which he quotes: "*I am informed by the Canadian*

Department of External Affairs that these regulations are not applicable to river and lake ports, and that any instructions that have been issued in that behalf have been cancelled. The Department states, however, the rule for such removal from neutral vessels will be enforced at all seaports.- (Signed) Robert Lansing, Secretary of State.

May 12, 1916

-Many men in Amherstburg connected with the marine interests were pained to read the following despatch from Owen Sound in Saturday's Globe: "*The remains were brought here tonight from Parry Sound of Captain Alexander McNab, sailing master of the Government steamer LAMBTON, who met a tragic death through falling into the water from the gangplank of his vessel on Wednesday night. In falling he struck his head, and though he was in the water less than two minutes before he was rescued, he succumbed to shock. Capt. McNab was one of the many Highland Scotsmen from the west coast of Scotland who settled in this section of the country, and who have furnished more lake mariners than any other nationality. He sailed on several of the early lake passenger steamers before railway connection affected traffic on the north shore. He was an officer on the C.P.R. steamships, and later was in command of a big lake freighter. Three years ago he was given command of the steamer LAMBTON, in the Government lighthouse construction service. He married Miss McLean, daughter of the late Captain McLean, who with one daughter survives. A younger brother, Angus McNab, is Superintendent of the Government fish hatchery at Port Arthur. He was a member of St. George's lodge, A. F. & A. M.*"

May 19, 1916

-The steamer PUT-IN-BAY of the Ashley & Dustin line is covering the route to Sandusky and Put-in-Bay while repairs are being made to damage done the steamer TIONESTA. The PUT-IN-BAY will make a special excursion trip from Detroit to Toledo Sunday morning.

-The dredge TIPPERARY BOY and tug SHAUGHRAUN have arrived from Alpena and will lay up. The tug COLUMBIA made the tow.

-The steamers E. A. SHORES JR., and ALASKA both discharged heavy cargoes of lump coal at this port this week for the Mullen Coal Co.

-The steamer CITY OF DRESDEN (Capt. John McQueen) has secured the contract of repairing the Pelee cable and is now working on the job.

-STR. S. R. KIRBY Engulfed - Twenty-two out of Crew of Twenty-Four Lost - Among the drowned are Capt. D. C. Girardin and Harry Martin, Cook, of Amherstburg - Lake Superior, that graveyard of so many ships and men, got in its work early this season, one of the most appalling wrecks in marine history taking place there Monday noon when the freighter S. R. KIRBY, commanded by Capt. D. C. Girardin, of Amherstburg, went down after smashing on the rocks near Sawtooth Reef, twenty-two out of twenty-four of the crew meeting a watery grave. The vessel left Ashland, Wis., Sunday, heavily laden with iron ore and towing the barge HARTNELL, Capt. Wm. Pizer, also of Amherstburg. Monday morning a northwest storm arose

and continued to increase in violence until it was blowing 60 miles an hour. The vessels were tossed about on the crest of the heavy seas, and attempted to take refuge in Keweenaw Bay. With the waves reaching a mountainous height, the vessel was finally driven onto the dangerous Sawtooth Reef, a spot which is always avoided by mariners. Utterly out of control, the vessel was carried on until suddenly striking the rocks, she shivered for a moment and then broke. The crew was engulfed as the steamer plunged to the bottom. Unable to assist, because no lifeboat would live in the heavy sea, the crew of the HARTNELL viewed the disaster which meant death to their comrades. Pandemonium reigned, sailors struggling with each other for a place of safety, which was not obtainable for in a few moments nothing was left of the steamer but wreckage. Grasping at the floating timbers some of the men attempted to swim to shore, or at least remain above water until help arrived. The only two to escape were Joseph B. Murda, second mate, Chicago, saved by the steamer BERWIND; Otto S. Lindquist, fireman, Pequaming, Mich., saved by the steamer BLOCK. According to Lindquist, the last view he had of Capt. Girardin was about half an hour after the vessel struck the rocks. At that time Girardin's face was bleeding and his breath, as he floated past Lindquist, was coming in short gasps. A bulldog, which was the captain's constant companion, was swimming beside his master. A few moments later the captain waved his hand as if to bid goodbye, and with his dumb companion, sank from view. The HARTNELL was picked up by the steamer UTLEY, Capt. C. C. Balfour, and towed her to Sault Ste. Marie, where she is making temporary repairs.

The first body was recovered on Wednesday, and proved to be that of E. M. Douglas, first mate, of Detroit. An investigation of the circumstances leading to the loss of the KIRBY is already being made by C. H. Westcott, United States Supervising Inspector of steam vessels.

The news reached Amherstburg Monday noon, and came like a thunderbolt into the homes of those related to the lost men. Mrs. Girardin had just arrived from Detroit at noon to visit her father, W. R. Pizer, Elm Avenue, who is in a very uncertain state of health. As soon as the first telegram was received, she and her parents and Mrs. Girardin, sr., the aged mother of the unfortunate captain, motored to Detroit and upon arriving in that city their worst fears were confirmed. The bereaved families will have the sincere and whole hearted sympathy of the town and surrounding country in this awful affliction.

Capt. David C. Girardin, master of the ill-fated steamer KIRBY, was a native of Amherstburg, being a son of the late Capt. David Girardin, one of the best known lake mariners in his time. He spent his boyhood in the 'Burg and early took to the water, working on the old FOREST CITY, E. M. PECK and R. J. HACKETT. His first command was the steamer YAKIMA, and he sailed successively the steamers FAYETTE BROWN (later named the OMEGA) and HARVEY H. BROWN, succeeding his father in command of that ship, and this year took over the KIRBY, the BROWN having been sold to the Coastwise Co. In 1899 he was married to Miss Edith Pizer, daughter of Mr. and Mrs. W. R. Pizer of Amherstburg. She survives him together with three children: Reva, Whitney and Robert. He also leaves his aged mother, a sister, Mrs. (Capt.) Alex Callam, and brother George, of Amherstburg; one sister, Mrs. J. C. Mertens, of Kansas City, and brother, Capt. Walter, of the steamer CASTALIA. Capt. Girardin was a popular young officer, and leaves a host of friends in the old town who mourn his untimely end. He made his home in Detroit.

Harry Martin, cook of the steamer KIRBY, also spent many years in and around Amherstburg. He was born in England and came out with his parents when he was young. They settled in Durham County, coming to Essex County in 1871, located at Gesto. His parents are

dead, but he is survived by the following brothers and sisters: Thomas and James, both well known farmers of Malden; John, of Amherstburg; Mrs. Wm. Martin and Mrs. Albert Bailey, of Colchester South. Mr. Martin was married to a daughter of Mrs. John Bailey, of Amherstburg. They lived for some years in Amherstburg and later in Windsor and Ridgetown. A year ago they settled at Oxley. Besides his wife he leaves three sons and one daughter: Percy, of Gesto; Ray, a member of the 99th; Ralph and Frances, at home with the mother. Mr. Martin has been following the lakes for some years as cook. Last year he was on the sand barge JUNIOR, which sank at the mouth of the harbor, Cleveland, with the loss of several lives, a year ago Tuesday. He escaped as if by a miracle. He was wrecked some years ago on Lake Huron when sailing with the late Capt. Sunderland. He shipped with Capt. Girardin part of last season, and went out with him again this spring. He was in his 54th year. Mr. Martin was a member of Thistle Lodge, No. 34, A. F. & A. M., and also of Prince of Wales Chapter, No. 71, R.A.M., Amherstburg.

-James Bainbridge arrives Sunday from Alpena, where he went to assist in bringing down the Dunbar & Sullivan fleet. The TIPPERARY BOY, the SHAUGHRAUN and scows are now in Detroit, and will be used on the spoil banks at the Livingstone Channel this season.

-Freemont Nelson, chef on the steamer SHENANGO, was home Monday while his boat was discharging a cargo in Detroit.

-The tug COLUMBIA with derrick in tow stopped at this port Sunday night for weather on their way to Buffalo. Robert Kett went over on her to act as a marine diver this season, and Harry Fleming will act as second engineer on the COLUMBIA.

-The following interesting dispatch from Houghton, Mich., appeared in the daily papers on Friday: *"Floating on a bit of wreckage from the lost steamer S. R. KIRBY, coast guards yesterday rescued alive Tige, a bulldog, owned by Captain David Girardin. The animal was weak from hunger, but was otherwise in good condition. When the surf-boat reached shore the dog leaped out and disappeared in the woods. When found he will be sent to Mrs. Girardin, widow of the captain, at Amherstburg."*

May 26, 1916

-The steamer UNDERWOOD passed Amherstburg the latter part of last week with one of the most valuable cargoes ever brought down the lakes. The boat is now in Buffalo and is unloading a cargo of copper valued at \$2,000,000.

-The steamer BRADLEY, towing the barge GEO. E. HARTNELL, Capt. Wm. Pizer, got in a mix up on Ballard's Reef early Monday morning. The cable caught in the rock and parted, allowing the HARTNELL to ground. The tug HARDING was called and released the HARTNELL, towing her to Bar Point. The BRADLEY's efforts to release the cable resulted in its being broken, and it now lies at the bottom of the river. During the night another big steamer came down on the BRADLEY, nearly colliding with her, but fortunately slipped her anchor in time, thus preventing an accident. The HARTNELL is the barge which was in tow of the steamer KIRBY, which foundered in Lake Superior last week, and from which Capt. D. Girardin

and cook, Harry Martin, were drowned.

-Capt. S. A. McCormick of the lightship FALKEN, has been spending ten days with his family in town.

-The Great Lakes Towing Co. have made a contact with the Mullen Coal Co. to coal all its tugs in this vicinity. They all know the kind of steam coal that Mr. Mullen handles.

-The big steamer JONES went aground at St. Clair Flats on Tuesday and Commodore Hagen went to her assistance with the marine ambulance.

June 2, 1916

-Mrs. A. C. Callam has gone for a trip on the steamer FITZGERALD, of which her husband is master.

-The steamer CITY OF DRESDEN has gone to Georgian Bay for a cargo of cedar posts for the Conklin Planing Mills, Kingsville.

-The Reid Wrecking Co. of Sarnia are raising the schooner BEACOM at the upper end of Ballard's Reef for the U. S. Government.

-The tug TRUST is equipping the lighter RESCUE with steam and air pumps and the tug Harding with a marine diving outfit. The crew of the tug TROTTER is now sleeping aboard the tug and the MILLS, and will watch with greater care what is going on, on the river at nights.

-A bottle picked up on the Canadian shore of Lake Huron near Blue Point a day or two ago was found to contain a small sheet of paper, a leaf torn from a note book, wet and almost undecipherable. On one side was written: "*Finder please notify wife of Capt. Black of steamer PRICE.*" On the reverse side was "*Mrs. Black. Dear wife - This is my last few lines to you, I guess. We are at anchor, but boat is just about at its last, so goodbye. (Signed) Captain Black.*" The PRICE went down with all hands in the great storm of November 9th, 1913, a few miles off Blue Point. Captain Black's pathetic farewell has no doubt been imprisoned inside the hull of the sunken boat until it was released by the movement of the water.

June 9, 1916

-James Bainbridge left for Albany, N.Y., where he is employed by Dunbar & Sullivan.

-The tug CHARLES WILLIAMS, of the Great Lakes D. & D. Co., Montreal, on the way up the lakes, stopped here a couple of hours last Thursday night, to give Fritz Gerard a chance to renew old acquaintance in town.

-Capt. Con Christiansen drifted into town Tuesday night after an absence of fourteen months. He has been in charge of the U.S. Lightship on the Mackinaw Straits. Captain Christiansen has been appointed to the new U.S. lightship RELIEF NO. 80, now being fitted out in Detroit, and will be used to relieve other vessels at various points on the chain of lakes.

June 16, 1916

-The steamer HARVEY H. BROWN cleared Buffalo for the coast Sunday. She will stop at Montreal, where the two parts into which she was cut for Welland canal passage will be placed together, after which she will proceed to the ocean. The steamer LACKAWANNA, which also has been cut in two at Buffalo, will proceed Wednesday to the coast.

-The steamer W. P. SNYDER, JR., which loaded at Duluth, is bound for Ashtabula with 12,682 tons of ore, the biggest cargo that was ever brought to Lake Erie. This is 807 tons more than she took on her first trip this season when she loaded 11,875 tons and gives some idea of how much improvement in the draft of water has increased capacity of the big carriers.

June 23, 1916

-The Canadian Great Lakes DREDGE NO. 8, seven scows and six tugs, including the ice breaker JAMES WHALEN, C. F. BOWMAN, MORRISON, FISKE, GORMAN, passed down the river Monday from Fort William to Port Maitland, to dig gravel.

-Joseph Taylor, of this town, who was employed on the steamer SHORES, fell from the steamer's deck to the dock at Toledo on Friday, breaking one of his limbs. He was removed to St. Vincent's hospital and is receiving treatment there.

June 30, 1916

-To the Great Lakes Towing Co. has been awarded the contract of taking from Buffalo to Montreal several lake freighters which are to be sent to the coast. The tugs A. C. HARDING, LOUCKS, OHIO and PENNSYLVANIA will accompany the boats. The H. H. BROWN, in two sections, already has completed the trip through Welland canal. The LACKAWANNA will go next when the tugs return to Buffalo. The SELWYN EDDY, MARYLAND and CORSICA are to make the trip later. Capt. Thos. Hagen, of the tug HARDING, has full charge of the tows.

-The municipality of Detroit will not help the joint international commission on purification of the Great Lakes until the voters have voted on the question. The commission was in session in Detroit, gathering information as part of its efforts to remedy pollution of the lakes. Clarence Hubbel, who made a study of Detroit's sewage problem and suggested a \$6,000,000 sewage disposal system that would avoid discharging the city's waste into the Detroit River, appeared before the commission with Commissioner Fenkell. Commissioner Fenkell told the visitors that although the city officials of Detroit are anxious to assist in stopping pollution of the Detroit River, they can do nothing until the voters have decided whether they wish to spend a large amount of money for a disposal plant. A sharp attack on steamship companies and the Lake Carriers' Association featured the session Monday afternoon. It was declared that much of the pollution of the lakes was done by boats, and a device for disposing of the sewage on vessels was explained to the commission.

July 7, 1916

- **Death of Capt. Eugene McCormick** — Capt. Eugene McCormick passed away at his home, Sandwich Street, Amherstburg, yesterday (Thursday) morning. He had been poorly since a year

ago last fall when he suffered greatly at his post on the lightship FALKEN, South East Shoal. A fierce December storm broke just before they got orders to lay the boat up and in coming to shore through ice he, along with the other members of the crew, were lashed by the freezing water and reached Amherstburg in an almost exhausted condition and it was months before he recovered from the shock and never enjoyed good health afterwards. Two weeks ago the turn came and he sank rapidly, the last days of his life being in an unconscious condition.

Captain McCormick was a son of the late Wm. McCormick and his wife, Esther Buchanan, of Colchester South, who later moved to Pelee Island. He was born April 15th, 1849 before his father's family removed from Colchester South, but he was reared on Pelee Island. He was one of a family of five as follows: Frances (Mrs. Henry J. Mickle), Malden; Eugene W., the subject of this sketch; Wm. J., of Pelee; Mary E. (Mrs. Hamilton Cornwall), Amherstburg, and Alice E. (Mrs. George Jasperson), Kingsville. His education began on the island and was completed at London. His regular trade was that of carpenter, but in 1863 he began sailing during the summer season, and followed this occupation alternately a number of years.

Capt. McCormick made his first voyage on the steamer VALLEY CITY, after that being on many others, but remaining for a longer period as master of the IMPERIAL, plying between Windsor and Pelee. Later he was employed on the lightship FALKEN, South East Shoal, for a couple of seasons. In 1882 Capt. McCormick was married to Miss Leonetta Broadwell, of Kingsville. They settled in Kingsville, but in 1894 moved to Amherstburg, where they have since resided. To them was born one son, Eugene William Pay. The deceased was a member of St. George's Lodge A. F. & A. M., Kingsville, and of Christ church, Amherstburg. The funeral which will be under Masonic auspices will be held tomorrow (Saturday) afternoon at 3:30 o'clock. Interment in Rose Hill cemetery.

July 14, 1916

-Capt. Felix Graveline left Sunday to ship as mate on the Great Lakes Towing Co.'s wrecker FAVORITE at work on the sunken steamer PRICE.

-Capt. Thomas Hagen left Tuesday for Montreal to take steamers which have been cut into two parts through the St. Lawrence River. A double crew was shipped from this town as the shooting of the rapids caused many of the former crew to quit.

-While bound down the Detroit River about 3 o'clock Sunday morning, the steamer CREAM CITY, formerly the RHODA EMILY, went aground near Sandwich. The boat, loaded with lumber, was released by the Great Lakes tug OHIO after five hours of hard work, and the CREAM CITY then continued on her way down to Lake Erie. The CREAM CITY is the first boat that has gone aground in the Detroit River for a considerable time.

July 21, 1916

-Prominent marine men at Cleveland and at Duluth are exercised over the possibility of a strike of Great Lakes seamen following a mutiny of firemen on a boat at Ashland. The entire crew in the firehold refused to go to work when the captain declined to pay them off in full, and as a result the boat was held up for several days. Now comes a report that two other freighters, the McDOUGALL and THOMPSON, were held up for two days at Duluth last week owing to a

shortage in crews, the regular sailors refusing to work. Under the new seaman's law, vessels must not put out without full crews, and seamen know this as well as owners, which has tended to bring about a condition closely resembling an organized rebellion by Great Lakes sailors to perform duties for which they were hired. The increased demand for labor ashore with corresponding higher wages also makes the position of owners more difficult.

July 28, 1916

-Capt. Trotter has a prize vessel on his hands, having caught the big wooden scow ELEANOR drifting down the river without a crew or lights, Tuesday morning at daybreak. He towed it into Mullen's coal dock.

-Two steamers, the JACOB C. KOPP owned by Boland & Cornelius, of Buffalo, and the MARQUETTE collided at the Mamajuda light, Detroit River on Tuesday forenoon, the latter sinking to the bottom. The MARQUETTE was on her way to Cleveland with a cargo of iron ore and the tug HARDING of the Great Lakes Towing Co., patched her up so that she could continue her trip. The KOPP was able to proceed. No one was injured and the MARQUETTE lies in about twenty feet of water.

August 4, 1916

-The steamer CITY OF DRESDEN is discharging a cargo of lumber for John Fraser.

-Sunday night about ten o'clock, cries for help from the river drew large crowds to the docks. The tugs MARION E. TROTTER and OHIO blew their alarm whistles and set out in the direction of the cries and picked up Mr. and Mrs. William Finlay and Mr. and Mrs. Cam Davidson at the head of Bob-Lo. The boat had struck a spar buoy, disabling her wheel. At least half the population of the town were at the waterfront in a few minutes.

-Captain Hagen, Mariner...An Amherstburg Old Timer...One of the old time mariners of Amherstburg is Capt. Thomas Hagen, master of the Great Lakes tug HARDING. His life reads like a romance...The Echo was fortunate in getting the following interesting interview with the veteran seaman (extracts only + photo)....." *"I was born in mid-ocean on the way from Ireland, March 27th, 1851, arrived at Montreal April 20th, 1851, then came to Amherstburg about the latter part of June on a steamer called the EARL CATHCART, taking quarters at Fort Malden on the old barracks, where we stayed until they built a home for us in 'Cork Town'; lived there until I was 13 years of age. The first of my career started cooking with the late Andrew Bellecure on the scow IDEA. The following year was on the tug DESPATCH as deckhand with Capt. Roals, and continued on tugs until 1875. Then went on sailing vessels for four years. In 1879 went back tugging again with Capt. Mark Swain as a wheelsman on the tug DESPATCH, then on the I.U. MASTERS; stayed until 1881. From that time on I sailed on every tug of the old class on the rivers. Seven years later got the old tug WM. HALL, of which I was captain for two years, then sailed the tug INTERNATIONAL for one year and the tug FOLGER the following year; then went brakeman on the Canada Southern for two years, then back sailing. Went captain of the tug QUICKSTEP, then got the KITTY H. to sail, on which I stayed four years; then*

with Capt. Donald Duncanson as mate on the steamer SPINNER for two years, afterwards in the steamer JESSE FARWELL for two years as mate with the same captain. I then went back in the tug KITTY H. of which I was captain for three years. I next went into Capt. J. W. Westcott's employ as master on tug WALES, on which I stayed four years in the wrecking business. From there I went as pilot on Georgian Bay on the steamer JUNO for one year. Following year was mate with Capt. Thomas Quinlan on the tug ANDREW J. SMITH on Lake Superior, towing logs. I was with him three months. Then I was hired by the Thompson tug line at the Soo locks, going as captain on the tug THOMPSON in 1898, when I moved my family to the Soo. From 1898 until 1907 I sailed the tugs THOMPSON, BOYNTON, SCHENCK and GENERAL. In 1907 I brought out the tug A. C. HARDING, new from Chicago, where she was built, and have been in her ever since in the wrecking and ice breaking business. She was in Port Huron for two years, wrecking in summer and breaking ice for the Pere Marquette R.R. in the winters, coming to Amherstburg in the fall of 1909 where she has been in the wrecking business ever since during the summers. One year I was master of tug HARVEY GOULDER while the HARDING was getting repairs. In the winter of 1912 I was breaking ice for the car ferry INTERNATIONAL. The Conley brothers got carried out in Lake Huron 30 miles from Port Huron opposite Sanilac, in a rowboat for 64 hours, and nobody could get to them as the ice was too thin to walk on and too heavy to push through with their boat. The life savers came from Sand Beach with lifeboat on cars and tried to rescue them. They were out six miles from shore. The life savers got stuck in the ice two miles from shore and were also frozen in for 24 hours, and there was no hope for the Conley brothers. The people from Sanilac telephoned to Pere Marquette to try and send the tug HARDING, and the river and rapids at Port Huron were piled up with ice two feet thick. We left Port Huron at 7 p.m. in the middle of January. The ice in lake was heavy about seven miles from shore, and inside of that it was about ½ inch thick - too thin for them to walk on and they could not force their little boat through. In going out of the rapids the tug got stuck in the ice several times. I took a course up the lake N. by W. ½ W. The people were to have a fire on the beach abreast of where the men were. The men were supposed to be dead. I steered a steady course up the lake and it was a very cold night, the thermometer stood zero. We kept a good lookout ahead, kept on going, but the tug was making so much noise in the ice that we could not hear anything until we came abreast at Sanilac, about 30 miles up the lake, where I stopped my tug, but I could not see or hear anything. I changed my course to due east, and ran out from shore 20 minutes until I hit heavy ice, then changed my course to north and ran 20 minutes, then changed my course to west and ran slow toward shore for about 20 minutes and saw a little dark object ahead and found out it was the rowboat, and came alongside very slowly. One man was kneeling in the boat and the other was lying down almost unconscious. We lifted them up on the tub and rubbed them for hours with ice and snow until they began to come to. We had to cut their shoes and Mackinaw socks off as these were frozen solid with ice, and brought them to all right. Then we ran [steamed] up and down the shore looking for the lifesavers who were stuck in their boat. There were 12 men in the boat but in running up and down we broke the ice up so they got in themselves at 6 o'clock in the morning. We picked up the Conley brothers at midnight, midwinter and midlake. I brought them into Sanilac at 9 a.m. There were 2,500 people on the dock and shore from Sanilac and Lexington, and we got great praise for our work. We got back to Port Huron at noon, and there were thousands of people on the dock looking at us come in. They expected to see us bringing in the Conley brothers dead. Some party came and got the whole statement and pictures of the tug and each man of the crew. They said they were going to get us

something for our bravery. Later the story of the rescue was published in a magazine, but I never got anything out of it. In 1904 I went master of the MIDLAND QUEEN for one round trip from the Soo to Port Arthur and back to Midland with a load of wheat, while the captain's wife was dying. The steamer was sunk last winter by the Germans.

Capt. Thos. Hagen, The only man that ever towed an aeroplane on Lake Erie."

August 11, 1916

-The steamer MATTHEW ANDREWS went aground below Bois Blanc at 7 o'clock Thursday night. The tugs TROTTER and OHIO went to her assistance, but the job was given to the Great Lakes and the lighter RESCUE. It required the lightering of 1,500 tons of coal and hard pulling for a couple of hours by the tug MICHIGAN of Port Huron, before she was released. While pulling on the steamer, Friday, the tug OHIO broke a follower in her cylinder, and had to be towed into dock for repairs.

August 18, 1916

-Capt. Fred J. Trotter inspected the wreck of the sunken steamer TOPEKA, sunk off the Mullen coal dock, Sandwich, yesterday, and may get the job of raising her.

-The steamer M. A. HANNA grounded while going down the Livingstone Channel Monday morning. The tug TROTTER went to her assistance and returned to port for orders. In the meantime the steamer released herself and went on down the bank.

-Twenty members of the crew of the wooden steamer TOPEKA had narrow escapes from death by drowning early Tuesday morning when the boat was rammed by the steel steamer CHRISTOPHER in mid-channel opposite the Mullen Coal Co. dock in Sandwich. The crew of the TOPEKA scrambled up on the CHRISTOPHER's decks immediately after the collision and saw their own boat go down in about 35 feet of water after the steel freighter withdrew. Only the pilot house and one of the masts of the TOPEKA now show above water in the middle of the channel. Dynamite will probably be used to clear away the wreck as it will be practically impossible to raise the old wooden hull, which was built in 1889. The TOPEKA was loaded with coal, upbound. The CHRISTOPHER was down bound and the accident was due to getting signals mixed.

August 25, 1916

-Capt. James McKinley, well known throughout the chain of lakes, has taken the position of master of the tug COLTON, made vacant by the death of Capt. Cornwall.

-The floating cabins of the wrecked steamer TOPEKA, wrecked last Tuesday off Mullen's coal dock, Sandwich, were thought to be a sunken steamer by a passenger boat which passed up early Monday morning and reported the matter to Amherstburg. The tug TROTTER was despatched to make an investigation, and on finding out the nature of the wreck was commissioned to blow it up with dynamite to remove the menace from the path of navigation. The debris piled up along the Malden beach and was salvaged by the residents down the bank, who secured ice box, cabin doors, windows and some benches.

September 1, 1916

-The American tug HARRY H. BOYD, laid up in the Woods slip for over a year, is up for inspection by U. S. inspector. Capt. F. J. Hackett has a good job for her.

-The Davidson steamer SACRAMENTO struck hard on Ballard's reef Monday night while going up, and swung right around and had to come back down again. She was leaking badly and her deck pumps were working full speed.

-The Government patrol boat VIGILANT made the largest catch ever taken from American poachers one day last week off Port Dover. The boat brought in three tons of fish to port and nets valued at \$1,500. Some of the fish were sold and the balance went to those who wanted them for the asking.

-The steamer ST. JOSEPH, lumber laden, stopped at this port Sunday morning to take on fuel while on her way to Cleveland from Sarnia.

-The side-wheel steamer FRANK E. KIRBY broke a paddle when about six miles out in the lake Tuesday night, and had to limp back to Amherstburg where she remained for an hour, and then proceeded up the river and was met by her sister ship, PUT-IN-BAY, which towed her back to Detroit for repairs. A number of passengers spent the night in the 'Burg and were picked up next morning by the PUT-IN-BAY.

September 15, 1916

-The steamer PUT-IN-BAY, the popular passenger steamer on the Detroit River, has gone into winter quarters at Detroit. The steamer FRANK E. KIRBY has been placed on the route in her stead, making daily trips.

-John Fraser left with the steamer CITY OF DRESDEN for Georgian Bay to secure a cargo of lumber.

September 22, 1916

-The ferry steamer SAPPHO was down Monday with men and supplies for the building on Bois Blanc Island.

-Capt. Harry Cook has gone to Rogers City to take charge of the tug DICKINSON there for a big stone company.

-The ferry steamer PAPPOOSE, Capt. James Tobin, will be kept running between this port and Bois Blanc Island until late this fall to accommodate the men who are employed on the building there.

-The steamer CITY OF DRESDEN has just unloaded two big cargoes of cedar post and two cargoes of pine lumber for John Fraser, who sees great business for the town next season. Several more cargoes will arrive before cold weather sets in.

-The tug A. C. HARDING has returned from the Cleveland dry dock after an overhauling and repairing of injuries received in trips through the Welland Canal. The tug has made six trips to Montreal. Capt. Hagen and Engineer Griebing are enjoying a few days holidays with their wives

at Windsor and Marine City.

-James Bainbridge came up from Troy this week to take charge of the tug SHAUGRAUN, which goes to Dunkirk.

-Capt. F. J. Trotter has the lighter ELEANORA in a safe place at last. She is high on the bank at Gordon. The owner, Mrs. Watson, of Detroit, being unable to redeem her, she will be sold at Marshall's sale to the highest bidder. The whole outfit will probably bring \$10,000 which will enable Capt. Trotter to get his pay for his trouble.

-The Reid Wrecking Co. has succeeded in raising the steamer H. HOUGHTEN which sank at Mullen's coal dock, Sandwich, Sept. 6th. Capt. Donoghue, master of the HOUGHTEN, took her to Oades' dry dock for repairs.

September 29, 1916

-Lyle Ong has gone as assistant chef on Starke GREAT LAKES NO. 9 with Gordon Ferriss, for the balance of the season.

-Large cargoes of peaches and some grapes are being brought to Detroit on the STEAMER FRANK E. KIRBY of the Ashley & Dustin steamer line, on her daily trips returning from the islands of Lake Erie.

-The steamer MARY BATTLE, which was on the bank of Detroit River near Walkerville, has been floated by the Reid Wrecking Co., and is now at Port Huron. The BATTLE will be placed in the Reid dry dock for extensive repairs.

-F. E. Dunbar, of Waterford, N.Y., has come to town to take charge of the Dunbar fleet which goes to Dunkirk, N.Y., on the harbor job there. Richard Goode, formerly with the Buffalo Dredging Co. at this port is now with the Dunbar Co. at Troy, N.Y.

-The Mullen Coal Co. has installed an electric name sign on the pilot house of the steamer ALASKA and electric lights throughout, which makes her a modern boat in this respect.

-The Toledo Shipbuilding Co. has contracts that will put 10 ocean going boats in service by next year. The auxiliary schooner TWILITE, one of the six ordered by the Standard Oil Company of New Jersey, steamed out of the harbor Saturday for New York. It is the third of a half dozen to be completed. The schooner will be used in the coastwise trade. Four steamships, to be built for the Alfred R. Lewis Company of New York for use in the South American trade, will be completed next summer. In addition to the ocean-going boats, a 600-foot freighter is under construction for the Great Lakes Steamship Company. The ANN ARBOR CAR FERRY NO. 5, which has been undergoing repairs in Toledo for two months, was released Saturday and sent to Lake Michigan.

-The Canadian storm signals have gone into commission for the remainder of the season of navigation.

-Capt. S. A. McCormick of the Southeast Shoal lightship FALKEN, is home with his family on his furlough.

-James Carr, chef on the tug A. C. HARDING, is at his home suffering from illness. His brother Francis is taking his place.

-The Dunbar dredge BRIAN BORU has been in port here for several days for boiler repairs, while the tug SHAUN RHUE has been in dry dock.

-All the steamers passing up and down the river Sunday flew their flags at half-mast for J. H. Sheadle, the prominent iron and boat owner who died Saturday.

-Joseph Taylor has arrived home from Toledo, Ohio where he had been for the past three months in St. Vincent hospital, suffering with a broken leg which he sustained while getting off the steamer SHORES one dark night when making a line fast.

-Captain Frederick J. Trotter, of the Trotter Towing & Wrecking Co., Amherstburg, was awarded the contract Saturday afternoon by the Lakeshore Steamship Co., Milwaukee, for removal of the wreck of the steamer TOPEKA, which was sunk in mid-channel of Detroit River opposite the Mullen Coal Co.'s dock in Sandwich, in collision with the steamer CHRISTOPHER early the morning of August 15th. Capt. Trotter commenced operations about the middle of the week. Under the terms of the contract, Capt. Trotter will receive a sum of money, the amount not made public, and all the salvage from the wreck in payment for the removal. The salvage will consist of the machinery and 1,800 tons of Pocahontas coal, with which the TOPEKA was loaded upbound when she sunk. After the salvage has been secured, the boat will be dynamited. The contract for removing the wreck was let in compliance with an order from the Canadian Department of Marine and Fisheries, which held the TOPEKA to be a menace to navigation.

-With the object of expediting the improvement of the lower end of Lake St. Clair channel by dredging out a greater portion of its width to at least a depth of 21 feet, negotiations are in progress between President Livingstone, representing the Lake Carriers' Association, and Major H. Burgess, United States District Engineer, in an attempt to effect an arrangement under which dredging work may be continued after the expenditure of funds the War Department now has available for the work. It is understood the Lake Carriers' Association has under consideration a plan to advance sufficient funds to defray the cost of the dredging, the work to be done under the supervision of the War Department, contingent on acceptance of the plan by the Board of Engineers, and the recommendation by that Board that funds be allowed in the next appropriation bill to repay the Lake Carriers the sum which will be laid out in keeping the work under way until further money is provided by the Government.

October 6, 1916

-Capt. Michael Mahon, of the Str. ROUMANIA, was home a few days while his steamer was discharging a cargo of ore at Zug Island, Detroit.

-Thomas Maloney, engineer of the unloading system on the steamer WYANDOTTE, is spending a few days with his friend, Capt. William McTaggart.

-The tugs MARION E. TROTTER and SHAUN RHUE left port here this week with the dredge TIPPERARY BOY, a drillboat and six scows for Dunkirk, N.Y., where the dredging fleet will start on their big contract there. The two tugs brought a big dredge and scows from a Lake Erie port to the Detroit River. The tug SHAUGHRAUN will go over to Dunkirk to tend the dredge as soon as repairs are made.

October 13, 1916

-The tug C. S. BOONE with two dump scows from Midland to Toronto, stopped at this port for several days for weather.

-The tug DIVER of the Reid Wrecking Co. has been sold to Quebec parties for use on the Atlantic coast, and left last week en route. The blowing of many whistles saluted the DIVER as she started out on her journey.

October 20, 1916

-Soundings taken at the mouth of the Detroit River show that the eastern side of the channel leading into Lake Erie westward of the Detroit River lighthouse has shoaled to a depth of about 20 feet for a width of about 150 feet. Masters have been advised to keep the black gas buoy close aboard in passing through the channel.

-The Mullen Coal Co., like many other coal companies, almost ran out of coal at Sandwich. The steamers JOHN OADES, CITY OF DRESDEN and E. A. SHORES JR., were engaged several days hauling the big reserve pile from Amherstburg to Sandwich, which sold as fast as it could be taken there. Coal has advanced considerably and boats are running as far as Ashtabula for fuel. Shortage of cars and strikes are the causes of the delay to get fuel.

-The steamer CITY OF DRESDEN received the contract for repairing the Pelee cable and left Thursday to start on the job. It is not known how badly the cable is broken. Expert John McR. Selkirk, of Leamington, will superintend the work.

October 27, 1916

WOULDN'T LEAVE THE TUG

-Capt. Robert Mains, Amherstburg's "Sunny Jim," Has Fight For His Life On Tug SHAUN RHUE In Lake Erie Storm - Given Up For Lost He Brought His Boat To Safety Behind Point Pelee - Arrives In Amherstburg Sunday - Engineer Shewfelt, Second Engineer Tremblay And Cook Walter Anderson Stay By Aged Captain.

Because death has taken its generous toll of Amherstburg lives so often in storms on the Great Lakes during the past fifty years, there is never a blow but brings clutching fear to the hearts of the wives, mothers and families of sailors in this town.

Friday last was no exception, but it was not until late in the evening that the news flashed over the wire from Kingsville that Dunbar & Sullivan's tug SHAUN RHUE, Capt. Robert Mains,

was in the grip of the storm and in grave danger of foundering off the South East Shoal. Those who knew it that night scarce slept; when the news became known in the morning, and the worst fears of the most timid seemed to be realized, the town was torn with anxiety and sorrow. The story, however, had a happy ending.

The SHAUN RHUE with her crew of eight, comprising Capt. Robert Mains, for 30 years a familiar figure in Amherstburg; Engineer William Shewfelt; Second Engineer "Red" Tremblay; Cook Walter Anderson; oiler and fireman, Bert Flint and Henry Eisenheur, all of Amherstburg; and James Marthan and Charles Nelson, of Detroit, left Erie on Thursday afternoon, ran to Conneaut, where storm signals indicated a big blow. They skirted the shore to Ashtabula, laid there until after midnight, and then thinking, as Capt. Mains said, the weatherman had made another mistake, lay their course across the lake for Amherstburg. It was about 11 Friday morning that the blow struck them, and from then up to the South East Shoal, Capt. Mains, three score and ten and then some, who had defeated Father Time, met the fight of his life with Neptune and came off victorious. As the waves grew higher and the wind blew stronger, attaining a velocity of from 75 to 100 miles an hour, the little tug had about as much chance to maintain an even keel as an ant in a plowed field rocked by an earthquake. The storm grew worse during mid-afternoon and there was no shelter in sight; the waves beat furiously against the upper works of the little craft, breaking off doors and plunging barrels of water into the hold, threatening to swamp her. Part of the crew became fearful and as the fish tug ENDRESS was hovering in sight making for Kingsville, she was signaled to come alongside, which she did with much danger of a collision; and four men - Flint, Eisenheur, Marthan and Nelson - performed the thrilling feat of leaping from the rail of the tug plunging in a raging sea to safety on another tug, itself diving headlong one minute and rising on the crest of a giant wave the next.

Capt. J. E. Pastorius, of the ENDRESS, begged Capt. Mains to come aboard, but the old sea dog, true to the traditions of the lakes, refused to leave his ship as long as there was a chance of saving her, and four others chose to remain with him. As the ENDRESS turned her prow towards Kingsville and home, not a man but thought he had seen the last of the SHAUN RHUE and those remaining aboard her.

Then the fight began in earnest. By dint of almost superhuman effort, the crew managed to swing round, and partly under their own power, partly blown from wave to wave by the hurricane, at last rounded Point Pelee, but even there found trouble getting the anchor to hold and they drifted a mile before the thing caught in a bunch of pound nets and could drag no further. Here they lay from Friday evening to Saturday noon before the life-saving crew from Point Pelee came out and brought them food and good cheer. They had been twenty-four hours without a bite to eat.

Sunday morning early, the lake having calmed down, the SHAUN RHUE was headed for Amherstburg and on arriving here about noon was given such a welcome as will go down in the history of this port. The dock swarmed with excited, happy people. The four men aboard showed signs of exhaustion and weariness but beyond that were all right and couldn't say enough in praise of the kindness shown them by the life-saving crew at Point Pelee. They remained in Amherstburg until Tuesday forenoon when they again set out with a tow for Dunkirk, illustrating as ever, that life at its best is just one round of duty after another.

-The new steamer SIR TREVOR DAWSON was christened at Wisconsin one day last week by the breaking of a bottle of champagne on her bow. The DAWSON, just constructed at

the shipyards, will be put into commission for the Canada Steamship Lines, Ltd. The DAWSON is one of the largest boats ever built on the Great Lakes. The registered tonnage is 5,509 net. It is 558 feet long and 32 feet deep. She will carry ore.

October 27, 1916

50 LIVES LOST AND 4 SHIPS
“Black Friday” on Lake Erie Takes Toll of Mariners
COLGATE, FILER, BUTTERS, MERIDA

**First Whaleback Foundered in Lakes, Coal Barge, Lumber Carrier,
Canadian Steamer, Victims of Sea’s Violence.**

The loss of the MERIDA makes four lake steamers which went to the bottom of Lake Erie in Friday’s storm. The total loss of life is fifty.

The MARSHALL F. BUTTERS sank with no loss of life, all thirteen of her crew being saved.

The D. L. FILER went down with six of her crew, only the captain surviving.

The JAMES B. COLGATE’s crew of twenty-two with the single exception of the captain perished, while every man on the MERIDA is believed lost.

The Great Lakes, particularly Lake Erie, were swept Friday by a southwest storm of great severity which swept in early in the forenoon and continued uninterruptedly for nearly 24 hours. Some snow and sleet fell in the upper lakes and it was fearfully cold. While vessels generally heeded warnings, there were some that kept on their way, and the wrecks with fearful loss of life mentioned above resulted from this foolhardiness. The winds beat the sea into a fuming raging mass of destructiveness.

—The BUTTERS—

The steamer MARSHALL F. BUTTERS, laden with lumber, foundered during the afternoon off Southeast Shoal. Three members of the crew were rescued by the steamer BILLINGS and brought to Cleveland. The other twelve members of the crew were rescued by the steamer HARTWELL, bound for Ashtabula. The vessel had a gross tonnage of 376 tons, and was 164 feet long. She was owned by the Stearns Salt Co., of Ludington, Mich., and was built in 1892. The BUTTERS left Midland, Ont., on Tuesday.

—The Whaleback COLGATE—

Another tragedy of Lake Erie’s “Black Friday” which cost the lives of 21 men, came to light on Sunday, borne on the waves when a life raft to which Capt. Walter Grashaw, master of the whaleback steamer JAMES B. COLGATE, had clung since she foundered 34 hours before, was picked up off Rondeau and taken to Conneaut, Ohio. Nineteen men were sucked down to death when the COLGATE foundered at 10 o’clock Friday night off Long Point opposite Erie, and Capt. Grashaw’s two companions on the life raft were washed away just as the rescue ship, car ferry steamer MARQUETTE & BESSEMER NUMBER 2, came plowing through the waves toward them. Grashaw is the sole survivor of the COLGATE’s crew of 22.

—The FILER—

The wooden barge D. L. FILER, owned by the Hamilton Transportation Company, Chicago, was on her way from Buffalo to Saugatuck, Mich., with a cargo of coal. The steamer

TEMPEST, which had her in tow, left the FILER at anchor below Bar Point, Amherstburg, Thursday, and went to Toledo to pick up another barge. Her anchor dragging as she gave way before the fury of the gale, the FILER was driven six miles out into Lake Erie Friday, with great seas breaking over decks and carrying away everything movable. The crushing force of the waves opened seams in the ship's hull, and she filled and sank to the bottom, while those aboard sought safety by clambering into the rigging. As the D. & C. steamer WESTERN STATES was on her way to Cleveland Saturday morning the lookout sighted two men clinging to the rigging of the sunken vessel. Captain Robinson, in command of the WESTERN STATES, brought his ship as near as safety would permit. A boat, in command of Third Officer Taylor, was lowered, but before it could get to the benumbed forms in the FILER's rigging, one of the men, Oscar Johansen, unable to retain his hold, slipped off into the sea, leaving only Capt. Mattison of the seven who were aboard the barge. Others, overcome by exposure and weariness, had slipped from the rigging, one by one, during the night. The dead are: Herbert Logan, mate; Nels Farlan, cook; Oscar Johansen, James Saunders, Christ Burves, and Hawkins Gottliebsen. The TEMPEST, returning from Toledo Saturday, passed the scene of the wreck and stopped at Amherstburg, where Captain Higgin arranged to have a tug go out and search for the bodies of the dead sailors. The body of Johansen was picked up Sunday morning and brought to the Kemp Furniture Co. undertaking rooms, Amherstburg, where it was prepared for burial and laid to rest in the Sailor's Plot, Rose Hill cemetery, Tuesday.

R. D. Meyers, of Chicago, agent for the line, and Capt. John Mattison, the sole survivor of the wreck, have been in Amherstburg since the wreck and have made daily trips to the vicinity of Bar Point, endeavoring to find the rest of the bodies. The FILER has broken up and large pieces of her are piling up on the beach east of Bar Point. Capt. Mattison's thrilling narrative of his escape from what looked like certain death was told to interested crowds in various places here during the evenings.

It is interesting to note that Capt. S. O. Robinson, commander of the WESTERN STATES, who saved Capt. Mattison, is an old Anderdon boy.

—Str. MERIDA—

The 360-foot steel boat MERIDA, from Buffalo to Fort William, went down off Port Stanley on Friday afternoon with all on board, a crew of 25. She was owned by James Playfair of Midland. The first proof of the MERIDA's loss was Monday morning when three bodies of sailors, wearing life belts stamped "STEAMER MERIDA", were brought into Toledo on the freight steamer W. D. MATTHEWS (Capt. W. G. Cunningham) from Toronto. The last seen of the MERIDA was by Capt. Massey of the steamer BRITON, who sighted her rolling heavily 25 miles east of the Southeast Shoal on Friday afternoon. He feared she would founder. Four more bodies from the MERIDA were brought to Sandwich on Monday by the steamer BREITUNG.

November 3, 1916

Capt. S. O. Robinson, of the D. & C. steamer EASTERN STATES, had made an examination of the spar of the sunken vessel found by the coastguard steamer MORRILL, 10 miles southeast of the Southeast Shoal. After receiving a description of the block on the spar from Captain Robinson, Captain Charles E. McClure, master of the MARSHALL F. BUTTERS, is reported to have said the sunken vessel is undoubtedly the BUTTERS, instead of the MERIDA, as was supposed by officers on the MORRILL. This confirms the theory recently advanced by C.

A. Chamberlain, Detroit vessel agent, that it was the wreck of the BUTTERS which had been found. Captain Walter J. Grashaw, master of the steamer JAMES B. COLGATE, who was rescued after 37 hours' exposure on a raft adrift in Lake Erie following the sinking of his steamer, October 20th, is reported regaining his strength in a hospital in Conneaut.

Search of the sunken wreck of the barge D. L. FILER on Saturday by Capt. John Mattison, her former master, failed to bring to light any of the five bodies yet missing of the six men who were drowned when the barge foundered six miles west of Bar Point, October 20th. Believing the bodies of three of the crew might be lashed to the foremast which broke when the ship was sinking, Capt. Mattison took the derrick scow PRESCOTT of the Dominion Fisheries to the wreck. The broken mast, several spars and the rigging were recovered and brought to Amherstburg. Investigation around the wreck showed no trace of bodies. It is believed that within a few days they will come ashore below Amherstburg. For a week Capt. Mattison has been keeping close watch along the shore. The body of Oscar Johansen, of the FILER's crew, who dropped from the FILER's rigging where he had been clinging with Capt. Mattison, just as the boat's crew from the D. & C. steamer WESTERN STATES, in charge of Third Office Leon Taylor, was approaching, was buried in Rose Hill cemetery. The Hamilton Transportation Company, Chicago, owner of the FILER, will pay expenses of the burial of Johansen and other bodies that may be recovered, it is said. Relatives of Albert Logan, of Bay City, Mich., who was one of those lost with the FILER, were in Amherstburg on Saturday, to learn if anything could be done to recover the boy. Relatives of a Marine City man who is thought to have been on the FILER, also have visited Amherstburg. The United States coastguard steamer MORRILL, which has been searching Lake Erie, found only wreckage in the lake.

-The steamer FRANK E. KIRBY, one of the last of the Detroit River and lake passenger boats to quit service has gone into winter quarters.

-Because of the slow movement of coal to the Lake Erie docks, a number of freighters are experiencing considerable difficulty in obtaining supplies of fuel. The Pittsburgh and Mullen coal docks in Sandwich and the Mullen coal dock in Amherstburg are doing considerable business, though the Sandwich dock are making their supply go as far as possible by providing upbound steamers with only enough fuel to take them to the head of the lakes, where larger stocks are available on the docks. As many as five freighters at a time are reported to have been waiting at the Sandwich dock to load fuel within the last few days.

November 10, 1916

-The Dunbar dredge BRIAN BORU and tug SHAUN RHUE went to Detroit Saturday to lay up, as the crusher has closed down, not being able to get cars to ship the crushed stone.

-Albemi Ouellette of the Breymann Bros. Dredging Co., Niagara Falls, N.Y., is spending a few weeks with his family in town and assisting with machine work in the Amherstburg Iron Works.

-A big gang of men are at work re-building the Government fish dock east side of Bois Blanc, which was destroyed by the ice last spring. Capt. Parker, with his tug RANGER, is looking after

the work.

-The steamer SAPPHO (Capt. D. Nicholson) was down to Bob-Lo last week removing the Cadwell Co. paving machinery to Windsor, where they have a hurry-up paving job. The men employed on the island were given work with the company.

-The tugs JAMES REID and MICHIGAN, both Port Huron wrecking tugs, met by chance at Bar Point on Wednesday when coming up the river, and of course, full steam was put on both. When they passed here both tugs were going some, with the REID leading. The MICHIGAN kicked up quite a racket and could be heard from the foot of the island. Capt. Hawkes claims both tugs ran about the same.

-Edward Allen, son of the late Capt. C. C. Allen, was one of the crew of the steamer ASPEN, which called at Amherstburg on Monday night.....It was the first time in 28 years that he had been in Amherstburg.

-On the complaint of Capt. Fred J. Trotter of the Trotter Wrecking Company, Amherstburg, the sand and gravel barge ELEANORA has been seized by the Canadian authorities to satisfy a claim against the vessel by Captain Trotter. The claim is based on his having captured the barge when she broke away from her moorings in Detroit and went adrift in lower Detroit River some months. She is tied up at Gordon.

-The death occurred at the residence, George Street, Friday evening, of William Monroe, one of the best known colored cooks of the old school in this district. He was 84 years of age. Mr. Monroe was born in the state of Kentucky in 1832 and came to Amherstburg when but 17 years of age. For many years he followed the Great Lakes as a marine steward and was, in that capacity, on some of the best known boats running from Buffalo to the head of the Great Lakes. He was employed on the old TRANSPORT in the early days before there were any locks at the Soo, and the boats had to be moved through the canals on rollers. He was on the steamer LABELLE when she foundered on Lake Michigan, and was the only man in his lifeboat who could scull. The numerous incidents with which he had been connected read like a romance. He brought out nearly all the boats of the Bradley Transportation Co., and retired after earning a competence some 20 years ago. Mr. Monroe died at the home which he occupied when he first came to Amherstburg, although the family lived for some years on the corner of George and Gore streets. He was highly respected as a citizen of this town and was a Justice of the Peace and a deacon in the First Baptist church, with which he had been connected for many years. He was also a member of Lincoln Masonic Lodge. His wife, who survives him, was Miss Rosina Turner, of this town. To them were born six children, of whom the following are living: Sarah, Mrs. Clarence Smith, Amherstburg; William, of Buffalo; Joseph, of the Str. ROGERS; George, of Cleveland, and Edward, of Milwaukee. The funeral took place Monday afternoon to the First Baptist church where services were conducted by the Rev. Mr. Hill, the new pastor of the church, assisted by the Rev. C. L. Wells, of Windsor. Burial was in Rose Hill cemetery, the pallbearers being Prior Foster, Leonard Saunders, John H. Brown, Dave Hulbert, Mr. Baker and D. R. Davis, jr.

November 17, 1916

-Capt. Cook, of the tug SHAUN RHUE, is home for the winter.

-The barge GEORGE E. HARTNELL has gone into winter quarters at Cleveland and her master, Wm. Pizer, is very ill at his home in Sandusky.

-Capt. F. J. Trotter is rushing the work of blowing up the wreck of the steamer TOPEKA, opposite the Mullen coal dock, Sandwich, having taken off the 1,800 tons of coal cargo, boilers and machinery.

-The new steamer SIR TREVOR DAWSON built at Superior yards for the Canadian Steamship Lines, Limited, and recently launched, left the yards at Detroit to take on a cargo of 11,000 tons of ore at Missabe Rock. She will take her cargo to South Chicago. The DAWSON was built in part from a portion of the steamer W. C. MORELAND, which was wrecked at Sawtooth Reef, Lake Superior, a few years ago.

November 24, 1916

-Capt. Michael Mahon, of the steamer ROUMANIA, has arrived home to spend the winter after laying up the steamer MILWAUKEE.

-Samuel Jackson, caretaker of the dredge OLD GLORY and fleet of dump scows, has laid the fleet up for the winter. He put out extra large cables and chains to keep them from breaking loose.

-The tug A. C. HARDING, Capt. Thomas Hagen, left Monday with an oil barge for Montreal. Capt. Henry Cook, who was on the tug SHAUN RHUE all summer, accompanied him. Capt. Cook knows the route like a book, having been brought up on the Welland Canal.

-Mrs. James Bainbridge and son left last week to join her husband at Dunkirk, N.Y. He is employed on the Dunbar tug SHAUGHRAUN of the Dunbar fleet there.

-The steamer CITY OF DRESDEN, Capt. McQueen, is discharging a cargo of lumber from Sarnia for John Fraser.

-An interesting article bearing a ... light on the sinking of the passenger steamer LADY ELGIN in Lake Michigan appears in this issue (See next page). This famous lake disaster has a local significance outside of the fact that all lake tragedies touch this town to a greater or less extent. The ELGIN was rammed and sunk by the schooner AUGUSTA, sailed by Capt. Malott of Ruthven. All the old residents remember well the wail of sorrow that went up from one end of the country to the other when the disaster occurred.

-Fishermen employed by Goodchild & Dewey found the badly decomposed body of a sailor on Alfred Bratt's beach Friday night. It was brought to the undertaking rooms of the Kemp Furniture Co., and the only means of identification was a bank book, the number of which had not been

blurred by the water. On the assumption that it was from the wrecked schooner FILER, a telegram was sent to the head office of the company in Chicago, and the officials learned from the bank that the man was evidently Krist Burved, a sailor before the mast, who had gone down with the FILER. Burial was made in Rose Hill cemetery, Monday, beside Johansen, another member of the unfortunate crew who was picked up a day or two after the wreck. Four or five bodies are yet casting about the lake.

LOST ON THE “LADY ELGIN”

The “LADY ELGIN” was sinking. Some of you can think back fifty six years (1860) and remember that disaster. The song “Lost on the Lady Elgin” was often sung in your youth.

It was a chilly evening in early September. The “LADY ELGIN”, brilliantly lighted, full-loaded with happy excursionists returning to their homes, stopped suddenly, shuddered like a stricken thing, and began slowly to go down.

There was no wireless in those days, but none was needed. The “LADY ELGIN” had almost reached Chicago; she lay only a few hundred yards off the shore at Evanston. A thousand pairs of eyes were fastened on her from the shore; a thousand voices raised their cry of terror and alarm.

Only a few hundred yards, yet it might as well have been miles. The ship’s small boats could not possibly live in such a sea. The “LADY ELGIN” was sinking, sinking fast. Before help could put out from Chicago she would be gone. And the crowds upon the shore watched her, powerless to help.

But not all of them were helpless. Two brothers, students in the theological seminary at Evanston, plunged through the crowd, a rope in their arms.

Nat, the elder, a powerful man and a trained swimmer, fastened the rope about his waist and leaped into the waves. Inch by inch he fought his way through until at last he reached the ship and climbed aboard. A moment later he plunged back in again with a woman in his arms. The crowd hauled him in, choking, cold, but still strong. Again he plunged in, and again and again. Seventeen women and children he brought to shore, one after the other. At last flesh and blood could stand no more. He sank to the ground exhausted. Yet still the cries rang in his ears. After a bit he raised himself and again plunged in. Again they pulled him back to shore with another human. Twenty-three human lives Nat Spencer saved before his strength entirely left him. Then they carried him away to his bed, exhausted, sick, and almost out of his mind.

It was many weeks before he left that bed. Most of the time he was delirious. The twenty-three whom he had saved had scattered to their homes. The bodies of the three hundred who were lost had been tossed up by the sea; the nation had begun to forget the tragedy. But the twenty-three whom he had saved, surely they did not forget. Surely they were grateful.

This is the simple, solemn truth about those twenty-three: Not one of them ever came back to thank Nat Spencer for what he had done. Not one of them ever wrote him a letter. Nat Spencer went out of this life an invalid, having given the strength of his youth for twenty-three human beings who did not so much as say “thank you.” - Woman’s Home Companion.

December 1, 1916

-In tow of the tug J. L. MINER, the scow HANDY BOY is carrying rock from Livingstone Channel spoil bank to be used in construction of a new light between Grassy Island and the head

of Livingstone Channel.

-Many people in Amherstburg wondered why Monday morning was so bright, and the reason did not suggest itself until Capt. McKinley, an old favorite from Toledo, hove in sight with his smile that never wears off. Capt. McKinley is in charge of the tug COLTON that has come to this port to take the place temporarily of the tug HARDING, which is towing the steamer CARIB through the Welland canal.

-With the lighter ROSELLE, the tug W.A. COLTON of the Great Lakes Towing Co., left Amherstburg on Monday to go to the assistance of the steamer SWEDEN which was left on the bottom by low water at Huron, Ohio.

-Sailormen all over the Great Lakes were greatly interested Wednesday morning to read of the fate of the American steel steamer CHEMUNG which was torpedoed by an Austrian submarine in the Mediterranean Sea on Tuesday. The entire crew was landed at Valencia, Italy. The old CHEMUNG went down with the Stars and Stripes flying. The State Department will investigate at once to determine exactly how much contraband the CHEMUNG was carrying. The United States Government, it was stated, recognized the right of a belligerent to sink a neutral vessel carrying a cargo of more than 40 percent contraband. Reports from New York say the CHEMUNG carried "part contraband" and until the department scrutinizes carefully the ship's manifest, no decision will be made as to representations to Austria. The steamer was the finest and fastest freighter on the lakes in her day. She was brought out by the Erie Railway line in 1891 and was a sister ship to the OWEGO, also a classy freighter.

December 8, 1916

-Capt. Felix Graveline, mate on the wrecking tug FAVORITE, has arrived home.

-The lighthouse tender steamer ASPEN started Tuesday picking up the American gas buoys in this vicinity.

-A large gang of men from town are getting high pay loading steamers with salt at the Sandwich salt works.

-The steamer FITZGERALD, Capt. A. C. Callam, passed down Saturday with grain and will lay up in Buffalo. The steamer A. E. STEWART, Capt. James McCarthy, passed up Tuesday with coal for Fort William, and may bring down a cargo of grain.

-Lewis Goodchild and Fred Woods are having a lot of fun these days and at the same time making a good job of salvaging the hard coal cargo of the wrecked schooner FILER, around Bar Point. They installed a clam on an old scow and on Saturday night brought in their first load, consisting of all sizes of the coal. Many are greatly interested in the experiment as the clam is equipped with a home-made device for closing which is worked by hand and gives as good satisfaction as the best there is. They have every hope of getting the whole cargo of 800 tons.

-The steamer CITY OF DRESDEN went to Kingsville this week to raise the boiler and engine from the fish tug ARIADNE, which sank off Point Pelee.

-Ryall Thompson, one of the few remaining old time colored residents of this town, passed away at his home on Seymore Street Monday noon. Mr. Thompson had been suffering for eight years with kidney trouble and had been unable to get around for some time. Death brought a blessed relief from earthly suffering. He was born in Lexington, Ky., 78 years ago, and in slavery days escaped, coming to Amherstburg where he was afterwards married, first to Delitha Hall. They had a family of six, only one of whom is now living, Mrs. (Rev.) J. H. Williams, of Windsor. His second wife, who survives him, was Mrs. Martha Artis, of New Canaan, to whom he was married 19 years ago. They had no family. He also had a brother and sister, Henry Kirtley and Martha Alexander, who also predeceased him. Mr. Thompson followed the lakes for many years as marine cook and when he became too old to stand the buffeting of the fall storms, he took a position on the river tugs. He was a solid and highly respected citizen, and had many warm friends in Amherstburg. The funeral took place Tuesday afternoon to the A.M.E. church, of which he was long a trustee. It was under Masonic auspices, he being a Master Mason of Lincoln Lodge, F. & A. M. Burial was in Rose Hill cemetery. The pallbearers were Leonard Saunders, William Adams, Peter Brooker, D. R. Davis, James Harris and R. Chapman.

December 15, 1916

-Capt. Joseph Marks, who has been mate on the tug COLUMBIA in Buffalo all season, has returned home.

-Capt. Harry T. Cook of the tug DICKSON at Rogers City is home and will spend the winter with his family.

-Albert Brown, who has been chef on the tug MILWAUKEE all season, arrived home to spend the winter with his family.

-The steamer ALASKA discharged a cargo of 3/4 lump coal at this port this week. This will enable everyone to get a full supply of coal this winter.

-Capt. W. J. Pizer, son of the late W. R. Pizer, who commanded the barge GEORGE E. HARTNELL when the steamer S. R. KIRBY, which was towing her, foundered on Lake Superior last spring, has succeeded Capt. Walter Girardin as master of the steamer CASTALIA. Captain W. L. Girardin, who now lives in Cleveland, but formerly lived at Amherstburg, will be given command of another ship recently purchased by the Harvey H. Brown interests.

-Richard Fortier, Robert Kett and Frank Harmon, of the Sullivan Dredging Co., Buffalo, N.Y., arrived home Saturday and will spend the winter with their families in town.

-The barge D. K. CLINT, which sank in Callam's Bay, was raised Monday night, after the lighter COMMODORE had taken off 800 tons of coal. She was pumped out and then taken to Detroit.

-Capt. M. A. Bezaire and wife, of Detroit, spent a few days at Adolphus Bezaire's and James Kelly's. Capt. and Mrs. John McCarthy, of Sandwich, spent Sunday at Capt. Kelly's, North Street.

-The tug W. A. COLTON left for Toledo this week. Capt. James McKinley had a good visit among his old friends. The tug HARDING has returned from Montreal and the boys from town are kept busy telling of their trip.

-Capt. Walter Lawler, mate of the steamer FITZGERALD, has arrived home for the winter.

-Capt. Angus Borland, who has been in charge of the Livingstone Channel semaphores, assisted by Captains Eugene Maguire and Frank Hackett, has arrived in town for a few days' rest. Since this system went into force, there has not been an accident in the channel.

December 22, 1916

-Alarm is again raised over the danger to lake navigation interests through the withdrawal of water for the Chicago drainage canal. Some years ago authority was given for the diversion of a certain amount of water, but this amount has been exceeded, and pressure is being exerted to secure permission for a much greater diversion which would seriously lower the levels of Lakes Michigan and Huron, and to a less degree effect the levels of Lakes Erie and Ontario. The danger has been called to the attention of Congress by Secretary of War Baker.

-Capt. James McCarthy and Capt. J. M. Kelly arrived from Midland after laying up the str. A. E. STEWART.

-The tug FITZGERALD stopped at this port Saturday morning for fuel and provisions before proceeding on its way to Sandusky.

-Capts. Cornwall and Millard, of the tug OHIO, spent Monday night with old friends in town while the tug was loading up with fuel and provisions. The tug GILMORE also stopped at this port before proceeding to Toledo.

-The well-known tug A. C. HARDING arrived at this port from Montreal on Monday night after a strenuous trip through the snow and wind storm which was raging on the lakes. While the tug was trying to make its way through the dense fog, it grounded at the foot of Bob-Lo and the tug COLTON was called to her assistance. The HARDING left for Port Huron, but the local boys, who were members of the crew, will fill in their idle moments this winter relating their experiences on the never-to-be-forgotten trip to Montreal.

-Bulk freighters are in good demand, and two steel vessels changed hands at Cleveland on Saturday. The steamer CASTALIA, owned by Harvey H. Brown and Company, was sold to a new company, which will be organized to operate the steamer. The barge GEORGE HARTNELL, also owned by Harvey Brown & Co., was sold to James A. Paisley of the Valley Camp Coal Co. The prices were not given out. The CASTALIA, built in 1890, has a carrying

capacity of 4,500 gross tons. She is 364 feet keel, 40 feet beam and 24½ feet deep. The capacity of the HARTNELL is 5,600 tons. She was built in 1898 and is 353 feet keel, 42 feet beam and 27 feet deep.

-After unloading part of her stone cargo on the lighter RESCUE of the Great Lakes Towing Co., the stone carrying steamer W. F. WHITE, which struck bottom near the east bank at Bar Point on Thursday was released Saturday by the tug MICHIGAN and proceeded to Fairport, O., avoiding the delay that would have attended reloading the lightered stone. The WHITE is thought to have sustained little or no damage.

-The performance of the steamer JOHN J. BARLUM, managed by the Detroiters of that name and captained by A. J. Mahon, also a local shipmaster, for two weeks ending December 12th, is causing comment in vessel circles. Starting by clearing from Duluth with 400,000 bushels of wheat for Buffalo, she proceeded from there to Toledo and carried 10,000 tons of coal to the Soo., beating back to Calcite, Mich., with a cargo of 10,500 tons of calcite for South Chicago, where she arrived Thursday. She will remain there over winter, loaded with oats, as will the steamer THOMAS BARLUM, of the same line.

-Braving the unseen dangers of ice-covered Lake Erie and in the teeth of a raging snowstorm, Ernest Pineau, one of the members of the crew of the lightship FALKEN, made his way ashore near Bar Point, Saturday evening and reported that the lightship because of an accident to her machinery, lay helpless a short distance from Bar Point and was in danger of being crushed between ice floes. Mr. Pineau was nearly all in with cold and exhaustion. More than once he slipped between yawning crevices in the ice, but with the aid of a stout pole was able to regain a footing on solid ice each time. After reaching Amherstburg he reported the plight of the lightship to local port authorities. The tug HACKETT succeeded in forcing a passage to the FALKEN and brought her safely into port.

December 29, 1916

-Capt. James Tobin and mate Lloyd Brown have returned home after laying up the ferry PAPPOOSE.

-The tugs OHIO and COLTON have laid up in Toledo after taking boats through the ice fields in Lake Erie.

-Capt. A. C. Callam has arrived home to spend the winter after laying up the steamer FITZGERALD in Buffalo.

-Capt. Joseph Mahon is home for the winter, after a record breaking season on the SHORES and ALASKA, of the Mullen Coal Co.

-The tug MARION E. TROTTER and Southeast Shoal lightship FALKEN were taken to the Great Lakes Engineering Works dry dock at Ecorse, this week.

-The steamers J. J. SULLIVAN, F. H. HAZARD and PRICE MCKENNEY are being laid up in Detroit. They have abandoned their trip on account of the heavy ice.

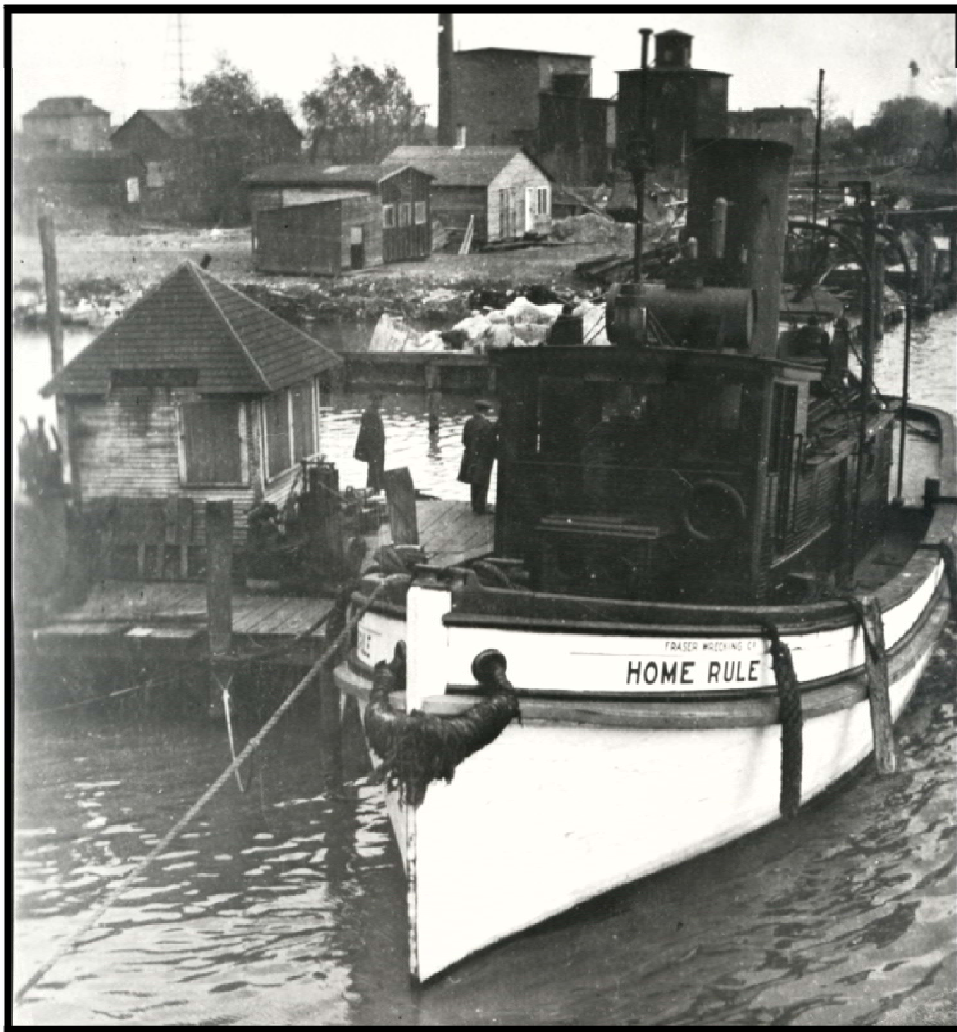
-Gordon Ferriss, chef on Starke's Great Lakes DREDGE NO. 9, and daughter Marguerite have gone to Troy, N.Y., to visit the former's daughter, Mrs. Thomas Hanley, jr.

-The steamer HURON was taken through the heavy ice by the tug FRANCIS B. HACKETT and ferry BRITTANIA on Christmas Day. The steamer got stuck several times and was all morning going from the Fort to the Lime Kiln, but with the aid of the two ice crushers she managed to make her way through. Many people were along the banks and kept their cameras busy.

-The Great Lakes Towing Co.'s tug ABNER C. HARDING had her shoe and blade carried away by the ice at Bar Point on Sunday. She was towed into port by the BRITTANIA on Sunday night and after an examination by diver Robert Kett it was found that she will have to go to dry dock for repairs.

-Norman Renaud and family and Oscar Triolet and family have arrived home from Buffalo and intend to make their home here for the present. Mr. Triolet has been foreman there for M. Sullivan for three years, but Mr. Sullivan's contract is completed in Buffalo.

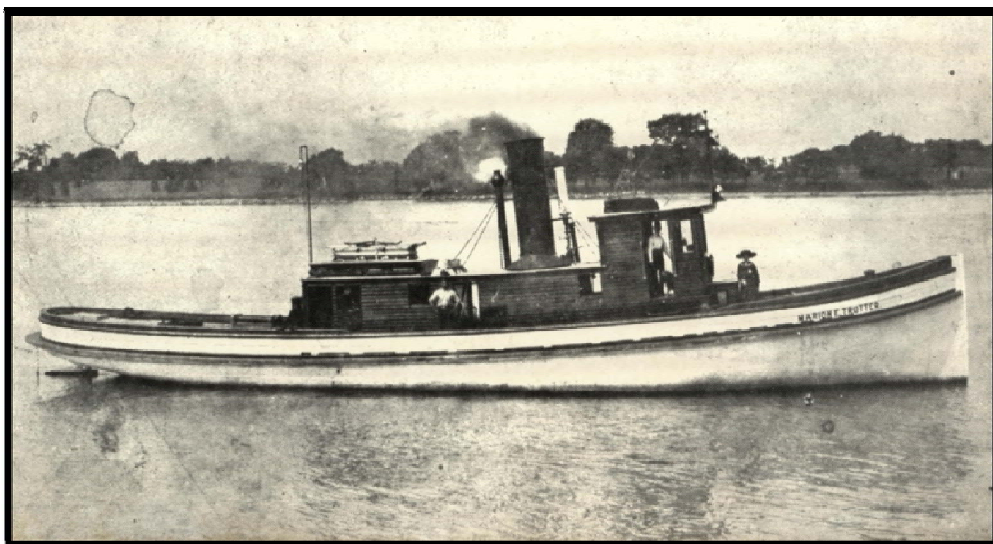
End
1916



Tug Home Rule
Marsh Collection P2731



Tug Shaun Rhue
Marsh Collection P1345



Tug Marion E. Trotter
Marsh Collection P2732



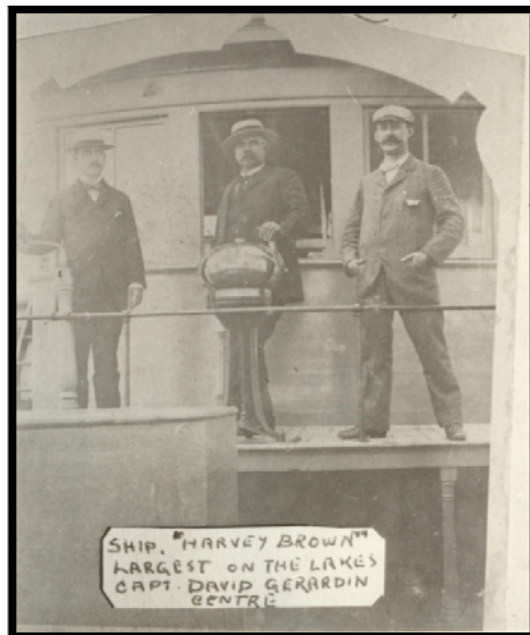
Steamer Pelee
Marsh Collection P2189



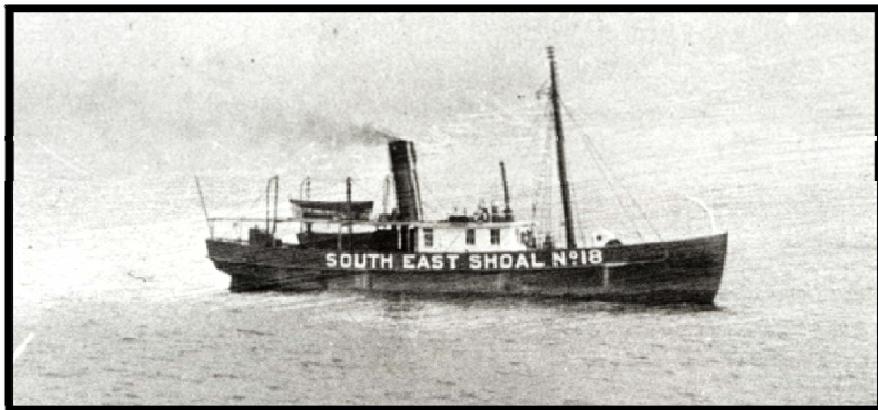
Steamer Lambton
Marsh Collection P3788



Tug A.C. Harding
Marsh Collection P1192



Steamer Harvey H. Brown
Marsh Collection P2975



South East Shoal Lightship
Marsh Collection P1883



Steamer *W.E. Fitzgerald*
Marsh Collection P2142

ECHO SOUNDINGS

1917

January 5, 1917

-Navigation in the Detroit River and Lake St. Clair was reopened Friday by the tug A. C. HARDING, of the Great Lakes Towing Company, which left Detroit at 7.15 a.m. and reported her arrival at the Old Club, St. Clair flats, at 9.30 p.m., having made the run of about 24 miles in about 14 hours. Capt. Thomas Hagen, master of the HARDING, informed Joseph King, local manager in Detroit for the Great Lakes Towing Company, that the trip across Lake St. Clair was attended with much difficulty. The ice, averaging from 8 to 14 inches in thickness, has been heavily windrowed by the shifting winds for almost the entire distance across the lake, Captain Hagen said, referring with pride to the fact that the HARDING had demonstrated her power by breaking a passage through the barrier without experiencing serious delay, though at times progress was slow. The HARDING, which has just received a new rudder blade at the Ecorse yard of the Great Lakes Engineering works to replace one lost in the ice in Lake Erie last week while on her way with the steamer BRITTANNIA to assist the steamer HURON to Detroit, is bound for St. Clair, where she is to keep the river open during the winter.

January 12, 1917

-Some fine pictures of winter navigation on the Detroit River are on exhibition in town, showing the tug HACKETT, LIGHTSHIP FALKEN, TROTTER and car ferry SAINTE MARIE in the ice.

-The marine season of 1916 will go on record as one of the longest in the history of the lakes. Thirteen vessels passed out of existence during the nine months of navigation, but most of them were small and only two were lost in collisions. Two boats stranded and were total losses; three were destroyed by fire and six foundered. Four of the lost vessels went down in a gale which swept Lake Erie on October 20th. The steamer MERIDA, which went down with all hands, was the biggest monetary loss. She was insured for \$200,000. The loss on the steamer KIRBY, which went down in Lake Superior early in the summer, was the next greatest loss. She cost the Underwriters \$120,000. The total loss of life was seventy, as against fifteen the year previous.

-The Norwegian Steamship LUPUS, formerly the American steamship GILCHRIST, in service on the Great Lakes, was captured by the Germans and taken into Hamburg. The LUPUS, a vessel of 3,871 tons gross, is reported to have been carrying contraband.

January 26, 1917

-At the annual convention of the Shipmasters in Detroit, the following interesting facts were contained in the President's report: Four vessels foundered in the big gale on Lake Erie on October 20th. Of these the steamer MERIDA, which was lost with all hands, was the biggest loss

of the season, she being insured for \$200,000. The steamer S. R. KIRBY, lost in Lake Superior in June, cost the underwriters \$120,000 and the whaleback steamer, lost in Lake Erie on October 20th, was insured for \$110,000. All hands, with the exception of the master Captain Walter Grashaw, were lost when the COLGATE took her final dive. There were seventy lost on the KIRBY, COLGATE and barge FILER. The steamers CITY OF MIDLAND and SARONIC, which were destroyed by fire, were insured for about \$160,000.

-For the first time in fourteen years the Detroit and Windsor Ferry Co. have been compelled through ice conditions to suspend their service between Windsor and Detroit on Saturday, and since that, one trip a day is about all that has been made. Hundreds of Detroit and Windsor people used the Walkerville ferry or the Michigan Central trains going through the tunnel to get across the river during the evening, and many took to those routes Monday morning rather than take a chance on the Windsor line. Between the foot of Joseph Campeau Avenue and Walkerville there has been little ice to hamper the ESSEX and the ARIEL. The latter boat was put on the run Sunday to handle the rush of regular patrons of the Windsor line. Poor coal and the piling up of ice by the car ferries are blamed by President Walter Campbell for the necessity of suspending. "We were unable to buy enough coal of the proper grade to produce the steam which ferries require in fighting ice," said Mr. Campbell. "Because of the poor grade of coal we were forced to lay up our best ice crusher, the steamer PROMISE. She could not get enough steam under forced draught to break the ice."

-Trials of suits resulting from the sinking of the steamer TOPEKA, of Milwaukee, in Detroit River August 15th, 1916 by the steamer CHRISTOPHER, began at Milwaukee Monday with explanation of the respective cases of the CHRISTOPHER and the loss. Counsel for owners of the TOPEKA contends that the accident was due to faulty navigation of the CHRISTOPHER and asks damages of \$132,624. Owners of the CHRISTOPHER, on the other hand, assert their vessel gave the proper signals and they were ignored by the TOPEKA. They ask for counter-damages of \$221,514 to the CHRISTOPHER.

-Capt. Jacques Laframboise, an old Amherstburg boy, has been reappointed skipper of the Steel Trust steamer SCHILLER for this season.

-The car ferry SAINTE MARIE passed this port Thursday of last week, upbound from Toledo to St. Ignace. The ferry had little trouble arriving at her destination Tuesday.

-Bert Abbott, of the Molsons Bank staff, has on exhibition in the bank window a dozen different views he snapped of the tug HACKETT cutting out the steamer HURON on the Lime Kilns Crossing on Christmas day. The ferry BRITANNIA is also on the job.

-The big car ferry DETROIT and the passenger ferry BRITANNIA have been down to this port from Detroit a couple of days this week, breaking up the ice which has now blocked up the large air hole abreast of town. It is fortunate for the ice men that their harvest has been cut, as the ice broke away from shore to shore.

-The Lake Carriers' Association at their fifty-fifth annual meeting in Detroit last week approved

of the scheme to further widen the Livingstone Channel in the lower Detroit River. It is confidently expected that the work will be proceeded with in the coming spring.

-Captain John E. Tobin, 66 years old, sailor and Civil War veteran, died early Tuesday at Hotel Dieu, Windsor following an attack of pneumonia. Born at sea off the Cape of Good Hope, Captain Tobin for years sailed tug boats for the Drummond Line of Detroit, and for J. & T. Charlton line of North Tonawanda, N.Y. Before his retirement two years ago he commanded the Charlton tug BALIZE for eight years. He had been a full-fledged captain from the age of 21. Captain Tobin is survived by three sons, John, jr., Roy and Russell; two daughters, Mrs. Charles Mitmesser and Mrs. Jack McCann; a sister, Mrs. Charles Conroy, of Windsor, and two brothers, Captains James and Dick Tobin, both of Amherstburg.

February 2, 1917

-The marine post office, Detroit, has been changed in name to the "Detroit River Station" after 30 years. During the season of 1916 the force at the river station handled about 900,000 pieces of mail, giving postal service to about 21,000 boats. The money order business of the station amounted to \$17,000 and its stamp sales were \$15,000. Among the mail handled were 218 registered pieces, 148 insured and 36 C.O.D. parcels.

February 9, 1917

-The east wind Wednesday caused the water in the river to rise and considerable damage was done to the steamer MILLS, which is laid up at the dock here. The heavy ice was keeping the hull down while the water was forcing its way up and it would have resulted in the sinking of the steamer if the ice had not broken around it.

-The hazards of breakwater construction will be reviewed when a suit for \$5,000 led against John Ginzel of Detroit, by Edward R. Lewis, U. S. engineer, came to trial. Lewis was a Government inspector on a breakwater job at Harbor Beach, March 31st, 1916 for which Ginzel had the contract. Lewis was knocked off a scow on which he was standing and he charges Ginzel with negligence. Mr. Lewis was stationed at Amherstburg before going to Harbor Beach.

-The funeral of Capt. John Nicholson, well-known in marine circles, was held Saturday afternoon at 2:30 from the residence of his son, Frederick Nicholson, 326 Trumbull Avenue, Detroit. Deceased was born in Trenton, Mich., 74 years ago and sailed the lakes from the time he was a boy. For many years he was employed by the Detroit, Belle Isle and Windsor Ferry Company and the Detroit Shipbuilding Company. He is survived by one son, Frederick, with whom he made his home; two brothers, Capt. William Nicholson, of Grand Rapids, and Capt. Duncan Nicholson, superintendent of the Detroit, Belle Isle and Windsor Ferry Company; and a sister, Mrs. Martha Miller, of Grand Rapids.

-Capt. J. J. Stover, of the White Star Line, is retiring from service and the marine life. He states that the coming summer will be his first season ashore since he started wheeling on the tug QUAYLE with Capt. Sam Burnham. Before that time he had been in the fishing business at

White Rock on Lake Huron. Capt. Stover has been master of the steamer CITY OF TOLEDO for many years and was well known.

-In line with the general scheme of safeguarding the vessels against disease, the Sanitation Committee of the Lake Carriers' Association is considering the installation of purification plants aboard all vessels that are not now equipped with sanitary water systems. As a result of the committee's painstaking work in not permitting its campaign to lapse for a moment, sailing on the Great Lakes is a most healthful occupation, and when the romance of the lakes is added to this all important factor in life, together with the sure advancement for the young man who will "try," this occupation is fast growing into the ideal.

February 16, 1917

-Among the marine appointments appear the names of two old Amherstburg boys, Capt. John Burns, master of the steamer McGONAGLE, and Capt. H. T. Kelly, master of the steamer HARVARD.

-Among the marine appointments this week appears the name of Capt. W. L. Girardin who has been appointed master of the steamer FRED G. HARTWELL, one of the three big steamers added to the fleet operated by H. H. Brown & Co.

-The old hull of the steamer GOULD burned to the water's edge at Stoney Island on Monday.

-The ice bridge is being greatly used by large numbers who visit Grosse Isle and the islands across from town. The skating on the river is glass-like since the thaw, and crowds are enjoying it.

-The warm spell of Saturday drove the frost in the ground so suddenly that scores of water connections froze up and many burst. Mutt Boyd of the Board of Works is working night and day repairing the numerous leaks and freeze ups.

March 2, 1917

-John Sullivan and Fraser Sullivan were in town on Monday looking over their dredging plant, and getting ready for their annual spring house cleaning.

March 9, 1917

-Between now and the opening of navigation, vessel owners of the Great Lakes must spend approximately \$300,000 for the installation of new culinary and drinking water purifiers on all boats engaged in interstate traffic. The order applies to all vessels belonging to Canadian steamship companies plying on the Great Lakes. The order means that most of the seven hundred vessels on the Great Lakes engaged in some phase of interstate traffic must undergo the necessary alterations to provide pure water for drinking and cooking purposes. The order requiring installation of pure water systems was issued some time ago by Dr. J. O. Cobb, Chicago, surgeon of the sanitary district comprising the Great Lakes. Vessel owners unsuccessfully protested against the order. The order also provides that if water for drinking and

culinary purposes is not obtained ashore, it must be treated by an approved method and that the piping system on all vessels must be so arranged that no connection can be made between the drinking water system and any other water system.

-Gordon Ferriss left Monday to fit out the Great Lakes D. & D. Co. DREDGE NO. 9, at Detroit.

-John B. Sullivan left this week to assist in fitting out DREDGE NO. 7 of the Great Lakes D. & D. Co., in Cleveland.

-Oliver E. Dunbar has opened up the Dunbar Dredging Co.'s office in Detroit for the season.

-Lake St. Clair ice came down the river Monday morning, crashing and grinding along the shores and piling up as it came, blocking the river tight as a drum, and numerous local sailors have gone back home for a rest of another two weeks, as most all thought they would get away this week.

-The steamer CITY OF DRESDEN (Capt. J. S. McQueen) is being fitted out this week so as to be the first steamer to get over to Toledo to load coal, as soon as the ice permits.

March 16, 1917

-The steamer CITY OF DRESDEN opened navigation between here and Detroit this week.

-In communications sent out by Captain C. H. Westcott and Captain N. B. Nelson, United States supervising inspectors of steam vessels in the Eighth and Ninth district who are now in Washington, United States, local inspectors on the lakes are directed to warn vessel owners and licensed officers of lake steamers to guard against the use of bright lights around the cabins and decks of their vessels. The supervising inspectors say complaints have been received that some steamers are so lighted with electric lights around and about their cabins and on decks that they become a menace to the navigating officers of other vessels.

March 23, 1917

-Gordon Colborne, mate, and Albert Westaway, engineer, are fitting out the tug JOHN E. MONK for spring work.

-The Southeast Shoal lightship FALKEN is receiving a thorough overhauling at the Ecorse (Mich.) shipyards. The steamer was badly twisted after her fight with the ice last fall. The damage has been repaired and will cost \$4,000 or \$5,000, and the steamer will be ready to be placed on the shoal when she is wanted. The boat is in about the most exposed position on the lakes.

-R. H. Goode, who was superintendent of the Buffalo Dredging Co. at this port during the Livingstone Channel construction, has been appointed superintendent of the Dunbar stone crusher and dredging and is busy getting the plant fitted out. He and his family may reside in Amherstburg, it being handy for his work.

-Capt. C. C. Balfour, of Detroit who, in command of the steamer E. H. UTLEY, May 8th of last

year, rescued two of the crew of the S. R. KIRBY when it foundered off Eagle Harbor, Lake Superior, and picked up the imperiled barge G. E. HARTNELL in a heavy sea, was given a beautifully embossed set of resolutions, handsomely bound, at the luncheon given by the Ladies Auxiliary, of Detroit Lodge No. 7, Tuesday of last week. The presentation was made by Capt. William J. Crosby, grand president, who in turn was presented with the jewel of his office.

-Capt. Fred J. Trotter is fitting out his passenger steamer VISITOR.

March 30, 1917

-The big new steamer PONTIAC was launched on Tuesday at Ecorse. She is 600 feet in length over all, has a beam of 60 feet and depth of 30 feet. The ship's mechanical equipment throughout is to be of the most modern type.

-Wigle & Sons were disappointed in their plans to bring a cargo of damaged wheat from Detroit. Chicago and Milwaukee dealers bid the price beyond what they considered it worth. They had the steamer CITY OF DRESDEN ready to bring it to Amherstburg, when the feed escaped them.

April 6, 1917

-The alkali steamer HURON opened navigation down the lakes Wednesday. The steamer KIRBY goes on her route next Monday.

-Capt. Harry T. Cook left Sunday for Rogers City, Mich., to fit out the harbor tug there, on which he will sail as master this season.

-Ernest Pineau, Norman Boxall and Lewis Langlois gave up their positions as crew of the lightship FALKEN and have taken positions on land.

-Both the Middle Ground and the U.S. Detroit River lighthouses have been placed in commission for the season. The doleful sound of the Bar Point fog horn is again a feature of the spring noises.

-The ferry boat EXCELSIOR, built in the early 70s, which has plied the river practically ever since that time, is being rebuilt to meet present conditions, brought on by the greatly increased automobile traffic. It will be re-named and put into service as the PONTIAC. The decks will accommodate a large number of motor cars and will partially solve the summer congestion of machines at both sides of the river.

-The names of the three big steamers purchased by Harvey H. Brown and associates late last year have been changed. The steamer H. A. BERWIND has been renamed HARVEY H. BROWN, the steamer FRED G. HARTWELL will be the HARRY W. CROFT, and the steamer CHARLES L. HUTCHINSON, the FAYETTE BROWN. Mr. Brown will also operate the steamer M. A. BRADLEY.

-Walter Lawler has gone to Cleveland to help fit out the steamer HUBBARD for the season. He

will be first mate on her.

-Capt. A. C. Callam left Sunday for Buffalo to fit out the steamer FITZGERALD, of which he will be master this season.

-James Playfair, of Midland, has ordered Capt. James McCarthy to report for duty to sail the steamer STEWART this season.

-Mate Lewis Bellecoure and Jos. Kelly left Sunday for Buffalo, to assist Capt. W. L. J. Girardin to fit out the steamer HARRY W. CROFT.

-James M. Kelly left last week for Cleveland, to assist in fitting out the steel steamer WILLIAM P. SNYDER JR., which he will sail as mate this season.

-The U. S. Government is marking with red and white lights the stone cargo jettisoned from the steamer W. F. WHITE, at Bar Point last fall. The FILER wreck in Canadian waters is unmarked.

-James McFarland, who has been a faithful employee of the Dunbar Dredging Co. for many years, is moving his family to town from Dunkirk, and will take a position with the Brunner Mond Co.

-The steamer ALASKA is discharging her first cargo of soft coal at this port. The steamer, which is in charge of Capt. J. E. Mahon, loaded the cargo in Sandusky. The waterworks is being filled up with the fuel.

April 13, 1917

-Three armed patrol boats to guard shipping and river front property night and day were placed in commission by Police Commissioner Couzens, of Detroit, on Monday. They are expected to afford protection to large ore and grain carriers, as well as grain elevators and railroads on the docks, against any alien enemy attempts. President Livingstone, of the Great Lakes Carriers' Association, says plans have been perfected for further protection to lake tonnage.

-The Goodrich steamer NEVADA, the newest of that fleet of boats, was sold on Thursday, March 29th, to the Russian Government for European war service. The purchase price, it is stated, was about \$750,000.

-The Southeast Shoal lightship FALKEN is fitted out ready for departure to her station on Lake Erie as soon as she can be fueled. During the past month the FALKEN has been brightened up with paint and repairs and presents a brave and attractive appearance. Red is particularly becoming to this beacon of the lakes.

-Capt. Charles R. Hackett was the successful tenderer for the work of looking after the Canadian aids to navigation in Lake Erie and lower Detroit River for the next three years. He was informed of this by the Dominion Department of Marine and Fisheries on Saturday morning. He

has already got his organization complete and started Monday the work of painting, overhauling and refilling the gas buoys, and the aids will likely all be in position within the next week. This work is an old song to Capt. Hackett, he having handled it for years with but a three-year intermission. He has purchased the Fraser tug JOHN E. MONK for use in the work.

-In going over the contents of a drawer in an old desk, President William Livingstone of the Lake Carriers' Association brought to light a master and pilot's license which was issued to him in 1882. The license is No. 6 of the series issued to the present president of the Dime Savings bank years ago when as Detroit representative of the Western Transit Company and other lake lines, he spent part of his time in piloting vessels of these fleets over the Limekiln crossing, a passage hazardous at that time, but since made easy by Government improvement work in widening and deepening the channels. Among the old time ships which Mr. Livingstone served as pilot was the steamer COMMODORE, built in Cleveland, which was counted the finest steamer on the lakes in the days before the advent of iron and steel hull vessels.

-No more large passenger ships will be constructed on the Great Lakes for years, says A. A. Schantz, general manager of the Detroit & Cleveland Navigation Co. Mr. Schantz says that the days when ships like the SEEANDBEE can be built are past. He says the great cost of building such a vessel would be one of the main causes for not constructing it. *"Then too,"* Mr. Schantz said, *"to build extremely large ships is not the best investment possible. It would be better to build a smaller one and later a larger one if need be, and I think lake companies are all beginning to take that point of view."* Mr. Schantz referred to the steamer CITY OF CLEVELAND III of the D. & C. When this ship was built she cost \$1,225,000. Today she could not be duplicated for \$2,000,000.

-Capt. F. J. Trotter was in Cleveland last week settling up damages to his tug, steamer and the HANDY ANDY, received when a big steamer cut them down while they were at work on the wreck of the steamer TOPEKA at Sandwich last fall.

-Capt. Charles R. Hackett and Mate Gordon Colborne are rushing the work of getting all the buoys in shape at the Department of Marine and Fisheries supply depot. There are 18 in all, black and red, which have to be painted and refilled before putting them in the water.

-The steamer PAPPOOSE, Capt. Jas. Tobin, arrived at this port for the season. Norbert Casey is his mate.

-The tug TROTTER has gone to Chatham to do some towing. Capt. John Bernard and Harry Matthews, engineer, are in charge.

-J. Norvell Mullen has purchased all the timber and planking from Capt. Howard Hackett off the old steamer BULGARIA, which will be used to repair the docks here.

-All men on boats of the Lake Carriers' Association will get more money at the start and when the schedule is adopted. It is understood it will call for the highest rate of wages ever paid at the opening. It will be higher than the opening schedule last season when wages were marked up ten

percent.

-Operations between Lake Erie islands and Sandusky having proved unprofitable, the little steel steamer TOURIST, of Put-in-Bay, recently sold to Erie parties, cleared for Lorain to be converted into a fishing tug. The TOURIST was built ten years ago and has opened navigation annually between the island and mainland. She made her first 1917 trip last Wednesday. The boat was frequently chartered to carry fishing parties of Columbus, Cleveland and Cincinnati from Sandusky to Old Hen Island.

April 20, 1917

-Maxime Lapierre, who has been oiler on the tug JOHN E. MONK, has taken a berth with the Mullen Coal Co. at this port.

-The Lake Carriers' Association's tug DESPATCH is fitted out for the time-being stationed at the Livingstone Channel.

-Angus Borland, who has charge of the Livingstone Channel semaphores, is fitting out his power boat LAVERN at the buoy depot.

-D. J. Scott, of Pelee Island, has shipped as engineer on the Southeast Shoal lightship FALKEN, while Clifford Morin will be chef for the season.

-Norman Boxall, formerly engineer in the Southeast Shoal lightship FALCON, will be engaged with Capt. Chas. R. Hackett, Detroit River buoy contractor.

-The Department of Marine and Fisheries' old Lime Kiln crossing lightship is sunk at the foot of Gore Street. She will be raised and sold for a houseboat.

-Capt. Michael Mahon has gone to Manitowac to fit out the steamer ROUMANIA. Harry and Alfred Franklin have also left to assist fitting out the same steamer.

-Goodchild Bros. tug McCARTHY is distributing white fish fry in the Great Lakes and river from Point Edward hatcheries for the Department of Marine and Fisheries.

-The tug SHAUN RHUE and dredge BRIAN BORU, of the Dunbar & Sullivan Dredging Co., came down to the spoil banks of the Livingstone Channel to dig rock for their stone crusher at River Rouge.

-Pleasure boat owners will be barred this summer from the use of the St. Clair flats canals, according to information reaching President William Livingstone, of the Lake Carriers' Association. The order was issued as a protective measure during the present war conditions it was stated. Boats will be restricted to the use of the old channel, which will be buoyed and lighted for the convenience and safety of boats.

April 27, 1917

-The John C. Dunbar supply boat in charge of John Campbell, has gone into commission.

-Westcott's reporting office at the Livingstone Channel has opened for the season, with Charles Kelly in charge.

-The Trust tug A. C. HARDING arrived at this port Sunday for the season. She is in charge of Skipper Tom Hagen.

-Capt. William Pizer, who sailed the tow barge GEO. E. HARTNELL before she was sold, has been given the first mate's berth on the steel steamer M. A. BRADLEY, recently purchased by Harvey H. Brown.

-Slight damage sustained by the tug A. C. HARDING, of the Great Lakes Towing Co., while working in heavy ice in Lake Erie last winter, was repaired at the company's shipyard in Cleveland. As soon as work had been finished the tug was brought to Amherstburg with the lighter RESCUE, which has received new hatch covers.

-John Powers has taken his old position back as chief engineer at the Mullen Coal Co.'s fueling docks at Sandwich.

-Reginald Adams, Milton Adams and George McCurdy, all lake marine chefs, have taken good jobs with the Dominion Stamping and Forging plant in Windsor, and will not sail this season.

-Visions of a torpedo attack came to 500 passengers of the ferry PLEASURE at 6 o'clock Friday evening while the steamer was making a trip to Windsor. The forward flagstaff of the boat was struck by a bolt of lightning which spent its force after splintering six feet of the staff and in tearing a hole in the upper deck. The upper cabin was crowded with women. When the flash came the boat seemed to stop for a moment and careened as if struck by a heavy body, some of the passengers said. Roderick Beliveau, a passenger, who was standing at the foot of the stairway leading to the upper deck, described the flash as a "*ball of fire, which, after hitting flagstaff, disappeared in the water ahead of the boat.*" Some members of the engine room staff said the bolt entered the engine-room and passed out by one of the portholes. The fluid, after knocking the top off the flagstaff, ran down an iron stay to the combings of the upper deck, which was ruined...*illegible*.

May 4, 1917

-To the Great Lakes fleet was added on Friday the 13,000 ton steel freighter FRANK H. GOODYEAR, which was dropped in the river at the Ecorse yards of the Great Lakes Engineering Works before several thousand spectators. The GOODYEAR, which is being constructed for the Buffalo Steamship Company, is a duplicate of the freighter PONTIAC, recently launched at the same yard for the Cleveland Cliffs Iron Company. The new vessel is 600 feet over all, with 60 feet beam. She will be equipped with triple expansion engines and Scotch boilers, and will be ready for service about June 1st.

-Capt. F. J. Trotter inspected the burned steamer CASE, and may raise her for her owners.

-The first boat of the season to arrive at Fort William is the JOHN J. BARLUM, of Detroit, in command of Capt. A. J. Mahon, which docked Monday. Amherstburg boys are always in the forefront when it comes to marine records.

-Owing to the severe gale on Lake Erie, the steamer FRANK E. KIRBY, of the Ashley and Dustin Steamer line, which left Detroit Tuesday morning with a heavy load of freight for Sandusky, tied up at Amherstburg and laid there during the afternoon waiting for the storm to moderate.

-Ten fast boats will maintain a patrol from the mouth of the Detroit River to the head of the St. Clair River during the season of navigation. These boats will be manned principally by Detroit yachtsmen, who have joined a naval reserve force. Capt. D. F. A. DeOtte, commander of the Government ship MORRILL, will be in charge of the fleet, and members of his crew will help man the small boats. Every boat under 100 tons will be subject to search. If small craft do not stop upon order, the patrols will use armed force. The object of the patrol is to prevent enemies blocking the narrow channels in the two rivers and in Lake St. Clair. The temporary halting of grain, ore and coal shipments would be of immense damage to the cause of the Allies. Ships of more than 100 tons are being looked after by their owners, who have been instructed to weed out all enemy aliens or disloyal citizens, and to take great care in passing through easily blocked channels. Motorboats must follow as closely as possible the shore line, and will not be permitted to approach a steamer within 100 feet. Small boats will not be permitted to use the St. Clair flats channel or the west channel. Loitering, fishing or drifting is prohibited in all main channels of Detroit or St. Clair rivers or Lake St. Clair.

-Capt. Con Christiansen, of the U. S. lighthouse survey service, was in town Saturday night, on his way to Bar Point where he will have charge of the lightship there for a month or two. After that he is at the disposal of the War Department and may see active service in the Navy.

-The steamer ALASKA discharged 1,400 tons of soft coal for the Mullen Coal Co. at this port this week.

-The steamer GLENMOUNT grounded in Callam's Bay early Sunday morning but was released by the tug A. C. HARDING.

May 11, 1917

-The old wooden freighter JOHN PLANKINTON, upbound with a cargo of coal, collided with the Grand Trunk railroad car ferry DETROIT in the Detroit River off the foot of Fifth Avenue, Wednesday night. The PLANKINTON with bows crushed in, filled and sank almost immediately. The United States mail boat C. F. BIELMAN, JR., picked up 11 men from the PLANKINTON and one of the river boats of the J. W. Westcott Company rescued eight. There are said to have been 20 men in the PLANKINTON's crew.

-The steamer RICHLAND STAR, which was run on Chicken Bone Reef, Friday, to prevent her sinking, was released late Sunday night after being lightered of her cargo of Pocohontas coal, and taken into Callam's Bay for repairs.

-Members of the Lake Carriers' Association are to do their part toward conservation of the food supply by urging greater economy in the use of foodstuffs on their vessels. A circular prepared by President William Livingstone, and sent to members of the Association, is being transmitted to their vessels. The communication is in part as follows: "The crews of our ships should line up with the housewives of the country and serve the nation by eliminating all waste of foodstuffs and reducing the consumption of meat. Do you think in these critical times it is necessary to serve meat four times a day as has become the practice on our lake ships? I appeal to you and to the crews on your ships to practice strict economy by not wasting a particle of food and intelligently reducing the meat consumption on ships."

-William Tobin has been employed as mate on the Detroit & Windsor ferry BRITANNIA.

-Capt. C. R. Hackett lighted and placed some buoys in the St. Clair River last week.

-The engineer of the steamer VULCAN became seriously ill in the ice jam at the Soo on Monday. He was put aboard the steamer HARRY B. CROFTS (Capt. W. L. J. Girardin) and taken to port.

-Robert Maissey and W. N. Gatfield are arranging to take the coal and iron from the steamer CASE, which burned in Lake Erie last week. They went over this week in the tug McCARTHY to inspect her.

-Lyle Ong, an old Amherstburg boy and member of the 186th Batt., was on the steamer LAPLAND when she struck a mine on her way to England. Lyle will be remembered as assistant to chef Gordon Ferriss on the dredges.

May 18, 1917

-A very unusual aftermath of a marine collision was witnessed in the lower Detroit River on Thursday of last week when, after drifting 15 miles downstream, a box car which jolted off the car ferry DETROIT was secured in the Livingstone Channel. It was out of the way of boats. Several of the men saved from the wreck were clinging to the roof of the box car when picked up.

-The steamer PENTECOST MITCHELL, downbound with ore, collided with the freighter SAXONA, upbound at the mouth of St. Mary's River at midnight Sunday night. Both steamers sank in forty feet of water. The crews were saved.

-Spar buoy No. 10, in Fighting Island channel, has been damaged frequently by boats through failure of masters and pilots to understand that the channel is now a straight course and that the ranges in the old channel are no longer in service. Inspector Woodruff has renewed his notice to mariners of the change in the channel.

-Mrs. M. Mahon has gone on a trip to Duluth on the steamer W. A. REISS with her husband.

-John G. Mullen's new coal barge, S. J. TILDEN, arrived at this port Sunday, in tow of the tug MARION E. TROTTER.

-The steamer CITY OF DRESDEN left this week for Lake Ontario where she will haul coal from Ogdensburg to Kingston.

May 25, 1917

-The International Joint Commission has approved of the proposed ship channel in the St. Clair River opposite Sarnia and near the American shore. The Canadian and American engineers will begin work at once, the estimated cost being \$83,000. It will be 7,000 feet long, similar to the Livingstone Channel, from a point 100 feet above the mouth of the Black River to Port Huron, to within 1,000 feet of the international tunnel.

-An examination of the wreck of the steamer JOHN PLANKINTON was made Tuesday by Fred J. Trotter of the Trotter Towing and Wrecking Co., Amherstburg, and he believes the task of raising the boat will be difficult owing to the current and the frequent interruption to workers offered by the swells from passing vessels.

-The Mullen Coal Co. fueling lighter, sunk in Fraser's slip, was raised this week by Capt. F. J. Trotter with the wrecker MILLS. The fueling lighter will be overhauled and rebuilt.

-The box car which fell off the car ferry DETROIT when in collision with the steamer PLANKINTON and floated down the river, was picked up and put on the Government Supply Depot dock here. It is the Chicago, Milwaukee and St. Paul Ry. Car No. 65468.

-While "lockings" were made through the Soo canal Saturday, all upbound vessels came to anchor above the canal owing to heavy fog and bad ice conditions. The trouble with the ice was as bad Saturday as at any time since navigation opened. Ice twenty feet thick in the canal entrance, and extending in heavy fields to Point aux Pins, gave endless trouble to steamers. The WICKWIRE, JR., stripped her wheel in the ice and was brought back to the Soo. The PENOBSCOT experienced a similar fate Saturday night. Rain had little effect on the ice, owing to a low temperature. The CLEMENS A. REISS reached the Soo on Saturday. The lighter NEWMAN also arrived with 6,000 bushels of grain, which was taken out to release her. The Pittsburg Steamship Company's CORT assisted by pulling on the REISS. The FAYETTE BROWN was also pulled off the bank Saturday. Other vessels are stranding, however. The CRESCENT CITY went on about the same place where the CLEMENS A. REISS was forced on by heavy ice. The M. A. BRADLEY is still aground on Iroquois Island. The lighter NEWMAN is stationed there until the situation is cleared.

-Passing down through Detroit River the steamer WISSAHICKON of the Great Lakes Transit Corporation ran on the sunken wreck of the steamer JOHN PLANKINTON, Monday midnight. The WISSAHICKON was proceeding slowly and apparently sustained no serious damage. She

released herself shortly after striking the PLANKINTON, which lies in about 40 feet of water on the Canadian side of the channel opposite Fifth Avenue, Detroit.

BUSY TIMES ON THE GREAT LAKES

Navigation on the Great Lakes is now open, and the familiar sound of steamboat whistles is indeed a welcome one to many, for not only do the steamers afford relief from the freight congestion, but also furnish a most comfortable mode of travel for passengers.

Officials of the C. B. Lines, which operate the great ship SEEANDBEE and steamers CITY OF BUFFALO and CITY OF ERIE daily between Cleveland and Buffalo, predict that this season will surpass all others in volume of passenger and freight traffic. Never has business started with such a rush, which surely reflects the general prosperous condition of the country.

Vacation trips which afford change from the everyday scenes are regarded as essential by the American people and thousands are now turning to the Great Lakes for the alluring trips by water.

TWELVE PATROL BOATS ON THE RIVER

In Service on These Waters from Detroit to Port Huron - Twelve patrol boats are now on duty between Lake Erie and Lake Huron. It is well to understand that these boats are for business purposes that they are armed, very fast, and are clothed with abundant authority.

The regulations are thus announced: Yachtsmen and others operating motor boats, sailboats or rowboats are requested to co-operate with the patrol that has been established and to obey the following regulations it has been necessary to issue.

Disobeying an order from a patrol officer or not heeding the patrol regulations may make it necessary to use force. It is expected that all loyal citizens of the United States and Canada will not make such a step necessary, but realize that the patrol, to be efficient, must necessarily more or less inconvenience yachtsmen and others operating small vessels.

Patrol vessels will display the Union Jack and national pennant in the daytime; at night they will display a vertical hoist of three lights - white, red and white - in the order named.

June 1, 1917

-Representatives of nearly 4,000 members of the Dredge Runners, Dredge Workers, Licensed Tugmen, Rock Drillers and Tug Firemen's unions along the Great Lakes and their employers settled differences which have tied up work running into millions of dollars, including government contracts, for nearly a month at an all-day session in Detroit, Saturday. All the men affected reported for duty Monday morning. Failure of a conference to consider wages and general conditions, which was held in Detroit on April 1st, resulted in a lockout. Later conferences in Buffalo and Chicago also failed. On May 9th the five unions, which are affiliated with the International Longshoremen's Association, which in turn is a part of the American Federation of Labor, called a general strike all over the Great Lakes. Every union man responded; every piece of work from Chicago to Duluth to Buffalo, including government work on Lake St. Clair, was tied up. The compromise reached Saturday night will bring increases averaging 15 percent more than the employers offered at the previous conference. The agreement calls for these increases:

- Dredge runners, an eight hour day;
 - Dredge workers, eight hour day with 12 hours scale;
 - Licensed tugmen, a \$7.50 monthly increase on eight hour work and \$20 monthly increase on 12-hour work with, with a \$7.50 monthly increase in board allowance;
 - Rock drillers, 25 percent wage increase with an eight hour day;
 - Tug firemen, \$15 monthly increase with \$7.50 monthly increase in board.
- The agreement will run for one year.

-Capt. Charles R. Hackett, who has supervision of the Canadian Government's floating aids to navigation in lower Detroit River, is credited with being the only person given permission by the United States river patrol service to tow behind freight and passenger steamers in Detroit River. With the high price of gasoline in Canada, Capt. Hackett is able to effect considerable saving by using tows when going in his motor boat to examine the lower river buoys and lights.

June 8, 1917

-BOATS CANNOT CARRY FREIGHT –

Special Trips Being Made by Ferry Company for This Purpose. Owing to a recent regulation by the American Government which went into effect on Wednesday of last week, ferry boats will be unable to carry passengers and freight in the same boat. This regulation does not apply to autos, but affects the crossing of horses and livestock. The law affects all American passenger boats on the lakes.

-Capt. Louis Bellecoure, mate, and Lloyd (Mike) Smith, wheelsman, on the steamer HARRY W. CROFT, spent Saturday and Sunday at their homes in town while the steamer was unloading in Toledo.

-Capt. Harry Hawkes, Manager Grisdale, Engineer John Hale and Firemen Fred Malley and Fred Menucier are enjoying a holiday this week and calling on numerous old friends. They are in charge of the tug MICHIGAN, which is lying at this port while the HARDING goes to Port Huron.

-Vessels which crossed Lake Erie during Saturday night's storm experienced unusually hard passage. Waves rolled mountain-high, breaking over the decks and bridges of freighters, which held cargoes, while boats travelling light were tossed about from wave to wave like corks. Lake minnows six inches in length were carried aboard some vessels, dropping on the decks and being washed into the scuppers.

-The tug SYDNEY T. SMITH (Capt. Joseph Marks) from Buffalo, N.Y., was at this port for several days raising some dump scows.

-M. Sullivan, dredging contractor, and his sons Dunbar and Fraser, were in town from Thursday to Monday looking after some wrecking jobs.

-BAR POINT LIGHTSHIP, which has been undergoing a general overhauling and receiving

repairs, was placed on her station at the mouth of the Detroit River Tuesday by the lighthouse tender ASPEN, releasing relief LIGHT VESSEL NO. 82, which has been in service at the mouth of the river temporarily.

June 15, 1917

-Robert Kett, marine diver, left this week for Buffalo, where he will be employed with M. Sullivan.

-Lewis Goodchild left on the tug McCARTHY this week, with a local gang to make the annual repairs to the Pelee cable, which was put out of commission again by last winter's ice jam in the Pelee passage.

-Nine coastguard craft are now on duty patrolling the Detroit River, three having been added Tuesday. The new boats are 60-foot cruisers given by Lawrence Buhl, a 90-foot cruiser tendered by a prominent glass manufacturer, and a small boat, costing \$90,000, given by four men of Lincoln, Neb. These four made the gift in person and immediately afterward joined naval reserves, fourth class. Mr. Buhl will get a nominal price of \$1 monthly for the use of his boat.

June 22, 1917

-The steamer WISSAHICKON, as a result of her experience with the sunken steamer JOHN PLANKINTON in the Detroit River, will have thirty-nine plates removed at the Buffalo drydock.

-Contracts have been let by the Detroit & Cleveland Navigation Co. for equipping all steamers on the line with a water purification system approved by the Government. Cost of the installation will be \$50,000. The system is known as the ultra violet ray purification system. All germs and bacteria are killed and expelled from the water, which retains a pleasant taste, not unlike spring water. This method will be used on every one of the D. & C. boats for bath, cooking and drinking.

-Upbound without cargo, the small steamer PARKS struck on Ballard's reef, lower Detroit River, last Saturday night. Acting on advice of the crew of the tug MARION TROTTER, the master of the PARKS signaled Capt. A. J. Fox, master of the steamer PUT-IN-BAY, to put on full speed in passing. The swell from the passenger boat released the PARKS without assistance of a tug.

-The steel steamer W. J. OLCOTT, which was to have opened the Detroit, Windsor and Wallaceburg run next Sunday, has been sold to New York people and left for the east Sunday.

July 6, 1917

-The Steel Trust steamer BUNSON broke her steering gear Sunday night and ran on the beach in Callam's Bay. She released herself after repairs were made to her gear.

-The Great Lakes D. & D. Co. DREDGE NO. 9 has arrived at Bar Point to remove the calcite

stone thrown from the steamer WHITE last fall when she grounded there.

-The tug MARION E. TROTTER and derrick HANDY ANDY started to work Wednesday under direction of Capt. F. J. Trotter, blowing up the wreck of the steamer JOHN PLANKINTON opposite the C.P.R. depot, Windsor.

July 13, 1917

-The Canadian dredge KENNAQUAIR* in tow of the tug FLYM B*., from Fort William to Port Nelson, Hudson Bay, through the St. Lawrence River, stopped here Saturday for weather.

-The tug DICKINSON has returned to Cleveland and the MICHIGAN arrived here Tuesday on her way to Port Huron. Capt. Harry Hawkes and Manager Grisdale had two fine weeks calling on old friends.

July 20, 1917

-The Trotter Wrecking Co. successfully removed the engine from the PLANKINTON wreck at Sandwich this week. They are now after the boilers.

July 27, 1917

-The Canadian steamer LAMBTON called at this port Saturday for fuel and a marine diver. The LAMBTON is looking after repairs at Colchester lighthouse.

-Capt. Fred J. Trotter will bring a cargo of soft coal from this port ...?... in salvaging from the wreck of the steamer JOHN PLANKINTON and will use it for his tugs. Soft coal of good grade will be high next winter and a full cargo will net Capt. Trotter a good harvest next fall.

-The steamer SACRAMENTO upbound grounded on Chicken Bone Reef opposite Detroit, Sunday. She was released by the MARION E. TROTTER after a couple of hours' work.

August 3, 1917

-LIVINGSTONE CHANNEL PROJECT APPROVED-

Another Boost for Amherstburg - The report and recommendation of District U. S. Engineers on the scheme of widening and further improving the Livingstone Channel in the Lower Detroit River has been passed by and received the approval of not only the Divisional Engineers but also the Federal Harbor and River Engineers at Washington, and goes to Congress supported by the only three bodies that have anything to say about the matter. This means that at the next session of the U. S. Congress the appropriation for the work will likely be made and receiving tenders and letting the contract will after that be only a matter of detail. Those who are best acquainted with the necessity for a speedy undertaking of this project do not think that the prosecution of the war will be any factor in delaying it. Amherstburg has reason to feel very optimistic of its future. What with the Brunner Mond and another series of big contracts for river improvement, it will be necessary for us to increase our housing accommodations a great deal almost at once.

-The steamer LAMBTON and lighter PRESCOTT is hauling stone from the spoils bank to

rebuild Colchester lighthouse.

-Drifford Bertrand has shipped as assistant engineer on the steamer CITY OF DRESDEN and his wife as stewardess on the same steamer, plying on Lake Ontario.

-The Mullen Coal Co. have disposed of their sandsucking steamer COMMODORE JARVIS to Lake Ontario parties at a fancy figure.

-Capt. John S. McQueen, master of the steamer CITY OF DRESDEN, now of Kingston, spent a few days with his family in town.

-An interesting marine item comes from Sarnia. The Reid Wrecking & Towing Company have completed a sale of the tug S. M. FISHER. The purchasing parties have not as yet been announced, but it is unofficially reported that it will be used in war work by the United States Government. The FISHER has been one of the most successful tugs operated by the Reid Company, and in addition is one of the most powerful tugs on the Great Lakes.

-Work on the salvaging of the steamer JOHN PLANKINTON, sunk in the Canadian channel of the Detroit River, commenced this week. The engine and boilers of the boat will be sent to Cleveland by the Trotter Wrecking Co. of Amherstburg, which has charge of the work of salvaging the boat's machinery and cargo. According to advice from Cleveland, the machinery will be installed in a boat under construction for Cuban interests.

August 10, 1917

-The tug S. M. FISHER, owned by the Reid Towing and Wrecking Company, Sarnia, has been sold to representatives of the French Government who expect to leave with her for New York within ten days. The price paid was \$265,000. The Reids bought her four years ago for \$25,000 and have used her continuously.

-Capt. Wm. Reid, of the Reid Wrecking & Towing Company, Sarnia, who has been ill for several months and who underwent a couple of operations in Detroit, went to Detroit Sunday and was operated on in one of the hospitals in that city. The friends of Capt. Reid will be pleased to learn that he is improving, and hopes are entertained for his complete recover.

-The Trotter Towing & Wrecking Co. of Amherstburg has recovered the machinery of the steamer JOHN PLANKINTON which sunk in the Canadian channel of the Detroit River following a collision with a railroad car ferry more than a month ago. Divers inspected the sunken vessel and the examination revealed that it would be a problem for the machinery of the boat to be removed to the surface undamaged. However, Capt. Trotter managed to recover undamaged the two boilers, pumps, steering gear, wheel, deck pumps, windlass, chains and anchors and the big triple engine. The cargo of coal carried by the PLANKINTON is being salvaged. About 2,000 tons were recovered last week. This coal was sold to Capt. Gray. The hull of the PLANKINTON will be dynamited this week so as to remove it from the river bed.

-Bidding for the purchase of the wrecked steamer NATRIONCO* was pretty keen and the bids which were opened last week at the office of R. Parry Johns, representative of the underwriters, ranged from \$25,000 to \$32,000. Six bids were made and two Cleveland parties were among the bidders. The bid of \$32,000 was made by A. B. Mackay, of Hamilton, former owner of the boat, which acted for French interests. The bids will be submitted to the underwriters and while the wrecked steamer will probably go to the highest bidder, it is not likely that the deal will be closed until next week. The NATRIONCO* was upbound with coal and will go with the boat at \$1,500.

-Federal improvement on the Livingstone Channel in lower Detroit River, at a total cost of \$2,570,000 for construction by widening the rock cut section from 450 to 600 feet, deepening the channel to 22 feet and widening to 800 feet the two and one-fourth mile section to the Detroit River light was recommended to Congress on Tuesday by the U. S. War Department. This great improvement was foreshadowed in The Echo last week.

-The whistling of several steamers for assistance on the river at midnight Saturday aroused a number of citizens. It proved to be the barge UNRANDA* in tow of the steamer WILLIAM A. HAZARD, which sprung a leak and sank off Bar Point. The steamer HAZARD came on to this port to telephone the owners at Marine City. The barge left Toledo loaded with coal and on the way struck a heavy sea, sprung a leak, and before assistance reached her, she sank. The crew took to the yawl boats and all were saved excepting one sailor who missed his footing and in falling overboard hit his head and never came up. The barge will be raised as soon as the insurance company looks over the boat.

August 17, 1917

-The Canadian steamer SIMCOE loaded fuel for lighthouses at this port Saturday.

-The Mullen Coal Co.'s barge TILDEN has to carry 50,000 tons of slack coal to the salt block at Sandwich before the close of the season, besides several loads of lump coal to the Co.'s fueling docks.

-The tug MARION TROTTER, with a wrecking outfit aboard and a lighter, raised the barge BELLE BROWN at St. Clair flats this week, and brought her to Detroit for repairs. The BELLE BROWN was loaded with lumber in the hold and cedar posts on deck. Capt. Trotter is making hay while the sun shines this season.

-Officials of the Detroit & Windsor Ferry Co., which operates excursion steamers to Bois Blanc, claim the government stake off the head of Grosse Isle, where the steamer STE. CLAIRE touched bottom and listed Thursday night, threatening a panic among the passengers, should be moved out farther. The stake is supposed to warn vessel captains of shallow water. The STE. CLAIRE righted itself and no harm was done.

-The tug SHAUN RHUE, commanded by Captain Cook, which has been receiving repairs in Detroit the past week, returned to this port Monday evening.

August 24, 1917

-A representative of the United States shipping board was in Cleveland last week initiating government plans to commandeer lake freighters for coastwise and trans-oceanic war trade. Figures tabulated by the government agent, in conference with local shipping exports, owners, builders and tugmen, show upward of 80 lake boats can be taken to salt water. The plan is to take every boat possible of passing through the Welland canal through the St. Lawrence River to the Atlantic before lake traffic is ice-bound. Boats up to 520 feet in length and not more than 43 feet beam will be cut in two, bulkheaded and towed by tugs through the canal and river.

-The Ashley & Dustin steamer line is planning to take the steamer PUT-IN-BAY off the Put-in-Bay and Cedar Point route immediately after Labor Day, though several special trips may be made if conditions are favorable. Service over the route will be continued by the FRANK E. KIRBY.

-Capt. F. J. Trotter, with the tugs MARION E. TROTTER, VISITOR and PRESCOTT, started Monday to raise the steamer JOHN OADES, sunk at the D. & C. dock, Detroit, in 30 feet of water. The wreck will have to be coffer-dammed, and the wreckers can only work when the excursion steamers are not lying at their docks. Capt. Trotter expects to have her afloat by Saturday.

AUGUST 31, 1917

-The steamer COLUMBIA brought her limit, 2,460, from Toledo to Bois Blanc on Monday, it being a Grotto excursion. The turbaned visitors had a good time on the island and at Amherstburg.

September 7, 1917

-On Saturday afternoon, August 19th, at 2 o'clock, in the presence of quite a large number of spectators, Robert Morrill successfully launched another wooden steamer at Collingwood. The hull of the new boat is constructed wholly of white oak. It will bear the name of WINDSOR and is constructed to the order of the Ontario Gravel and Freighting Co., which has its headquarters at Windsor, and of which C. W. Cadwell is president. The dimensions of the new boat are: Length, 165 feet, while the motive power is fore-and-aft compound engines, supplied with steam from a Scotch boiler 12 feet by 13 feet, and carrying a working pressure of 155 pounds to the square inch. The steamer was designed by Mr. Morrill. The boiler of the WINDSOR is new, while the machinery is being taken from the steamer SOO CITY. Everything is first-class shape and with the equipment outlined the boat will be very powerful and one of a very useful class of steamers on the lakes.

-The tug JAMES REID, of the Reid Towing & Wrecking fleet, of Sarnia, was sunk at Byng Inlet in Georgian Bay shortly after 4 o'clock Saturday afternoon. The REID, which is valued at about \$20,000, is one of the finest tugs on the lake and left Sarnia a few days ago for the Georgian Bay district for a raft of logs to bring them to the saw mills at Sarnia. Captain Frank Sennott and a crew of 12 men were aboard the tug, but all were saved in lifeboats. The JAMES REID was 117 feet long and was built in 1875, and about 10 years ago was rebuilt.

-Possibility of a strike of seamen on freight boats on the Great Lakes unless the so-called Atlantic agreement be extended to include the Great Lakes was voiced Sunday by Victor A. Olander, secretary of the Illinois Federation of Labor, and vice-president of the Seamen's Union, at Chicago. *"Under the terms of the Atlantic agreement better working conditions prevail and a better understanding exists between seamen and shipowners,"* he told delegates to the Chicago Federation of Labor. *"If the ship owners do not place the Atlantic agreement in operation on the Great Lakes by the end of the week, the seamen will take steps to compel them to do so."*

September 14, 1917

-Capt. Dave Hackett has returned to port after salvaging several boilers and engines in Lake Erie with the tug DALTON MCCARTHY and derrick HANDY BOY. They were cut up and sold to Sandusky junk dealers.

-The steamer WILLIAM A. REISS, M. H. Mahon, master, John Richardson, engineer, left Huron, O., August 18th at 9:05 p.m. with a cargo of 7,400 tons of bituminous coal for Superior. The boat unloaded and loaded a cargo of 7,440 tons of iron ore and arrived at Ashtabula on August 26th at 9:05 a.m., making the round trip in seven days, twelve hours. This is believed to be one of the record trips of the season. Another boost for Amherstburg mariners.

-Capt. Fred J. Trotter raised the tug ANNIE SMITH at the St. Clair flats, Saturday. The tug is not injured very much. She is owned by a Detroit gravel company.

-The wrecked steamer JOHN OADES was brought to Amherstburg on Tuesday by the tug MARION E. TROTTER.

-Following the custom of previous years, the Lake Carriers 'Association has adopted a scale of wages, effective October 1st, for the men employed on the boats of its members, which represents an increase of from \$5 to \$13 a month to members of the crews ranging from an increase of a little more than 4 percent to more than 21 percent over the summer schedule for different classes of labor.

-J. W. Westcott, Marine Agency, have opened a reporting office at the Hackett office, running in opposition to the old established firm of Duff & Gatfield. The latter firm are preparing to extend their business by handling all mails and newspapers to up and down bound steamers.

September 21, 1917

-Mrs. Michael H. Mahon has gone for a trip up the lakes with her husband, who is master of the steamer WILLIAM A. REISS.

-William Hardison, manager of the Canadian Dredging Co., Welland canal, formerly with the Dunbar & Sullivan Co. here, is in town this week. He is superintending the salvaging of the triple expansion engine and boiler from the steamer CASE, which burned off Middle Sister Island last spring. The machinery is being brought to Gordon and placed on flat cars to be taken to Midland, where it will be installed in a new hull.

September 28, 1917

-The steamer PAPPOOSE is out of drydock and is being used for hauling stone from the stone pile of the Livingstone Channel to Peche Island, for the Ferry Co.

-Irving Kelly has taken charge of J. W. Westcott's office at Amherstburg.

-The steamer C. H. STARKE stopped here Monday night on her way down with a disabled cylinder.

-The steamer LASALLE, downbound, went aground below Joe Bedore's, St. Clair River, Saturday night. The tug A. C. HARDING went to her assistance and she was released without lightering.

-With a freighter stranded on each bank, and a third ship lying across the channel between them, Livingstone Channel, lower Detroit River, is closed to traffic and downbound vessels as well as those upbound are taking the Amherstburg channel. Passing down Livingstone Channel in the heavy fog Wednesday morning, the Pittsburgh Steamship Co.'s steamer ROBERT W. E. BUNSEN brought up on the east bank near the lower end of the channel about 2.30 a.m. The steamer MARY C. ELPHICKE, operated by W. A. Hanna & Co., Cleveland, missed ramming the BUNSEN by a narrow margin and anchored above her. The steamship RUFUS P. RANNEY, operated by G. A. Tomlinson & Co., Duluth, following the ELPHICKE, avoided colliding with her by running on the west bank. The lighter RESCUE and tug A. C. HARDING of the Great Lakes Towing Co., are working on the BUNSEN.

-Mrs. Margaret Goodman, of Toledo, made a pleasant call on her old friend Capt. D. M. Hackett, Saturday evening. Mrs. Goodman is the secretary and founder of the Leavitt Armor Co., of Toledo, which made a world record recently in deep water diving, salvaging the rich cargo of the steamer PEWABIC, sunk in Lake Huron 52 years ago, laden with copper, leather, gold, etc. The diver goes 160 to 170 feet for the material, encased in a new diving armored suit made by the above company. Mrs. Goodman had with her many interesting relics from the wreck, including pieces of money from the strong box, bits of clothing, pictures, watch fob, metal check, etc. More than 300 tons of copper ingots and slabs, mass copper, copper concentrated in barrels have been recovered. Ten rolls of heavy leather have been sent to the tannery. Wrecking companies throughout the chain of lakes are watching with interest the progress of the work. Old mariners hereabouts remember the collision in which the PEWABIC was sunk. It was when the American war was at its height. Means of transmitting news were not so plentiful as now, and passengers on lake boats depended for the most part on newspapers sent from one boat to another as they passed. The Str. PEWABIC was meeting the Str. METEOR, and took a chance on running closely to have a bundle of papers thrown to her, when the METEOR sheered, crashing into the PEWABIC, sinking her in a few minutes in 170 feet of water with nearly all on board. Capt. McKay, of Cleveland, the veteran secretary of the Lake Carriers' Association, was captain of the ill-fated PEWABIC at the time.

-The steamer E. A. SHORES, formerly owned by the Mullen Coal Company of Sandwich and

Amherstburg, has been taken to the McLouth shipyard at Marine City for a general overhauling and rebuild. The vessel is reported to have been purchased by Mr. McLouth at a low price. The steamer is said to be in good condition except for her stern. Her carrying capacity is about 1,000 tons.

October 5, 1917

Livingstone Channel was re-opened to navigation Friday morning after the steamer RUFUS P. RANNEY, of the Tomlinson fleet, had been pulled off the west bank where she was put ashore early Wednesday morning to avoid crashing into the MARY C. ELPHICKE and ROBERT W. E. BUNSEN, which were blocking the channel below. Before being released by the tug A. C. HARDING of the Great Lakes Towing Company, the RANNEY lightered about 300 tons of her ore cargo on the lighter RESCUE. The steamer's rudder and shoe are damaged. Assisted by the steamer HENRY CORT and the tug Q. A. GILLMORE, the steamer BUNSEN left Friday for Cleveland. The tug HARDING left Friday night with the lighter RESCUE for Lorain to discharge the 700 tons of ore taken off the BUNSEN, before she was released from the east channel bank Thursday night.

-Captain John Gleason, master of the fire tug JAMES BATTLE, at Detroit, and wife, spent a few days with his mother, Mrs. (Capt.) David Girardin, this week.

-Louis Phillips, the junk dealer, has purchased a big 8-inch towline from Capt. F. J. Trotter, and is offering it for sale to the farmers for tying fodder at 10¢ and 12¢ a pound.

-The steamer SENECA, of the Lehigh Valley Transportation Company, and the steamer NORTH WIND, of the Great Lakes Transit Corporation, of Buffalo, have been taken over by the United States Shipping Board for salt water service. Both boats are package freighters. They will be cut in two and taken to the coast in sections. A large number of steamers of that class will leave the lakes before the close of navigation.

-Town Clerk A. J. Burns is taking a trip on the steamer E. A. STEWART with Capt. James McCarthy.

-Capt. C. R. Hackett is manufacturing some heavy concrete anchors at the supply depot, for anchoring gas buoys on Lake Erie.

-Drifford Bertrand, engineer on the steamer CITY OF DRESDEN, was home a few days this week while his steamer was waiting for a coal cargo at Oswego, N.Y.

-The Trotter Wrecking Co. placed a big steam pump on the steamer RUFUS P. RANNEY on Friday after she was released from the Livingstone Channel, to keep her free of water while going to her destination.

-The Mullen Coal Co. has entered into a contract with the Great Lakes Dredge & Dock Co., of Cleveland, to have the latter build for them one of the finest fueling docks on the chain of lakes, at Sandwich. The work will be started at once and finished up early in the winter. The present contract, which is for the first section, provides for a dock 500 feet long and 85 feet wide.

October 12, 1917

-Peregrine McCormick and Burns Dryden, of Pelee, left Saturday for Oswego, N.Y., to ship as engineers on the steamer CITY OF DRESDEN. Drifford Bertrand will remain home and take a position with the Brunner, Mond Canada, Limited.

-To the Great Lakes Dredging Company of Canada, with headquarters at Port Arthur, has been awarded the contract for the construction of wharves, slips and dredging in connection with the plant to be erected for the Canadian Steel Corporation at Ojibway. The contract involves the expenditure of millions of dollars. The Canadian Steel Corporation has acquired 2,500 acres of land at Ojibway, with a frontage of about two miles on the Detroit River. The slips to be built are 2,100 feet long by 250 feet. All this work is to be rushed as the corporation wishes to turn out shipbuilding plates for the Allies. The concern's total expenditure for this vast industry will be between \$25,000,000 and \$30,000,000.

October 19, 1917

-The dredge BRIAN BORU has begun to remove the west side Livingstone Channel spoils bank, commencing at the south end. Grosse Isle residents are again able to get a sight of Amherstburg without having to climb the oak trees on the island.

October 26, 1917

-The Canadian steamer DELAWARE fueled at Amherstburg on Thursday, recalling old times to the merchants. As the weather was cool, the whole crew took the opportunity of stocking up for rough weather with woolen underwear, socks, sweaters, jackets, caps, etc. A quarter of a century ago when boats were of light draught, coaling at Amherstburg was a daily occurrence and every merchant realized a harvest during October and November. The improving of the channel and the deeper loading prevented entrance to local ports, so merchants saw this avenue of trade depart with regret. It was like a voice from out of the past to hear the once familiar request for mariners' necessities on Thursday.

-The lighthouse tender SIMCOE called at this port Friday for supplies.

-The Canadian Government steamer DOLLARS, a stranger from the Atlantic coast, was in port here Saturday.

November 2, 1917

-The tug L. P. SMITH stopped at this port on her way from Port Huron to Cleveland, to let off chef Dolphus Bezaire, who is very ill.

-Everett Kelly, manager of the J. W. Westcott Company's branch office here, passed his medical examination in Windsor on Tuesday with a very high standing. He will continue in the employ of the J. W. Westcott Company through the remainder of the season.

-The steamer ASPEN has been down the past few days filling all the gas buoys in the Livingstone Channel.

-Garry Reaume, who has been wheeling all season on the steamer ALASKA, has arrived home to take a position with the Brunner Mond as switchman.

-C. W. Cadwell's new tug PETER PAN II, built at Collingwood, made a trip to this port Thursday. She is a good boat in every respect and her owner should feel proud of her.

-The steamers DELOS W. COOKE and MUNCEY, of the Great Lakes Transit Co. each put on 200 tons of fuel at Mullen's dock here Thursday. The crews, from captains down to deck hands, stocked up heavily with woolen goods.

November 9, 1917

-The fleet of vessels held at the Detroit River mouth Sunday night by the dense fog that settled here early Sunday evening got under way Monday morning. Navigation was at a complete standstill for a few hours Sunday night. The steamer WILKESBARRE went aground near St. Clair Flats ship canal during the fog. No other accidents were reported.

November 16, 1917

-Crews of vessels passing through the lower Detroit River Thursday night were afforded opportunity to hear the new fog bell that has been installed in the light station at the intersection of Livingstone and Amherstburg channel by the Canadian Department of Marine and Fisheries. The new signal is described as having a more musical tone than the bell which it replaces.

-Wrecking equipment of the Hackett Towing and Wrecking Co., Amherstburg, has been purchased by W. W. Smith, marine superintendent of the Pittsburgh Steamship Co., and was loaded on a freighter Thursday to be taken to Sault Ste. Marie. Sale of the equipment of steam pumps, air compressors and diving outfit removes from Amherstburg the last of the outfit used in a business established many years ago by the late Capt. Francis B. Hackett.

November 23, 1917

-The steamer DUNHAM was successfully raised from the bottom of the Detroit River last week and is now lying at the Ecorse yard of the Great Lakes Shipbuilding Company awaiting repairs. The DUNHAM was sunk in collision with the ROBERT FULTON the night of November 5th.

-Mrs. (Capt.) McCarthy and Miss Daisy Tobin are on a trip on the steamer A. G. STEWART.

November 30, 1917

-According to a report received at Sarnia from Detroit, unknown Canadian parties have purchased the wreck of the steamer CHARLES S. PRICE, which overturned and sank in Lake Huron during the storm of November 1913. The price paid for the boat is \$30,000.

-Bar Point light vessels, Detroit River, will be withdrawn about December 10th. All American gas buoys in the east and west Bar Point channels, except east channel gas buoy No. 2, west channel gas buoy No. 1, and Livingstone Channel gas buoys 8A, 13A, 12A and 17A will be withdrawn about December 5th.

-The wrecker FAVORITE, of the Great Lakes Towing Company, has been taken over by the United States navy and will be sent abroad at once to work on wrecked vessels that may be salvaged by a modern wrecker of the type of the FAVORITE. The FAVORITE was at Ogdensburg and Capt. Alexander Cunning, her master, was instructed to start at once for Montreal, where the vessel will be turned over to the Government. The FAVORITE is pronounced by experts to be the most complete salvage ship afloat. She was built in Buffalo in 1907 at a cost of about \$350,000 and is 180.7 feet long.

-The steamer WILLIAM A. HAZARD discharged 1,000 tons of lump coal for the Mullen Coal Co., this week, at this port.

-The dredge BRIAN BORU and tug SHAUN RHUE are finishing up their work for the season and will go to Detroit to go into winter quarters. All the men will return to town to take jobs at the B.M.

December 7, 1917

-The steamer JOHN OADES, which sank in the Detroit River several months ago while serving as a coal tender to D. & C. passenger boats, is being rebuilt at Marine City. She will be placed in operation next spring by her owners, the Mullen Coal Co.

-The steamer H. HOUGHTEN was sold at public auction Wednesday by Geo. Caldwell, deputy United States marshal, to the Mullen Coal Co., for \$12,215. The auction held on the steps of the Shelby street entrance to the Detroit post office attracted a throng of vesselmen. There were only three bidders, however. The vessel is a sandsucker and considerable money was spent last year in rebuilding her. She was sold to meet debtors' demands. The officials of the Mullen Coal Co. announced that the boat would be placed in service next April as a coal tender and towboat for barges. She will be renamed.

December 14, 1917

-Capt. J. S. McQueen and son have returned to town after laying up the steamer CITY OF DRESDEN at Welland Canal.

-Mrs. Charles Kelly and child, who have been living with Mr. Kelly at Westcott's marine reporting office at the Livingstone Channel all season, were brought over Sunday on the tug TROTTER, through the ice. Mr. Kelly is still at the channel.

December 21, 1917

-The Great Lakes tug PENNSYLVANIA succeeded Saturday in pulling the steamer REISS, laden with chestnut coal, off the rocks at Point Pelee after 800 tons of the cargo had been jettisoned.

-Capt. Fred Haynes and Lorne Bertrand have put the Lake Carriers' patrol tug DESPATCH in winter quarters at Gordon, after being stationed at the Livingstone Channel all season.

-Capt. Angus Borland, who has had charge of the Livingstone Channel semaphores, and his assistants, Capt.'s Jay McGuire and Frank Hackett, have arrived home to town to spend the winter.

-Lewis Bellecoure, mate, and Jos. Kelly, wheelsman of the steamer HARRY CROFT, arrived home from Cleveland after placing their boat in winter quarters.

-The Canadian lightship FALKEN, Capt. S. A. McCormick, of Amherstburg, about which there was a good deal of uneasiness, made Pelee before the ice closed in around her.

December 28, 1917

-Phil Alexander, of the passenger steamer NORONIC, is home for the winter.

-Capt. Michael Mahon is home for the winter after laying up the steamer W. A. REISS.

-Capt. Walter Lawler, mate on the steamer HUBBARD, has arrived home to spend the winter.

-Sol White and Wm. Quinlan, of the dredge HERCULES, Buffalo, N.Y., are home for the holidays.

-Capt. A. C. Callam has returned home for the winter after laying up his steamer, the W. E. FITZGERALD, in Chicago harbor, Ill.

-William Johnson has laid up Mullen's coal derrick for the winter and is now engaged looking after the weighing of soft coal from the dock here.

-Capt. C. R. Hackett will have the lighter PRESCOTT hauled out on the bank at the supply depot and give her a general overhauling this winter.

-Lloyd Smith, wheelsman on the steamer HARRY CROFT, has arrived home to spend a few weeks with his parents, Mr. and Mrs. W. J. Smith, Apsley Street.

-The tug MARION E. TROTTER has gone into winter quarters, and Harry Matthews, engineer, and Drifford Bertrand have secured employment with the Brunner Mond.

-Capt. C. R. Hackett has successfully laid up his feet, not losing a single gas buoy. He is now engaged with the U. S. Government, locating their buoys which are under the ice somewhere in Lake Erie.

End
1917

Echo Soundings

1918

January 18, 1918

-Capt. Charles R. Hackett successfully recovered three more U. S. gas buoy lamps below Bar Point and Colchester, Friday, and safely brought them in over the highly packed ice. Capt. Hackett is making thousands of dollars for the U. S. Government.

January 25, 1918

-The Great Lakes Dredging Co., of Port Arthur, Ont., which received the \$1,500,000 contracts for slips and docks at Ojibway, have been working rapidly all along in spite of the extremely cold weather with which they had to contend. Most of the excavating was started with blasts which served to break up the frozen surface. The boulevard and in fact all roads within the confines of the steel corporation property are closed to the public, although Bedford street, in which the street railway is operating, is still open, although it is expected to be closed as soon as the car tracks are completed around the boulevard.

February 1, 1918

-Edward Dornan, expert drillman, is spending four months furlough with his family in Amherstburg. He has been employed for the past four years on the Panama Canal work. Last July, when the United States declared war on Germany, all employees on the canal became members of the National Army. He chose naval work and as a Jackie [sailor] made a trip to France on the converted German cruiser, KAISER WILHELM De GROSSE. His work also took him through a great part of South America and he had some hair raising experiences. Mr. Dornan returns to the Canal Zone in May. He is greatly taken up with that part of the country, where mechanics are in keen demand and wages high, though life by no means flows along in as smooth a current as it does in Amherstburg.

February 8, 1918

-Mortimore Smith, chef on the Steel Trust steamer *James H. Farrough*, sic [JAMES A. FARRELL], has arrived home from Fairport to spend the rest of the winter.

February 15, 1918

-The large wooden hull of the steamer BULGARIA, on the beach in Callam's Bay, is being torn apart by William Manson and Timothy Kelly, and will make thousands of cords of the best stove wood when it is saved up. Too bad this wasn't started in December, as there is enough wood in the hull to supply the whole town for a couple of winters. The old hull of the schooner MARIA MARTIN might also be cut up into fire wood.

March 1, 1918

-Two Amherstburg boys were the cause of breaking all steamboat cargoes for the season of 1917, when Capt. John Jones, master, and Capt. James M. Kelly, North street, first mate, loaded their ship, the mammoth steel steamer WILLIAM P. SNYDER jr., down with 13,732 tons of iron ore at Duluth on October 7th, and passed safely down past their home town and unloaded it at Ashtabula. These two sailor boys also broke the wheat cargo record for 1917, having made the big ship carry 484,500 bushels of wheat at Fort William on October 19th. If the water level had been right across Lake St. Clair, they would have put another 100,000 bushels aboard. No wonder the wages are being increased to such successful sailors and navigators as our Amherstburg boys are getting to be. A big four-column cut and a column write-up appears in last week's edition of the Great Lakes Weekly, which is read by many mariners in this vicinity.

March 8, 1918

-Capt. S. A. McCormick left Thursday for Pelee Island to look after the lightship FALKEN, sunk at Scudder's dock. The tug MARION E. TROTTER, with a wrecking outfit, will go to the lightship next week, raise and bring her to Detroit for repairs.

-Capt. C. R. Hackett has fitted out the derrick PRESCOTT and is repairing, overhauling and repainting all gas buoys. An early setting out of aids is looked for.

-The steamer CASTALIA, of the Mentor Transportation Company, W. C. Richardson & Co., managers, has been taken over by the United States shipping board for salt water service, making seven steamers commandeered for delivery to the coast by May 15th. The Castalia is in winter quarters at Milwaukee. She will be reconstructed there and cut in two at the lower end of the route. The CASTALIA was built in Cleveland in 1899. Her capacity is 4,500 tons. She is 364 feet keel, 40 feet beam and 24 feet deep. Three or four more bulk freighters probably will be commandeered this week. The late Capt. C. C. Allen was master of the CASTALIA for some years.

March 15, 1918

-The tug WALTER R. PRINGLE and barge JOHN F. EDDY, of the Pringle barge line, are both leaking badly at Woods' shipyard. The lighter PRESCOTT of the Department of Marine and Fisheries, was just caught in time Friday by Capt. C. R. Hackett and with the assistance of the grist mill employees kept her afloat until steam was up and she was siphoned out. Nearly all the other craft laid up at this port are leaking badly and Capt. Trotter has his pumps and siphons ready in case of a moment's call for assistance.

March 22, 1918

-Charles Paddington left Tuesday for Port Huron to assist in fitting out the tug A. C. HARDING.

-All signs point to the early opening of navigation. The J. W. Westcott Co. are getting their launch dolled up and Capt. Charles Kelley will begin to fit out the Livingstone Channel office next week.

March 29, 1918

-Captains John J. McCarthy, of Sandwich, and Isaac Watts, of Windsor, returned to their homes on Wednesday evening last from England, having established a line of car ferries for the Government and having had the honor of directing the first passages of these big boats across the English Channel. Capt. McCarthy, formerly of Amherstburg, who being above the draft age and not compelled to go, showed his willingness at once to accept the position offered to lake captains to go as master on one of these boats. The English Government modelled the new car ferry system for transporting the heavy cars of munitions and guns across the channel, from the different railroads crossing the Detroit River. Capt. John, although not being in the trenches, had many narrow escapes from aeroplanes and submarines, and naturally feels glad to be home again, but says if his services are required at any future time he is willing to cross the foam once more and again "do his bit."

-Capt. W. W. Smith, Marine Supt. of the Pittsburgh Steamship Co., owner of the whaleback HENRY CORT which sank in Lake Erie five or six miles below Bar Point light December 12th, after having been rammed by the steamer MIDVALE, made a futile search for the boat last week. The Lake Carriers' Association desires to place a buoy or other marker over the wreck for the protection of other vessels. President William Livingstone announced Thursday that he will pay \$250 for information of which makes possible discovery of the present location of the wreck.

-Great Lakes boats are being overhauled and repaired for the opening of navigation all along the river front up and down the lakes. Painters are busy with their brushes in a number of steamers lying at the docks. Navigation experts say this will be the biggest year financially in the history of the Great Lakes.

-With the lighter T. F. NEWMAN and tug L. C. SABIN, the tug PENNSYLVANIA of the Great Lakes Towing Company left Amherstburg on Thursday for Sandusky and Cleveland. The SABIN is to have repairs made to her rudder which was damaged in the ice last winter.

-Albert Westaway of the Lake Huron Lightship, spent a week with his family, William Street.

-The tug PRINGLE and barge JOHN F. EDDY left for Sandusky to be repaired before going into the coal trade.

-The Great Lakes tug VIRGINIA and T. C. LUTZ stopped here on Saturday night on their way to Cleveland from Detroit.

- Capt. C. R. Hackett lit Bois Blanc Island lighthouse Monday night for the season. He is now rushing the work of fitting out the gas buoys.

April 5, 1918

- Capt. Stewart, of the Marine and Fisheries Department, Ottawa, was in Amherstburg this week, investigating the damage done to the lightship FALKEN by the ice at Pelee and arranging for repairs which will be made.

-Melville A. Bezaire, son of Mrs. Adolph Bezaire, Dalhousie street, has been appointed first mate on the big steamer EDWIN N. OHL, while Patrick McCarthy, another old 'Burg boy, will be first mate on the steamer WILLIS T. KING, of the same fleet.

-Capt. Fred J. Trotter, of Amherstburg, is said to be planning to sweep Lake Erie in the vicinity of where the sunken whaleback HENRY CORT is supposed to lie, in the effort to locate the wreck which disappeared following the carrying away of the vessel's upper works and stack by the ice.

-Charles Johnston left Monday for Cornwall to resume his work as engineer in a canal tug. Mr. Johnston, who made his home with his uncle, Capt. Cook, worked at the B.M. all winter. He tried seven times to join the army but each time failed.

-Vessels of the Dunbar Stone Co. have resumed operations at the Livingstone Channel spoil bank in the lower Detroit River and are moving stone to Wyandotte for use in dock construction.

-Capt. Fred Trotter and the HANDY ANDY arrived at this port Friday with the Canadian lightship FALKEN in tow. The FALKEN was sunk by the ice last winter at Pelee Island.

-James M. Kelly left this week for Lorain, Ohio to assist in fitting out the steamer WILLIAM P. SNYDER Jr.

-Herbert and Clevis Martin, of the dredge BRIAN BORU, saved a young lady from drowning at River Rouge last week. She fell off the dock.

April 12, 1918

-Capt. A. C. Callam left last week for Chicago to fit out the big steel steamer W. E. FITZGERALD, which he sails this season as usual.

-Sale of intoxicating liquors on all steamers of the Detroit & Cleveland Navigation Co. will be discontinued May 1st. THE CITY OF DETROIT III has a very fine bar and rathskeller and all the vessels of the fleet are well equipped to give bar service. They will be equipped with soda fountains and all sorts of soft drinks and refreshments will be served aboard.

April 19, 1918

-The steamer FRANK E. KIRBY passed down Monday on her first trip of the season. She was given a rousing salute by all the river craft. The KIRBY will make three trips a week to Sandusky and intermediate points, leaving Detroit at 8 a.m. on Monday, Wednesday and Friday. On Tuesday, Thursday and Saturday the KIRBY will leave Sandusky at 8 a.m., arriving in Detroit about 2.30 p.m. The tri-weekly service will continue until about June 15th when full excursion service to Put-in-Bay and Lake Erie Island points will be established.

-The steamer H. HOUGHTEN, which the Mullen Coal Co. purchased last fall at Detroit and gave her a general overhauling, discharged her first cargo of soft coal at this port this week.

-The tug MARION E. TROTTER with a wrecking outfit went to Belle Isle this week and raised a scow for the Ruel Tug Co., of Detroit.

-Capt. Charles R. Hackett has most all of his gas buoys in place, and as far as he is concerned, navigation can now be opened any time.

-Captain David West, 82 years old, veteran navigator of the Great Lakes and once a familiar figure in Amherstburg, died Monday at the home of his son, Capt. Bert E. West, 327 St. Clair Avenue, Detroit. Because of his advanced years, Captain West had not sailed during the last 15 years. He had spent the greater part of his life on the Detroit River as a tug captain. At one time he was prominently identified with the Shipmasters' Association. Mrs. West, who was a sister of Mrs. Fabien Boufford, died in Amherstburg a few years ago.

April 26, 1918

-J. Dodds, Canadian Steamboat Inspector, was in Amherstburg on Friday last making a final inspection of the Dominion Government lightship FALKEN, which goes to her season's post at the Southeast Shoal this week. He found that the FALKEN was in splendid shape, and none the worse for her immersion at Pelee Island last winter.

-Intense interest is manifested in the search for the steel whaleback steamer CORT, which was sunk last December in collision with the steamer MIDVALE, somewhere off the Detroit River light in Lake Erie, while breaking ice to let the fleet of imprisoned steamer through. The CORT was sent to the mouth of the river from Cleveland by the Lake Carriers, and they are instigators of the present search. At present, eight young civil engineers from the Lake Survey Department of the United States Government are going over the part of the lake bottom where the CORT was last seen, with their apparatus, literally searching the area with a fine tooth comb carefulness. The CORT is valued at \$250,000 so, light as she was when wrecked, is some treasure ship. The CORT was discovered in the channel off Colchester on Wednesday night.

-Two lake freighters of steel construction were launched at Detroit on Monday afternoon at Wyandotte and Ecorse shipyards. Both are of sea-going type and are expected to be ready for service within two months or less. The boats have a capacity of 3,000 tons each and are 250 feet in length. At present the boats are known only by their shipyard numbers. They will be christened later. During the winter some 40 vessels, all of Welland canal size, have been completed at the various Great Lakes shipyards, and of this number nearly one-half were built in Detroit. These boats will be ready to go through the canal as soon as the Shipping Board signs the order.

-The U. S. steamer ASPEN is placing the American gas buoys in the Livingstone Channel.

-The Lake Carriers' Association patrol tug DESPATCH has gone into commission for the season.

-William Wilson has arrived from Dresden to take a position on Dunbar & Sullivan's dredge BRIAN BORU in the Livingstone Channel.

-Captains Angus Borland, Eugene Maguire and Frank Hackett have started to work at the semaphore stations at Livingstone Channel for the season.

May 3, 1918

-Passenger and freight service over the Lake Erie route between Detroit and Buffalo will be opened by the Detroit & Cleveland Navigation Co.'s steamer CITY OF DETROIT III on Monday, May 6th. The CITY OF CLEVELAND III, leaving Detroit the afternoon of the following day, at which time the CITY OF DETROIT III will start from Buffalo on the return trip, will complete regular daily service each way.

-Detroit will play an important part in the building of 66 ships which must be delivered to the Government not later than August 1919. The contract for the ships has been awarded the American Shipbuilding Company, of which the Detroit Shipbuilding Co. is a subsidiary and every facility of the local company's yards at the foot of Orleans Street and at the Wyandotte ways will be used to hasten the work.

-During fogs or heavy smoke, St. Clair Flats canal, St. Clair River, between the canal and Russell Island; Livingstone Channel, between Lake Erie and Fighting Island; ship canal at upper middle west side buoy No. 13, and the main channel crossing between Belle Isle and Peche Island are not to be navigated by vessels. This agreement has been reached between Capt. D. F. A. deOtte, U. S. N., section patrol commander of the Great Lakes, and shipmasters and officers. These rules are to prevent accidents in narrow channels. Capt. deOtte's fleet will war on launches and other small craft that disobey war regulations prohibiting the drifting by or fishing near freighters in Detroit River. This is to prevent disloyal persons placing obstructions to navigation in the river. The patrol commander requests yachtsmen and power boat operators to assist naval vessels in maintaining a proper policing of river traffic this summer.

-Capt. J. S. McQueen and crew have gone to Kingston to fit out the steamer CITY OF DRESDEN.

-The ice jam in St. Clair River was broken Sunday morning and since that time a big string of lake freighters is passing up and down the river.

-The steamer AUSTRALIA, Capt. Ed. Gatfield, from Lake Michigan to Lake Erie was the first loaded steamer through the Livingstone Channel for the season.

-The Canadian lightship FALKEN resumed her station on Southeast Shoal last week. The FALKEN has completed repairs to damage received when she was sunk in the ice at Pelee Island last winter. Captain John Bernard of Amherstburg is in command of the FALKEN this season, having succeeded Captain S.A. McCormick who retired during the winter and has purchased the interest of J.E. Smith, grocer, in the Barlow & Smith firm.

May 10, 1918

-Government operation of all Great Lakes vessels has been asked by Seamen's Unions in an effort to avert a strike which union leaders told the Shipping Labor Conference at Washington was inevitable otherwise. The seamen are ready to strike, the leaders said, because of the refusal

of the Lake Carriers' Association to join with the Shipping Board and the union in the conference to consider means of recruiting new men for the merchant marine and because bitterness growing out of the alleged repudiation by the Association of an agreement made with the union last year.

The tug LEROY BROOKS came in for fuel on Sunday. She is engaged in repairing the Pelee Island cable which is in very bad shape. Large stretches of it are gone and it will take special care to complete the job.

-Bulk freight will be given the right of way over other traffic on the lakes this season. Shipments of coal, ore and grain are to be considered essential to the war. Masters of boats carrying them will be given every assistance by the naval patrol, according to Captain D. F. A. deOtte, section patrol commander. Naval patrol officers have been instructed to assist freighters through narrow channels by serving as pilots and traffic police, to aid vessels that strand and to prevent traffic congestion. To facilitate navigation in the Detroit River, Capt. deOtte has issued an order prohibiting rowboats and canoes from operation between 8 p.m. and 6 a.m.

-Persons along the Detroit River have been interested in seeing this week at first hand, "camouflaging," of which they have been reading so much. The ocean going vessels built during the past winter at up-the-river points are now passing down, and before leaving were painted in fantastical streaks resembling the tumbling waves of the ocean to deceive the under-sea boats.

May 17, 1918

-The passenger steamer FRANK E. KIRBY, grounded on the rock at the Bois Blanc Island main ferry dock Friday morning, but was released by the tug MARION E. TROTTER in a few minutes.

-The three-masted sailing vessel ALICE, the last of these vessels on the Great Lakes, passed down the Livingstone Channel Friday bound for Texas, as she having been sold. She goes through the Welland Canal.

May 24, 1918

-Capt. J. Bernard, master of the Government lightship FALKEN, is enjoying his first furlough home since the boat took her station at the Southeast Shoal. Associated with Capt. Bernard this year is Cyrus Scott, of Pelee Island, engineer; Ray Sawyers, of Amherstburg, 1st mate; and Milton D. Redson, cook.

-The Department of Marine and Fisheries have a big gang of carpenters at work on the lighter PRESCOTT, used by Capt. C. R. Hackett on the lighting system of the lower Detroit River, pulling her on the bank at the supply depot and will give her a general overhauling from the keel up. The work will take about a month.

-John Fraser and Fillion King went to Harbor Beach, Mich., and brought down the tug SAPPER.

May 31, 1918

-Great Lakes tradition for more than a half century has been shattered by the Great War. No longer may the captain of a vessel or his licensed officer pace the deck, resplendent in his uniform of gold braid, brass buttons and frock coats. Instead his uniform must conform to

adornments extreme in simplicity. As a result of the confusion produced by the similarity of navy and passenger liner officers' uniforms, the navy department has requested the operators of passenger lines on the lakes to strip the licensed officers' uniforms of gold braid. However, officers of the Detroit & Cleveland Navigation Co. passenger fleet will not be required to discard the brass buttons affixed to their uniforms. Since D. & C. officers wear flat brass buttons, they will not be mistaken for those worn by navy officers.

June 14, 1918

-Isaiah McKenney, who has been spending a few weeks in town as a health restorer, got so well-tuned up that he has gone to take the chefship on the Southeast Shoal lightship FALKEN. Mr. McKenney is a rough weather sailor and an excellent cook.

-Capt. John G. Anderson, Park Street, of the BAR POINT LIGHTSHIP, who discovered the body of Elmer Gough, the Detroit boy drowned from a canoe, positively refuses to accept the \$100 reward offered for the recovery of the body.

June 21, 1918

-After spending a small fortune to raise the sunken whaleback steamer HENRY CORT off Colchester light, Capt. W. W. Smith, wrecking master for the Pittsburgh Steamship Co., gave up the task when the decks of the CORT caved in Sunday when the pumps got to work, and has taken his equipment to the Soo. The engines and boilers will be removed from the wreck and the hull likely be blown up to remove it as a menace to navigation.

-The tug PAULINE HECKLER, which has been overhauled this past winter, in charge of Capt. Joseph Marks, came down this week and towed to Detroit the dredge OLD GLORY, which has been lying at these docks for the past five years. This outfit was the starting point of making M. Sullivan's pile.

-Mrs. (Capt.) James McCarthy has returned from a trip up the lakes on the steamer RICHARDSON with her husband, master of that steamer.

-Capt. John Dodds, the well-known boiler inspector for this district, inspected the boiler of the Fraser tug SAPPER, which left for Georgian Bay to tow boom logs.

-A big car ferry broke its rudder while coming down the river early Thursday morning and the tug A. C. HARDING assisted her down over the Lime Kiln crossing.

-The new steel steamer THOUSAND ISLANDER, from the St. Lawrence River, has been placed on the Wallaceburg-Detroit route. She carries 1,000 passengers.

-Capt. James Tobin is back at the helm of the ferry PAPPOOSE.

-Capt. John Bernard, of the Southeast Shoal lightship, is home on his furlough.

-The tugs MARION E. TROTTER and ABNER C. HARDING are receiving their summer coats of paint.

July 5, 1918

-Mrs. James Bainbridge and son, of Dunkirk, N.Y.; Mrs. Harry Brault and babe, of Watervelet, N.Y., came over on the tug SHAUGHRAUN on Tuesday with their husbands and spent over the 4th of July in town.

-Wm. Griebing, engineer on the tug HARDING, is spending a week in Toledo. Bert Flint has a chance to try out his marine papers.

-The steamer MATTHEW ANDREWS went hard aground in the blow at Bar Point on Monday night and it took the tug HARDING a couple of hours to release her.

-In spite of the storm and cold Monday, a large number took in the excursion to Put-in-Bay on the steamer of the same name. The lake ride was rough and many experienced the discomforts of seasickness, but as their friends were in the same boat, everyone got some fun out of what might otherwise have been a distressing situation. The day on the island was spent pleasantly and the boat arrived home about 9 o'clock. In accordance with the policy of the Provincial License Department to have their officers meet all excursion boats returning from Ohio ports this year, following were on hand when the boat landed: J. E. Stone, License Inspector for South Essex; M. N. Mousseau, License Inspector for North Essex; Officers Smith and Hannah, of Windsor, and Inspector Corley, from Toronto. Several of the excursionists were put through the third degree on the dock in an effort to locate smuggled liquor, but only two arrests were made - both men appeared before the Magistrate on Tuesday, pled guilty and were fined \$50 and costs.

July 12, 1918

-Capt. W. W. Smith has arrived from Cleveland with the tug PITTSBURGH and will make another attempt to raise the whaleback CORT, sunk at Bar Point. A large steel cofferdam is being built in Detroit to be used in the wrecking operations.

-Mrs. Michael Mahon, Rankin Avenue, has gone up the lakes on the steamer WILLIAM REISS, with her husband, Master. Mrs. James M. Kelly and daughter Marion have also been on a trip with her husband on the steamer WILLIAM P. SNYDER.

-All steamers of the Detroit & Cleveland Navigation Company's fleet have been equipped with an additional safeguard in the form of an electrically operated light attached to the front of the whistle and so connected that it is lighted whenever and only when the whistle is blown. It is frequently the case that the sound of passing signals given by steamers approaching each other is carried away on the wind, the signals being indicated by the rising jets of steam rather than by sound. While the signal may thus be observed in daytime, it is less easily detected in thick weather and at night. The lights flashing out on the whistle of the D. & C. boats simultaneously with the whistle signal are counted in to indicate the nature of the signal, even when the sound does not carry. So far as is known, the D. & C. boats are the only lake steamers so equipped.

July 19, 1918

-Major C. Y. Dixon, of the lake survey, Detroit, came down on Friday and with the aid of the tug MARION E. TROTTER, swept the Livingstone Channel for railroad iron, which is being picked up on Ballard's Reef and carried into the channel by bow lines and cables. No obstructions were found.

July 26, 1918

-Mrs. James M. Kelly and daughter Marian arrived home on Saturday last from a three weeks' trip up the lakes on the steamer WM. P. SNYDER Jr.

-Mrs. M. Mahon, Rankin Avenue, has returned home from a trip up the lakes with her husband, master of the steamer WM. REISS.

August 2, 1918

-The harbor tug WEST NEEBISH, from Harbor Beach, arrived here this week. She will be used by Major C. Y. Dixon on a month's job sweeping the Livingstone Channel to remove all obstructions of railroad iron in the channel. A number of local boys are engaged on the job.

-The steamer OSSIFRAGE, in command of Capt. Jeff Stockwell, will hold excursions out of Amherstburg next Tuesday, August 20th. The boat will leave Murray street dock at 10 a.m. for Belle Isle, touching at Detroit en route, returning to Amherstburg at 7.30 p.m. Fare for round trip for children under 12, half fare. In the evening, a moonlight will be given on river and lake from 5.30 p.m. on. Round dancing upper deck; square dancing lower deck. Music and refreshments. Everybody invited.

August 9, 1918

-Mrs. Bert Bailey has returned from a trip up the lakes with her husband, mate on the steamer BARLUM.

-The tug MARION E. TROTTER left Thursday for Lake Huron with a big dredge in tow from a Lake Erie port.

-While the Livingstone Channel is being swept under the direction of C. Y. Dixon, C.E., all traffic up and down bound takes the Canadian channel during the day time. The frequent signals and line of steamers vividly recall the old days of real sport when everything took the one channel.

-Capt. Clyde Tobin has taken charge of the steamer ECORSE for the Great Lakes Engineering Works, Detroit.

August 16, 1918

-Capt. F. J. Trotter is laying a pipe line from Port Huron to Sarnia. The derricks HANDY ANDY and GOSSOON are doing the dredging and the job will take six weeks to finish.

-The steamer PUT-IN-BAY became disabled while passing up Saturday night, but as this port is short of wrecking tugs, she had to navigate the river the best she could without aid.

August 23, 1918

-The tugs HARDING and McCARTHY arrived at this port Tuesday night with one of the most unique tows ever anchored here - the immense cofferdam, to be used in wrecking the str. CORT off Bar Point. The dam was 270 feet over all, 50 feet beam and drew 14 feet of water. The wind having subsided, the tugs left about midnight Wednesday for the scene of operations. Wreckers expect that this means will obviate the trouble of raising the CORT.

August 30, 1918

-Capt. W. W. Smith again failed to raise the steamer CORT at Bar Point on Sunday and the wreck has been abandoned for the present at least. The big cofferdam taken to the wreck last week broke in two and the remains of it were brought into port. The CORT's boiler and engine will be salvaged.

-Capt. F. J. Trotter disposed of the steel steamer VISITOR on Thursday, to eastern parties at a good round figure, and she left in tow of the tug S. O. DIXON for New York City, and later will go to Cuba.

September 13, 1918

-Louis Goodchild, engineer on the tug DALTON MCCARTHY, had two fingers cut off by getting them caught between a fender and a steel barge at the wreck of the CORT on Friday.

-The tug SHAUN RHUE left Monday for Albany, N.Y. Wm. Shewfelt, engineer, was the only local member of the crew to go with her, and he will move there later on. The tug PHIL SHERIDAN arrived from Dunkirk to take her place.

-Grant Duff is now sailing the Pittsburgh Steamship Company's tug PITTSBURGH, the captain of her having been seriously injured by being struck with a piece of timber at the wreck of the CORT, and lies in a Detroit hospital in a critical condition.

September 20, 1918

-The ferry steamer PAPPOOSE has gone into winter quarters at Peche Island.

-The D. G. *sic* [Dominion Government] str. LAMBTON coaled at this port Monday while on her way to Owen Sound.

-Capt. F. J. Trotter shipped two of his marine divers and diving equipment to the steel plant at Ojibway to be used the rest of the season on dock work there.

-John Casey, who has had charge of the White Star Line hotel at St. Clair Flats, has arrived home after a very successful season.

-Word has been received that the steamer OSSIFRAGE, which recently left Chatham for the

coast, had run aground at Cardinal, near Prescott. Details have not been received but a message states that all on board are well and that wreckers from Kingston are working on the ship to release her. Captain Stockwell, of Chatham, was taking the vessel to Montreal to hand her over to Capt. Balcom, a salt-water man, for the trip to Halifax.

September 27, 1918

-The Steel Trust steamer SUPERIOR CITY, which grounded on Ballard's Reef, was released Tuesday noon by the tugs HARDING and TROTTER, under direction of Captains Smith and Bailey of the Steel Trust fleet.

-The steamer J. M. SCHOONMAKER sailed to Duluth last week with the largest cargo of coal ever floated on the lakes. The steamer, which loaded at Huron, took on 293 cars or 14,767 tons of cargo, and 406 tons of fuel, making a total of 15,173.

-The wrecked steamer CORT was taken to Toledo where she will be repaired and put in condition for next season's sailing.

-The tug MICHIGAN (Capt. Harry Hawks) called at this port several times this week and gave the Master an opportunity to call on old friends and acquaintances.

October 4, 1918

-Capt. Henry Cook is now sailing the tug MICHIGAN of the Great Lakes Towing Co. Capt. Hawkes is taking a brand new tug of the same lot.

-The big trust steamer M. PERKINS brought down from the Soo Capt. Trotter's steam pump which was landed at Amherstburg on Sunday.

-The tug A. C. HARDING left for Montreal to assist in towing boats cut in two from Port Colborne to Montreal. She will be kept on the job until ice stops the work.

-Capt. Charles R. Hackett, the Detroit River buoy contractor, has salvaged the gasoline engine, wheel and shaft and other fixtures from the Toledo yacht MOLLY M., which burned in the river here last week.

-The Mullen Coal Co.'s new dock at Sandwich, which when filled in with rock and the coal schutes built will make the finest coaling station on the Great Lakes for despatch, has now all the crib work and piling completed and as soon as the derrick HANDY ANDY is idle, the dock will be filled in with rock from the spoils bank, making a solid wharf where thousands of tons of coal can be stored. The schutes will be built during the winter and ready for work next spring.

-The gas buoy which marked the wreck of the steamer CORT sunk at Bar Point all summer, was brought to Amherstburg Monday and placed on the Government dock by Capt. Chas. R. Hackett.

-The American Salvage Co., of New York City, will attempt this week to raise the steamer

CHARLES PRICE, which sank bottom up in Lake Huron about 13 miles off Port Huron in 1913. Stories of a vast coal cargo will be exploited. Capt. Joseph King, marine adjuster and surveyor for Parker Bros., Detroit, and representative of the Great Lakes Towing Co., says that he does not believe there is a pound of coal in the Price.

October 11, 1918

Death of Capt. Robert Maines

The "Sunny Jim" of the Dunbar & Sullivan Fleet for Fifty Years.

- Capt. Robert Maines, one of the oldest and best known tugmen along the Great Lakes, died at his home, No. 61 Lafayette Avenue, Buffalo, Thursday night, September 26th. He was identified with the tug business for nearly half a century and had a splendid record. He was close to eighty years old. Two years ago this fall Capt. Maines, while on a towing trip on Lake Erie with the tug SHAUN RHUE, encountered a gale near the Pelee passage and narrowly escaped being wrecked. Some members of the crew left the tug after she had shipped a quantity of water, but the veteran skipper, along with Engineer William Shewfelt, Chef Walter Anderson and Fireman Tremblay, stuck to her and finally managed to get her safely into shelter, later coming to Amherstburg. Capt. Maines during the long exposure on that trip contracted a severe cold and never fully recovered from its effects. Capt. Maines was in the employ of Dunbar & Sullivan, contractors, for nearly half a century. He was known as a daring and skillful tugman and was of genial disposition which won him the sobriquet "Sunny Jim." He was familiar with every person on the Detroit River and was friends with everybody he met. He had hundreds of friends among the marine men and was a prominent member of the L. T. P. A. Capt. Maines had three sons tug masters, the late Capt. Robert Maines, jr., Capt. Murray Maines, at present operating a tug in Buffalo; T. C. Maines, also of Buffalo, and two daughters, Mrs. W. J. Smith and Mrs. Egan. The funeral took place on Sunday. He will be greatly missed by his many Amherstburg friends.

-Dunbar & Sullivan's dredge BRIAN BORU was taken to Detroit on Friday in tow of the tug TROTTER. It is being placed in winter quarters.

-Capt. F. J. Trotter left Wednesday with a wrecking crew and outfit to raise a large scow sunk in the River Rouge.

-Charles Paddington of the tug A. C. HARDING came home Monday from Montreal with a severe attack of typhoid fever.

-Capt. Henry Cook left Friday for Port Colborne to ship as mate on a Great Lakes tug for Welland canal work.

-A very dense fog hung over the Detroit River Friday morning and a big fleet of steamers anchored opposite the town until almost noon.

October 18, 1918

-The steamer A. B. WOLVIN downbound went hard aground in the fog Saturday morning at Bar

Point, but was released by the tug HARDING.

-Daniel Morrow provided himself with an excellent dock for his river front property by sinking there the big scow which Capt. F. J. Trotter recovered from the Detroit River last week, and which Mr. Morrow purchased.

October 25, 1918

-The Dunbar & Sullivan Dredging Co.'s tug SHAUGHRAUN (Capt. Harry Brault) stopped here on Sunday on her way from Dunkirk to Detroit.

-The Riverside Flour Mills are having all the old sheds torn down and old boats and yacht hulls removed from their river front property, which makes a noticeable improvement.

-Capt. Charles R. Hackett, Detroit River buoy contractor, is replacing all summer gas buoys with fall ones so they will be all in good order during the bad nights the rest of the season.

-Goodchild Bros. have recovered several tons of hard coal from the wreck of the barge D. L. FILER, in Lake Erie this week.

-The tug JOHN E. MONK had her smokestack blown off in a gale on Lake Erie last week, but like a Ford car, she rambles right along just the same.

-Capt. Fred J. Trotter successfully raised the scow from the River Rouge and it proved quite a prize. It is very strongly built, and was brought to this port where it will be overhauled. Capt. Trotter got a tidy sum and the scow for taking it out of the path of navigation.

-A big drill boat owned by the Dunbar & Sullivan Co., en route from Buffalo to Ashtabula, sprang a leak off Dunkirk, N. Y., and early Wednesday morning and sank four miles off Battery Point. The crew was brought ashore in safety by the tug that was towing the boat. Efforts will be made to raise the vessel. It is valued at \$50,000.

November 1, 1918

-The after end of the barge A. W. THOMPSON, in tow of the big Canadian tugs JAMES WHALEN and CHARLES BOWMAN, stopped at this port Friday night on their way to Montreal via the Welland canal. On Sunday the tugs MANISTIQUE and CONSTITUTION stopped here with the after section, waiting for weather.

November 8, 1918

-Capt. C. R. Hackett, buoy contractor for the lower Detroit River, proved this week that he has almost an uncanny knowledge of the placing of aids to navigation on his beat. He had been looking for one of the gas buoys which had been sunk by a passing steamer and located it while placing another buoy, by the anchor dropping on the very spot where the other was lost. This is certainly getting down to an exact science in replacing navigation aids.

-The Mullen Coal Co.'s fueling steamer JOHN OADES is taking fuel from this port to coal the

D. & C. and D. & B. steamers.

November 15, 1918

-Announcing the dates for terminating service of Canadian navigation aids on the Great Lakes and connecting waters, the Dominion Department of Marine and Fisheries says: "All Canadian lights and fog alarms on Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie, Lake Ontario and connecting waters, will be maintained in operation until the close of navigation, except the Southeast Shoal lightship, Lake Erie, which may be removed after December 1st, and also Lonely Island light, Georgian Bay, which may be closed before the general close of navigation. All gas buoys and other floating aids to navigation will be maintained in position as long as ice conditions will permit, and in cases where it is necessary to remove gas buoys before the close of navigation, the more important points will be marked with spars." In other years the Southeast Shoal lightship has been left out until navigation was practically closed by ice. The result has been very hazardous trips to Amherstburg, where she usually winters, and much suffering for the crew. Last winter, owing to ice conditions, the FALKEN had to be taken to Pelee Island and laid up in a position so exposed to ice shoves that she was sunk when the ice began to pile up around her, and cost a nice bill for repairs.

-The heavy west wind Monday lowered the water in the river and made a big sea on Lake Erie, kept the steamers FELLOWCRAFT, of the Nicholson Transportation Co.; the ALASKA and TILDEN, of the Mullen Coal Co., and several other steamers at Bar Point in shelter until Wednesday morning, when the wind went down.

November 29, 1918

-Capt. James Kelley, mate on the steamer WM. P. SNYDER, arrived home Saturday for the winter.

-Capt. Henry Cook, mate on the tug TENNESSEE all fall in Welland canal, arrived home Sunday to spend the winter.

-The steamer CITY OF DRESDEN, Capt. J. S. McQueen, arrived in port Saturday after a busy season carrying coal on Lake Ontario.

-All the patrol boats which have been guarding the lower Detroit River since the entrance of the United States into the war have been recalled to Detroit, their services being no longer required. Many of the lads employed on these boats received a thorough knowledge of this portion of the Great Lakes during their service in Uncle Sam's navy.

December 6, 1918

-The Lake Carriers' Association patrol tug DESPATCH, stationed at the Livingstone Channel all season, was put aboard the steamer QUEEN CITY by Capt. Charles R. Hackett's derrick and taken to Cleveland where she will be overhauled during the winter.

-The houseboat used at the upper end of the Livingstone Channel by Capt.'s Angus Borland, Jay Maguire and F. H. Hackett is being placed in winter quarters and these men will maintain their

offices in the Westcott marine reporting station for the rest of the season.

-The little tug PITTSBURGH, well known in these parts, broke away from the Steel Trust steamer off Long Point, Lake Erie, one day last week, while on her way from Amherstburg to Cleveland. Owing to the heavy sea running she could not be picked up and she sailed down the lake, riding out the gale with no one aboard.

-People of Amherstburg got their first view of a concrete vessel Saturday night when the tug HARDING stopped at this port with the U. S. 101 in tow for the Erie Canal. It was such a curiosity that many took the opportunity of giving it the once over.

December 13, 1918

-The J. W. Westcott marine reporting office was closed on Sunday night. Miss Gale Kelly, who has been in charge of the office, is credited with having given highly efficient service, taking the place of her brother Irving, who is now overseas. Miss Kelly was a member of The Echo staff and resigned to take charge at the Limekilns.

-The tug HARDING was called Sunday to release the steamer WM. H. WOLFE from the Southeast Shoal. The WOLFE was upbound with hard coal.

-The BAR POINT LIGHTSHIP, Capt. Ingersoll and Mates John Anderson and James McGuire, was taken to Detroit on Saturday by the steamer ASPEN and placed in winter quarters.

-The steamer PELEE made her last trip of the season up the river last week. If the weather remains open, she will ply between Pelee, Leamington and Sandusky for a couple of weeks before going into winter quarters.

-Capt. Charles R. Hackett, custodian of Canadian aids to navigation in lower Detroit River, is finishing the bringing in of gas buoys this week and storing them on the supply depot, putting them in good shape for the winter.

December 20, 1918

-The following craft are laid up at this port this winter: steamer JOHN OADES, barge S. J. TILDEN, of the Mullen Coal Co.; tug MARION E. TROTTER and steamer MILLS, of the Trotter Towing and Wrecking Co.; tug SAPPER, of the Fraser fleet; tug DALTON McCARTHY, of Goodchild Bros.; tug JOHN E. MONK and lighter PRESCOTT, of the Hackett Buoy Contracting Co.; Southeast Shoal lightship FALKEN, of the Department of Marine and Fisheries.

-Capt. M. H. Mahon, master of the steamer REISS, and Bert Bailey, mate, are home for the winter.

-Local marine men are busy placing their boats in winter berths. The tug ABNER C. HARDING, Capt. Thomas Hagen, stopped here Monday on her way to Cleveland to lay up. This is the first winter that this tug hasn't been a gold mine for the Great Lakes Towing Co.

Increased rates are said to have given the tug PRINGLE, which lay at this port all last winter, the job the HARDING had last year at Marine City for the Salt Co. The crew of the HARDING will all return home today. The tug YALE, Capt. James McKinley, stopped here Tuesday on her way to Toledo. The tug MICHIGAN also passed up this week to lay up at Detroit. The tug trust seems to be idle this winter.

-The big Canadian steamer W. GRANT MORDEN, from Duluth to Buffalo with 500,000 bushels of wheat, passed down Monday, the last steamer of the season. She was given a rousing salute by all the river crafts. All lighthouses have closed and the crews have gone home for the winter.

December 27, 1918

-The big Canadian steamer W. GRANT MORDEN brought home the bacon for her owners, as her freight earnings for the last round trip will be the largest ever made by a lake freighter. The steamer left Buffalo early in the month for Duluth with a cargo of hard coal and is back at Buffalo with a load of grain. The MORDEN took about 13,000 tons of coal on the upbound trip at \$1.15 a ton and on the run down she had 540,000 bushels of wheat, for which she was paid seven cents a bushel. The freight on the latter cargo was about \$31,500 and figuring the freight on the coal at \$13,000 she will earn about \$44,500 on the round trip.

-Charles Paddington and Bert Flint have arrived home from Cleveland after laying up the tug A. C. HARDING. William Griebeling, of the same tug, goes as engineer on the tug WALTER PRINGLE for the winter months, between Courtright and Marine City for the salt company, while Capt. Hagen takes things easy at his home in Windsor.

End
1918

ECHO SOUNDINGS

1919

January 10, 1919

-The tug MARION E. TROTTER is being put in winter quarters this week.

-Capt. James McCarthy, of the steamer RICHARDSON, is home for the winter.

-Murray McFarland, of the steamer EMERY L. FORD, has arrived home for the winter.

-Lawrence Bertrand, who has had charge of the patrol tug DESPATCH in Buffalo harbor all fall, is home for the winter.

-Mortimer Smith, chef on the Steel Trust steamer GARY, arrived home Friday to spend the winter with his mother, Mrs. Clarence Smith.

-J. N. Mullen, manager Mullen Coal Co., is superintending repairs to the steamer ALASKA at Marine City. F. J. Maloney, jr., Sec.-Treas. of the company, made a trip to Marine City last week to inspect the work.

DETROIT-OWNED TUG HITS BUCKEYE REEF

January 24, 1919

-Cleveland, O., January 21st - The steel tug COLUMBIA, owned by M. Sullivan, of Detroit, bound from Lorain to Detroit to go into winter quarters, went ashore today at Buckeye Reef, half way between Put-in-Bay and Ballast Island. The COLUMBIA is out two feet aft, but is in no immediate danger. All of the crew are aboard and Capt. Jackson of the Marblehead coast guard crew is ready to go to the stranded boat if needed. A tug has been ordered to the COLUMBIA from Lorain and will reach her Wednesday morning.

-Capt. William Riley, of Detroit, and formerly an old Amherstburg boy, has again been appointed mate on the steamer WILKINSON, the finest bulk freighter afloat.

January 31, 1919

-When Capt. F. J. Trotter made an inspection of his fleet along the river front Wednesday morning, he found that his tug TROTTER had settled on the bottom. It was left in good shape the night before. He had a gang already raising her.

February 7, 1919

-The river is again running full of heavy Lake St. Clair ice and the butchers are all smiles.

-Sol White, of the Sullivan Dredging Co., Lorain, Ohio, is spending a couple of weeks with his

family in town.

-Capt. W. L. Girardin has been named captain of the Harvey H. Brown steamer HARRY W. CROFT again for the season of 1919.

-F. E. Dunbar of the Great Lakes Engineering Works, Detroit, hull inspector for ocean-going steamers, spent the weekend in town.

-The big scow ERIN and lighter PRESCOTT and tug DALTON McCARTHY are at work raising the tug MARION E. TROTTER at the ferry dock. A small section of her smokestack is all that is visible above the water, as she lies in 22 feet of water.

-The steamer CITY of DRESDEN made a trip to Detroit for a load of timber, Friday, to be used in the rebuilding of the DRESDEN's hull. The tug DALTON McCARTHY also made a trip to Detroit on Saturday, for a derrick scow for Capt. Trotter. There was no ice at all in the river and summer schedule was made.

-Capt. Howard Hackett, of Washington, D.C., spent Sunday in town. Howard is still with the U. S. Shipping Board and stationed at Wyandotte, Mich., looking after the construction of ships for the U. S. Government.

February 14, 1919

-Capt. Fred J. Trotter has not yet started the work of raising his tug, the TROTTER, on account of so much heavy Lake St. Clair ice running, and will wait until warmer weather sets in. The big steel scow ERIN is protecting the sunken tug from the running ice.

March 7, 1919

-Navigation on the lower Detroit River opens next Monday when the D. & C. Navigation Co. will inaugurate daily passenger and freight service between Detroit and Cleveland. The date fixed for the opening service is about 16 days earlier than in 1918.

March 14, 1919

-The steamer EASTERN STATES, in command of Capt. John Lightbody of the Detroit & Cleveland Navigation Co., passed down Monday on her first trip of the season. She was given a rousing salute by all the river craft along the docks. The Detroit News boys' band was playing as she passed. The steamer WESTERN STATES, in command of Capt. Salem O. Robinson, passed down at midnight Tuesday and both boats will leave the two ports at either end of the route at the same time.

-The freight and passenger steamer FRANK E. KIRBY will open navigation between Detroit and Sandusky on April 14th.

-Grant Duff is moving the old Lake Carriers' gauge house from Elliott's Point to the Duff property, to be converted into a residence.

-Capt. Trotter brought the derrick HANDY ANDY from Detroit on Friday and used it to raise the tug MARION E. TROTTER, which sank a few weeks ago. The tug suffered very little from its immersion in the Detroit River.

March 21, 1919

-The tug J. L. MINER and a Central Delivery ice lighter brought down 400 tons of Peche Island ice on Saturday, and a big gang of men from town and the crew of the ferry VICTORIA stowed it away on Bois Blanc Island Sunday and Monday.

-Capt. Charles R. Hackett, buoy contractor for the Canadian Department of Marine and Fisheries, and Mate Gordon Colborne have the range lights in the upbound channel all out for the season, and are getting out the spar buoys, floats and gas buoys and overhauling and repainting them.

-Capt. M. H. Mahon received a sudden call from the Reiss S. S. Co., of Sheboygan, Wis., to look after the remains of Edward Paquette, at Port Colborne, the shipkeeper who died suddenly aboard the steamer WM. A. REISS, of which Capt. Mahon is captain. Mr. Paquette's death was due to dilation of the heart. Last season he was second mate aboard the steamer. He was 58 years of age. The remains were shipped to his home in Lauzon, Quebec, for burial.

-Thomas Lee, of Detroit, is overhauling Pte. Alex Duff's motor boat, which will be used as a supply boat among the drills and dredges of the Livingstone Channel when work starts.

-Detroit River lighthouse went into commission for the season on Sunday. The fog horn worked overtime Monday, owing to the intense mist floating over the lower Detroit River.

-Goodchild's tug McCARTHY had bad luck trying to open local navigation Monday. She headed for Sandwich in a dense fog, but pulled up on a mud bank half way up the river. The D. & C. boat passing some time later assisted her to release herself and she was again making a good passage when taking a wrong turn at Fighting Island she went on the rocks, stripping her wheel, and it was necessary to send to Amherstburg for a launch to pull her off and tow her to Amherstburg for repairs.

March 28, 1919

-Capt. Henry Jones, of the 'Burg, has been appointed master of the Great Lakes tug FAVORITE.

-Capt. Felix Graveline has been appointed master of a tug boat in the Welland canal until the river work opens up in the Livingstone Channel.

-Capt. Henry Cook, master of the tug SHAUN RHUE for the past few seasons, has given up that job to take charge of the tug COLUMBIA, of the Sullivan fleet.

-The passenger steamer WAUKETA of the White Star Line passed down Sunday on her way to Toledo on her first trip of the season. She is now running daily on this run. Capt. Chris. Smith is

in charge of the WAUKETA.

-A new shaft was placed in the tug McCARTHY to replace the one broken when she struck Fighting Island, and the tug left for Windsor on Monday to take a cargo of gasoline to Pelee Island for A. M. McCormick & Son.

-Capt. S. A. McCormick and Mate Edward McCormick left Monday for Port Huron to fit out the Cadwell tug PETER PAN for the season.

-Miss Gale Kelley, who has been visiting in Cleveland and Jackson for the past nine weeks, has returned home to open Westcott's marine office at Texas landing after a delightful trip.

-Another Amherstburg boy has forged to the front in the person of Murray McFarland, who received his first assistant engineer's papers this month and he is already on his boat, the steamer CROFT, with Capt. Walter Girardin. The CROFT has a carrying capacity of 10,000 tons. Murray is a natural born sailor, his grandfather, Capt. Jacques Laframboise, sr., being an old retired sailor, and his uncle Jacques Laframboise, jr., being captain of one of the largest boats on the lakes. Gordon McFarland sails on the steamer CLEMSON with his uncle, Capt. Jacques, Jr.

April 4, 1919

LOWER DETROIT RIVER IMPROVEMENT

-Plans for the improvement of the lower Detroit River begin to leak out and it now appears that dredging may be under way by midsummer, if not before. It transpires that the engineering corps has sent their plans and specifications for the work on to the head office of engineers for this district at the Soo. After receiving the O.K. of the colonel in charge, they will be sent to Buffalo for further criticism and then to Washington, where the final analysis will be made. It is expected that unless there are some complications that the plans will receive official approval and be returned to Detroit by the end of this month so that the necessary advertising for the work may be done and tenders received during May. If everything goes on without a hitch the contract ought to be let by the first of June. Then in the event of a local contractor being the successful bidder, as there would not be so much delay in organizing their force and assembling their plant, the real work of drilling and dredging might begin early in June. Failing that, the successful contractor would have at least a month to get ready, which would carry it on to July.

The extent of the work is greater than is generally understood as it consists of widening the present Livingstone Channel 150 feet from the rock cut, which was done in the dry, south about three miles. This would occupy some four seasons under present conditions, taking into account that the 300-foot channel will be in use by steamers and navigation must not be interfered with. The channel north of the rock cut will also be widened, a dredge cut for a considerable distance, which work was not completed by the Empire Engineering Co.

While there is only \$750,000 appropriated for the work yet, it is reasonable to suppose that the money required to complete it will be available when needed. It is one of the most important contracts in the history of the lower Detroit River improvement and will cost between \$2,000,000 and \$3,000,000 to complete.

While it is not likely that an office will be located at Amherstburg for the engineering staff, it will be necessary to have some competent engineer in charge under Mr. Dixon with a

staff sufficiently large to check up the work and give the resident engineer the assistance he may require. Just who this resident engineer will be is not as yet revealed, but it is naturally supposed that one of the engineers formerly located at Amherstburg will be appointed to the position. Amherstburg will soon be booming with good times again.

-Capt. Michael Mahon and Mate Bert Bailey have gone to Port Colborne to fit out the steel steamer WILLIAM A. REISS.

-The big new Great Lakes Towing Co.'s wrecker FAVORITE passed up Sunday on her way from Cleveland to Detroit, to get painted up.

-The patent fueling lighter JOHN OADES (Capt. Walter Lawler) of the Mullen Coal Co., left this port Saturday to take up her fueling station at Detroit.

-The South East Shoal lightship FALKEN is being fitted out by Capt. John Bernard, Mate Lewis Langlois, Engineer Cyrus Scott and Chef Renaud, and will leave for her exposed station at an early date.

-The Mullen Coal Co.'s new fueling dock at Sandwich has been completed and is now ready to receive its first cargo of coal. This new modern plant is the fastest fueling station on the chain of lakes and is a credit to the company. The residences on their fourteen acres of land south of Prospect Avenue, Sandwich, are being remodeled for their employees, while the brick residence will likely be occupied by the manager, Milton J. Hutton, a former Amherstburg boy who during the winter took for his bride a Detroit girl.

-The yacht CYRMIC, which is owned by Roy Kett and was used to carry liquor from Toledo to Amherstburg last week was released by customs officers on payment of \$400, being the amount of duty claimed.

April 11, 1919

-The U.S. LIGHTSHIP tender ASPEN is putting out the buoys and other aids to navigation in the lower Detroit River and adjacent waters this week.

-The Canadian Department of Marine and Fisheries lighthouse at the intersection of the Livingstone Channel has been put in commission for the season and the fog bell rang out its mournful warning during the fog Friday night.

April 18, 1919

-The model of the famous old passenger steamer RIVERSIDE, which plied between Amherstburg and Detroit, is exhibited in Florey's grocery store window. The model was built by Albert Wilson, George Street, years ago.

-The United States relief lightship, Capt. Con Christiansen, with BAR POINT LIGHTSHIP in tow, were in port here from Wednesday to Saturday waiting for a mild day to place the lightship at her station for this season. Capt. Ingersoll, Mate John Anderson, James McGuire and Arthur Harris comprise the crew this season.

-Twenty-four gas buoys on the Government dock below town gave their annual spectacular display Sunday and Monday nights as they winked their red and white eyes before being placed in the river by Capt. C. R. Hackett for towing to their various stations. It was a very pretty sight. The buoys had been treated to nobby coats of paint during the spring.

-Westcott's marine reporting station at the Lime Kilns Crossing opened on Monday for the season. Miss "Gale" Kelley has charge again this season.

-That navigation has opened on the Great Lakes is evidenced by the continuous line of big steamers plowing through the Detroit River these days.

-Capt. Frank H. Hackett, assistant at the Livingstone Channel, has both his big tugs in commission and is ready for heavy weather coming and going to his station.

-Capt. Louis Bellecours has gone to Cleveland to assist in fitting out the steamer HARRY CROFT, on which he will sail as first mate. Lloyd (Mike) Smith will sail on the same steamer as second mate.

-The steamer CITY of DRESDEN left Sunday for Kingsville to work on the job of repairing the Pelee Island cable.

-The C. W. Cadwell sand boat HARSEN discharged 100 yards of gravel for Pettypiece's Limited at this port on Saturday.

-Those who are most interested in the dredging that is to be done by the U. S. Government in the Livingstone Channel will be pleased to learn that every effort is being made by the engineering staff in charge of these waters to expedite matters as much as possible. The Echo learns from a reliable source that the Canadian Government has been interviewed, and all red tape which might otherwise delay the work has been eliminated. While it is not reported officially, it would not be surprising if Harry Hodgman, C.E., now of Jefferson City, Mo., who is in charge of extensive improvement work on the Mississippi river, would be appointed resident engineer at Amherstburg during the progress of the work here. If this comes to pass, it will greatly please their many friends in this district. The gist of the matter is that things are beginning to boil nicely. Every day now brings us nearer the return of good times.

-Capt. James Kelley left on Tuesday night for Buffalo to take his position on the [W. P.] SNYDER JR., for the season.

April 25, 1919

-Gus Deneau left Sunday for Buffalo, N.Y., where he will be employed with the Great Lakes D. & D. Co., on DRILLBOAT NO. 10.

-Capt. Ed Burns left on Monday to rejoin his steamer, the MILLER, at Ashtabula, for the season.

-The tug ABNER C. HARDING arrived at this port this week after having been given a general overhauling at the Cleveland shipyards. The HARDING is now engaged towing the Mullen coal boat TILDEN from Toledo to Sandwich with coal for the Mullen Coal Co.

-A large lake steamer called at Mullen's new coal dock at Sandwich at ten minutes to three on Thursday and three hundred tons of coal was shot aboard the steamer and at ten after three the steamer was under way up the river. Some dispatch.

May 2, 1919

-The steamer CITY of DRESDEN, which is working on the Pelee cable, came in for fuel and supplies on Sunday.

May 9, 1919

-The big steamer O'CONNOR grounded on the Lime Kilns Crossing Thursday but was released by the tug HARDING without much trouble.

-The patrol tug DESPATCH has arrived from Buffalo to work in the Livingstone Channel again this season. She is in command of the same crew as last season.

-The coal schutes at the foot of Richmond Street will be taken down and will be sent to Sandwich to be erected there. The old dock at foot of Richmond Street will be all repaired and the Mullen Coal Co. will put in a big supply of soft coal on the Twomey dock, recently purchased by them.

May 16, 1919

-The tug MARION E. TROTTER has gone to Lorain, Ohio to bring one of M. Sullivan's dredges to this port, after which it will go to Bay City on a small dredging job.

-Capt. Angus Borland is overhauling his cruising yacht LAURENE, which will be stationed at Westcott's marine office at the Livingstone Channel, in connection with the semaphore station.

-The sailing schooner JENNIE was in port Saturday for weather, on her way from Detroit to Pelee Island, to get her first load of gravel. These little vessels are a rare sight on the river now.

May 23, 1919

-Mark White has shipped as watchman on the steamer REISS with Capt. M. Mahon.

-The steamer CITY of DRESDEN came in for fuel and supplies on Sunday. She is working on the Pelee Island cable.

-The Fraser tug SAPPER, in charge of Capt. Stilts, has arrived in Toronto to work for Miller & Rogers on harbor contracts.

-The tugs TROTTER and SHAUGHRAUN will leave for Ashtabula next week to bring the Dunbar & Sullivan dredge TIPPERARY BOY and drill boat to this port to lay up.

-Mack J. Mullen, who purchased the old Queen's wharf, better known as the "refuse dump," is preparing to fill this water front in with rock and put it in splendid condition, and this fall will open up a wholesale and retail anthracite coal yard, getting the coal in by boat.

-Angus Borland's yacht came to a sad end Monday while being hoisted into the water from the dock at the foot of Murray Street by the lighter PRESCOTT. The guy wire broke, letting the yacht fall some twelve feet on to the dock, and the heavy boom fell on top of her. Between the impact with the dock and the damage done by the boom, the yacht was put out of commission for months to come.

-M. Sullivan's dredge HERCULES arrived at Amherstburg from Lorain, Ohio on Friday and is undergoing repairs so as to be ready for the work on the Livingstone Channel when the contract is let. There is nothing new regarding this contract yet except that the Canadian Government has passed on it so far as it affects Canadian territory, but the matter seems to be dragging along and it may be a month or two before decisive action is taken. Col. Markham, who is in charge of this district, inspected the lower Detroit River on Tuesday, coming down on the LYDECKER. He was accompanied by C. Y. Dixon.

-Many were interested in the submarine chasers that passed up the Detroit River Wednesday afternoon on their way to Great Lakes, Ill. The vessels were the SC-431, SC-433, SC-437 and SC-438. They are of wood construction about 110 feet long, 15 feet beam and were equipped with guns.

May 30, 1919

INCREASE FOR DREDGE WORKERS

-W. H. Jones, president, and James A. Eagle, secretary and treasurer of the International Dredge Workers' Protective Association, have notice of the award made by the industrial board, which at a hearing in Cleveland on April 21st undertook to adjust differences between the dredge owners' association and five organizations of marine workers affiliated with the International Longshoremen's union. The commission's award allows the dredge workers an increase of \$15.25 a month over the 1918 wage scale, gives an increase in overtime wages by fixing as the basis of calculation the total days' pay before deduction for board, and adjusts other points in controversy in a manner acceptable to the workers.

-Miss Lillian Bernard has taken her position on the passenger steamer CITY of BUFFALO.

-Carrying the first moonlight of the season, the steamer CITY of TOLEDO, of the White Star Line, made a trip to Sugar Island on Thursday night with the 550th Michigan infantry and the Liberty Band. Finzels' orchestra furnished music for dancing.

June 6, 1919

-On Saturday morning Capt. Ingersoll, of the U.S. LIGHTSHIP, discovered a floater in the Lower Detroit River at Bar Point, and had it taken to Malden by Capt. John Anderson. It was then taken in charge by the Kemp Furniture Co., and proved to be the body of a man about thirty-five years of age, bare face, black hair, weighing about 170 pounds, with a grey suit, light

shirt, soft collar, blue tie, rubber heeled half-soled shoes and wearing a black overcoat. There were no means of identification on the body and a search of the pockets revealed only a few cents. After notifying the Detroit authorities, the coroner decided upon burial in Rose Hill cemetery. No one locally remembered reading or hearing of the drowning of a man of this description.

June 13, 1919

-On Friday morning the Canadian steamer GLENSHEE, when about one thousand feet above the intersection light of the Livingstone Channel, lost her fireman overboard. The steamer [FRANCIS] WIDLAR, which met her just at the time, reported to the men at the semaphore that she had seen a man trying to keep afloat and shouting for help, but by the time Capt. Frank Hackett in the DESPATCH got to the place where he was last seen, the man had disappeared.

June 20, 1919

DETROIT RIVER DREDGING

-There is a great deal of speculation as to when dredging contracts will be let for the lower Detroit River work and it was thought that by this time the lucky bidders would be known and their fleets organized. While there is no definite announcement, it is generally understood that the U. S. War Department is not going to let the contracts nor hurry to bring this matter to a head owing to the unsettled condition of labor. With so many strikes in various parts of this country and the prices of labor going up daily, contractors will not bid closely on any public works of this nature, as it is impossible to estimate their cost with any accuracy. Therefore it would not be surprising if no contracts would be let until the present unrest in the world of labor settles down. It is believed that by fall the work will be proceeded with so that organized dredging fleets can begin work in real earnest by next spring. This, of course, is a severe disappointment to Amherstburg, where it was expected that the opening of the work would cause one of the old time booms this summer.

-The dredge BRIAN BORU and tug SHAUGHRAUN arrived at the rock pile to dig rock for the season for the River Rouge stone crusher.

-On Thursday evening of last week while out rowing opposite the Government dock, Clarence Gibb and Ora Ouellette, two young chaps, were hailed by a passing steamer and were told to watch for a body afloat. The two boys took their nerve in hand and started towards the floater. While one rowed, the other slipped a rope around its neck and towed the floater to the dock, tied it there and turned the news over to Dr. Park, coroner, and the Kemp Furniture Co., who took care of same. It proved to be the body of William Stewart, the 16-year-old boy from Barrie, who was firing on the Great Lakes Transportation steamer GLENSHEE and was drowned off the boat last Saturday morning just as it passed through the Livingstone Channel. His father was notified and arrived on Saturday accompanied by a brother of the drowned boy, and identified the remains, which were then shipped to his former home in Barrie.

July 4, 1919

-Nearly 2,000 holiday excursionists on board the S.S. COLUMBIA of the Detroit & Windsor Ferry Co. were thrilled when the timbered buffer that protects the bow of the steamer was stove in for several feet in a collision off Bob-Lo with the heavily laden coal steamer QUINCEY A.

SHAW on Sunday afternoon. The COLUMBIA left the Bob-Lo dock shortly after the SHAW upbound had passed that point. The collision occurred when the passenger steamer attempted to pass the coal carrier in the channel, about a quarter of a mile from the dock. Realizing after the COLUMBIA had proceeded half way past the SHAW that the channel was too narrow to permit the full passage, the captain of the steamer caused her engines to be shut down and the vessel, losing its steerageway, was forced around by the current until its bow banged into the side of SHAW just aft of midship. With the sound of splintering timber as the buffer on the COLUMBIA's bow was crushed in, there were signs of incipient panic. A few passengers pulled life preservers from the racks and were busy lashing them about their bodies when the crew spread the comforting word that only the ship's buffer and not the ship itself had been damaged. The orchestra did much to calm the fears of the passengers by holding steadily and stridently to its most strenuous jazz number. After the accident the COLUMBIA followed in the wake of the plodding coaler until both boats were well out of the channel.

-Mrs. James Kirtley, King street, was grief stricken Tuesday afternoon when she received a telephone message from her husband at Huron, Ohio, that their eldest son, Norman, had been drowned that morning in the Huron harbor. Mr. Kirtley arrived home Wednesday evening, accompanying the remains. It seems that Norman, who had been second cook with his father the past four years this year on the steamer LEWISTON, went bathing in 30 feet of water on a life preserver. Being not able to swim, and from the position of the body which was recovered a few hours after the fatality, he appears to have taken a cramp and slipped off the preserver. The young man was born in Amherstburg, was a devoted member of the First Baptist church and highly respected. He is survived by his parents, two sisters and two brothers, to all of whom sincere sympathy will be extended. The funeral takes place this afternoon to Rose Hill cemetery.

July 11, 1919

-The steamer GLENSHEE seems to be an ill-fated ship. H. W. Murphy, first mate on the steamer, was killed at the C.P.R. coal dock at Fort William by being struck on the head by a lump of coal which dropped from the hoist. His home is at Midland. He leaves a wife and four children. A few weeks ago young Stewart, the fireman, fell overboard while passing out of the Livingstone Channel and was drowned. His home also was at Midland.

-Mate Lewis Langlois of the Southeast Shoal lightship FALKEN has arrived home for the season, having become sick of the heavy weather there.

-Capt. Ingersoll of the U.S. BAR POINT LIGHTSHIP, has been seriously ill with erysipelas in the face, at the home of Wm. Finlay. He suffered a great deal but is now on the mend.

-Capt. C. R. Hackett has engaged a gang of men and is busy tearing down the dock in front of Miss Hackett's residence, river front. The marine office in front of Capt. C. R. Hackett's is also in a very dangerous condition and will be removed by the Mullen Coal Co.

July 18, 1919

-The well-known Canadian steamer DUNDURN foundered and sank just outside the breakwater at Ashtabula on Tuesday night, during a heavy storm, with the loss of two members of the crew.

-Considerable excitement was caused in the Livingstone Channel Tuesday night when a big scow loaded with rock broke from its moorings and drifted down through the cut, getting mixed up with Ford chasers and steamboats. The tug SHAUGHRAUN hurried over, caught the scow and tied it up out of danger.

July 25, 1919

-John Menzies, of the U. S. Engineer works, Detroit, spent Saturday and Sunday in town. Mr. Menzies will be stationed at Amherstburg by the U. S. engineers as soon as the new survey starts on the Livingstone Channel.

-Opening of river work is coming closer, though no contracts have been let as yet. The appointment of H. C. Hodgman as resident engineer in charge of the proposed dredging has been confirmed and Mr. Hodgman is expected from Jefferson City, Mo., within a month, as it is necessary for the U. S. Government to carry out considerable preliminary work before the big contracts get under way.

August 1, 1919

-Walter Callam and Glen Hamilton are taking a trip on the steamer FITZGERALD with Capt. A. C. Callam.

-Capt. F. J. Trotter has been engaged to do a repair job on the Sarnia water front by that city, and left this week with his tug, derrick and two loads of stone from the Livingstone Channel to complete the work.

-A Port Huron despatch says - "The dredge HANDY ANDY, of Detroit, arrived at the docks of the Dry Dock Iron Works the other day and minor repairs are being made on her. The HANDY ANDY is expected to be here for some time and may be used in dredging out the canal."

-The steamer LAMBTON with derrick scow and a force of men are busily engaged giving the Colchester lighthouse its summer overhauling.

-When the steamer ST. CLAIRE arrived at Bois Blanc on Thursday afternoon of last week, the captain reported having seen a naked floater above the Livingstone Channel. Motor boats from town put out and made a thorough search of the river in that vicinity, but their efforts were futile. The officers at the semaphore also kept a sharp lookout but failed to pick up the body, which is supposed to be that of a lad who was drowned at Grosse Isle while swimming some two weeks ago. Capt. John Anderson of the BAR POINT LIGHTSHIP, who sees everything passing out into the lake, also failed to catch sight of it.

DEEP WATER ENTHUSIASTS

-In the States bordering on the Great Lakes, and others interested in cheap transportation thereon, the project of a deep waterway from the lower St. Lawrence to Lake Superior is constantly talked about. Eleven State Legislatures have memorialized Congress on behalf of the enterprise, and four have made appropriations to cover the expense of preliminary commissions. The eleven are Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Montana and Idaho. The four which have backed their talk with money are Minnesota,

Michigan, Wisconsin and Illinois.

-“The obstacle in the way of the enthusiasts on the other side of the Lakes is the fact that the canals which have to be deepened to give a 30-foot waterway, are in Canadian territory. If the United States Congress contributed part of the expense of the deepening of the St. Lawrence canals, for instance, it would be in a position to claim some title to them. By treaty, free navigation of canals on the Great Lakes is assured, and it so happens that the most of the canals have to be built and paid for by Canada, a small nation, while the large United States interests derive perhaps the larger benefit. In view of this condition it is easy to see why the various States have commissions to urge along the project. Canada is now building a deepened Welland Canal at a heavy cost, and there is no prospect that the St. Lawrence canal deepening, an immense job, can be undertaken for many years. Canada has spent \$400,000,000 on canals altogether and this, for a people even now numbering only about eight million - people scattered over half a continent and supporting three transcontinental railways is surely a record of progress” - *Mail and Empire*.

August 8, 1919

-M. Sullivan's dredge HERCULES and derrick are being given a general overhauling at Gordon.

-Miss Eileen (Gale) Kelley, who has been holding her brother Irving Kelley's position at the Westcott marine office while he was in France, has turned it over to him.

-William Wilcox has shipped as engineer on the Canadian steamer LAMBTON.

-While attempting to change seats in a canoe in the Livingstone Channel on Monday afternoon, a young lady and man had a narrow escape from drowning. The canoe capsized and they would have drowned but for men in another canoe which happened to be close by. They were so far gone that it required a pulmotor to bring them to.

August 22, 1919

-Capt. Harry Brault of the Great Lakes Towing Co., Cleveland, spent a few days with his mother, Mrs. Sol White, Sandwich Street, and called on old friends.

-Collins Dark is rushing the work on his two cottages on Sandwich Street to completion and will have them ready when the fleet of contractors arrive to work on the Livingstone Channel.

-Mac Mullen sold his steamer H. HOUGHTEN to a private sand and gravel company of Detroit for a fancy price.

September 12, 1919

-The Lake Carriers' Association has been notified by the Canadian Department of Marine and Fisheries of several important changes in navigation aids made at this time to care for the stormy months in Canadian waters. At Point Pelee in Lake Erie, buoys have been established to mark the limit of dredging by private persons. The easterly buoy is 2,500 feet east of a point 5,000 feet south of the extremity of Point Pelee and the old dummy foundation [Dummy Lighthouse]. The westerly buoy floats 1,200 feet west of a point 5,000 feet south of the extremity of Point Pelee.

The old dummy foundation on the west side of the shoal south of Point Pelee is being gradually destroyed by the waves and is now only two or three feet above water. Mariners are cautioned not to rely on this work, as it may disappear at any time.

-Capt. Harry T. Cook and Engineer James Bainbridge, of the tug SHAUGHRAUN, are gone to Troy, N.Y., to bring up the tug SHAUN RHUE, dredge TIPPERARY BOY, drillboats, derrick scows and dump scows to be ready to go to work on the Livingstone Channel as soon as the contracts are let. The tug MARION E. TROTTER will assist the tow across Lake Erie.

-The dredge HANDY ANDY left Amherstburg on Tuesday to undertake a small digging job at Monroe, Mich.

-The steamer D. G. KERR ran hard aground at the St. Clair flats on Sunday and the tug HARDING went out to release her.

-M. Sullivan has started fitting out his dredging fleet at Gordon and will start at once bringing over the HERCULES, drillboats, derrick and scows from Buffalo, and the whole of his dredging fleet will lay at Gordon along with the GLADIATOR. OLD GLORY and the fleet will then be ready to go to work on the Livingstone Channel the morning after the contract is let. All of the Dunbar fleet will be here from Troy, N.Y., while the Great Lakes Dredge & Dock Co.'s plant will not be very far from Amherstburg early in October.

-The 15,000 mark for coal cargoes has been passed and the steamer W. A. McGONAGLE, in command of Capt. John Burns, formerly of Amherstburg, made a record on Thursday at Cleveland when that steamer loaded 15,161 tons of cargo at the Baltimore & Ohio dock, Toledo. The steamer also took 380 tons of fuel, making 15,541 tons of coal aboard when she sailed for Gary.

September 19, 1919

-Capt. Henry Cook has arrived home from Port Colborne to take charge of the M. Sullivan dredge tug COLUMBIA.

-The Detroit & Windsor Ferry Co. have a gang of men at work with the ferry PAPPOOSE filling in the town dock with handpicked stone from the Livingstone Channel, after which a concrete rock will be built on this foundation to last a lifetime.

September 26, 1919

-Richard Goode, Supt. for Dunbar & Sullivan, has rented Wm. Menzies' house. Mr. Goode will move here from Troy as soon as the river work starts this fall.

-While coming down the river Friday night in the storm, the U. S. Government yacht "DON" was beached opposite Sandwich. The glasses were broken and she was swamped. After being pumped out it was found that she came through the accident without damages.

October 3, 1919

-The tug DALTON McCARTHY with a derrick scow is hauling stone from the spoils bank to Ford City to make breakwaters for private parties.

-The tug MARION E. TROTTER took a steam pump to Buffalo this week to assist in raising a dump scow, and will assist in bringing a part of the Dunbar fleet from Fairport to Amherstburg.

-The derrick HANDY ANDY has finished her dredging contract and breakwater job near Monroe, and has gone to the Canadian Steel Corporation plant at Ojibway to unload 100 scows of rock from the spoils bank into the big new ore docks there.

-William Kelley has given up his night shift at Westcott's marine office to take charge of a locomotive at the Brunner Mond. His son, Everett Kelley, has taken the marine office position. Miss Gale Kelley still has charge of the day shift.

-Capt. Gilbert Morencie, Clifford Morencie, John Hassett and Randall Girardin came up on the M. Sullivan fleet from Buffalo and will remain home for a couple of weeks.

DREDGING OUTFITS ARRIVE

-The tugs COLUMBIA, SIDNEY L. SMITH and supply tug MARGUERITE, with the drillboats DESTROYER and EXPLORER and dump scows in tow arrived at Amherstburg Sunday night from Buffalo, and have been taken to Mullen's old coal dock at Sandwich to lay along with the OLD GLORY and the tug PAULINE HECKLER. The first two tugs left again Tuesday for Buffalo to bring up the dredge GLADIATOR and dump scows. There was some excitement on Dalhousie Street early Monday morning when the crews from drills and tugs met to look over the town in general and meet old friends. The Dunbar tug SHAUN RHUE with a dredge outfit from Troy, N.Y., arrived in port on Tuesday and was taken to Sandwich where dock room is plentiful. The dredgemen are getting all their plans together, but as yet no contracts are let.

-Something went wrong with the Steel Trust steamer ROBERT FULTON in Lake Erie on Sunday and the steamer J. P. MORGAN lashed herself alongside and assisted the steamer up the river.

October 17, 1919

-Capt. Lewis Bellecoure, of the steamer H. W. CROFT, was home from Friday to Monday, the steamer having laid in port in Toledo during that time.

October 24, 1919

-The big steamer W. GRANT MORDEN, of the Ohio Steamship lines, is on her way from Fort William to Port McNicoll with 506,000 bushels of wheat, the largest wheat cargo ever carried on the Great Lakes. Her best previous load was 486,000 bushels. Georgian Bay ports are now getting a large quantity of grain which is carried by Canadian boats.

-Woods & Goodchild have begun to mine their annual hard coal supply from the FILER wreck at Bar Point. An anchor and chain and boiler have also been recovered. There are as yet a couple of hundred tons in the wreck.

-The tugs DAVID G. THOMPSON and BROWNSON, with the forward part of a steamer that was cut in two, stopped in here Tuesday for weather. The tugs COLTON and DICKINSON were here Tuesday with the barge TILDEN, which had a hard battle on Lake Erie on Monday night in the heavy wind. It nearly sank at the dock on Tuesday morning.

October 31, 1919

-Tenders are now being asked for the proposed improvements to the lower Detroit River, by the U. S. Government, but as the time for opening is not till November 25th, there is little likelihood of any work being undertaken until spring. In the meantime the U. S. survey force is getting data required by the Departments of the United States and Canada as to the volume and speed of the water passing through the channels, and the effect on the lake levels of the proposed dredging.

-The steamer ALASKA discharged a cargo of soft coal on the local dock Saturday, so all the people in this vicinity can get in a supply before winter sets in.

-Capt. Gilbert Morencie, of the M. Sullivan fleet, is moving into the John Cannon house, Simcoe Street, from Buffalo, N.Y. Mrs. Cannon will move into a B.M. house after he has an auction sale today.

-The passenger steamer PURITAN, which has been in naval service on the Atlantic during the war, passed up on Sunday with a false bow, bound for Chicago, to be put in shape for her former run on Lake Michigan.

-Capt. James McCarthy has shipped as mate on the tug SYDNEY T. SMITH at Detroit, with Capt. Henry Cook. Capt. Wm. Hammers has shipped as mate on the tug COLUMBIA at Detroit, now employed with the United Fuel and Supply Co.

-Word was received from Cleveland on Monday that George McCurdy, a former resident of this town, had died there after a lingering illness. Mr. McCurdy followed the lakes as marine chef for years, along with many others from Amherstburg. He is survived by three children - Leroy N., of Conneaut, Ohio; Mrs. Rome Simpson and George, jr., of Amherstburg, and a sister, Mrs. Melissa Turner, of Colchester North. The remains were brought to the home of his daughter, Mrs. Simpson, on Tuesday and the funeral took place Wednesday afternoon to Rose Hill cemetery.

-The steamer CITY of DRESDEN went to Goderich this week for a load of grain for Colin Wigle & Sons.

November 7, 1919

-The steamer LAMBTON will leave in a few days for Owen Sound, having completed the work on the Colchester lighthouse.

-The dredge TIPPERARY BOY and scows of the Dunbar fleet arrived at this port this week from a Lake Erie port, in tow of the tug A. C. HARDING, and they will be ready for work on the Livingstone Channel as soon as the work is let.

-S. C. Laitner, U. S. engineer, arrived in Amherstburg this week from the Soo, to join the local engineering staff.

-The 600-foot steamer ARTHUR E. NEWBOLD, light, stopped at this port on Saturday and took on 200 tons of fuel. The steamer stretched along the dock from Dr. Abbott's river property to the foot of Murray street dock. The crew got off and viewed the town, while the chef loaded up with groceries and meat from local dealers.

-The steamer H. T. HUTCHINS, downbound, ran hard aground opposite the boathouse in the Livingstone Channel Thursday night during the fog, swinging across the cut. The steamer FRANCIS WIDLAR, following took the chance and just got past when the HUTCHINS swung, thus avoiding a bad accident. The tug HARDING released the HUTCHINS in a couple of hours.

November 14, 1919

-The passenger steamer OWANA became disabled near Toledo on Sunday morning and required a harbor tug to bring her to Detroit.

-George Scott, engineer of the Southeast Shoal lightship FALKEN, took suddenly ill and had to be removed to his home at Kingsville. Geo. Gott, local harbor master, sent out another engineer.

-The steamer W. A. REISS, Capt. M. Mahon, is going into winter quarters at Huron next week and Capt. Mahon will return home for the winter.

December 2, 1919

-The U. S. Government gauge house has been moved from the Leighton beach to the Canadian Supply Depot.

-Capt. Charles R. Hackett has all his gas buoys and floats in on the supply depot. They are all in excellent shape.

-The steamer CITY of DRESDEN arrived at this port Saturday from Port Burwell, where she has been carrying fish to Erie.

December 19, 1919

-Residents along the Detroit River were interested on Sunday in watching the steamers SIR THOMAS SHAUGHNESSY and F. B. SQUIRE, of the Jenkins fleet, which picked their way down among ice floes on their way to Buffalo, where they arrived safely on Monday with cargoes of grain from Fort William. The SQUIRE will be unloaded. The SHAUGHNESSY will hold her cargo as winter storage. Both ships made the trip without incident. The ARTHUR ORR and the STADACONA, which are on their way down, will be the last boats to arrive in Buffalo this year. Both have storage grain cargoes.

December 26, 1919

-The ice harvest is in full swing and a splendid crop of from 5 to 12 inch pure ice is being put in. The failure of the ice last winter is so fresh in the memories of the butchers that they lost no time in beginning operations as soon as zero weather arrived. The big ice houses on Bois Blanc are

also being filled this week.

-The steamer LAKETON, of the Matthews Steamship Co., arrived at Port Colborne on Saturday afternoon after experiencing one of the most trying trips in her history. She sailed from Fort William on Sunday, December 7th, with a cargo of wheat for the Maple Leaf Milling Co., Port Colborne. The ice conditions were the worst ever known at this time of the year, the ice being from five to fourteen inches in thickness all the way down on Lake Huron, the Detroit River and Lake Erie.

On account of there being no lights, the ship grounded on Bar Point and spent a week there. She was finally released by tugs from Cleveland and Detroit. One of the tugs had to make two trips to Detroit for provisions. For a time there was danger of a fuel shortage also. It was a happy crew that reached port Saturday night safely.

END 1919

Index

A.B. Wolvin (steamer) – 96 *see also* *Accidents – Vessels*
A.C. Harding (tug) – 18, 24, 36, 39, 41, 43, 50, 54, 57, 66, 67, 78, 78, 79, 85, 91, 96, 115 *see also* *Abner C. Harding* and *Harding*
A.E. Stewart (steamer) – 25, 52, 54
A.G. Stewart (steamer) – 81
A.M. McCormick & Son – 104
A.W. Colton (tug) – 52
A.W. Thompson (barge) – 97
 Abbott, _____, Dr. – 116
 Abbott, Bert – 58
Abner C. Harding (tug) – 4, 16, 31, 56, 91, 99, 107
see also *A.C. Harding* and *Harding*

Accidents – by Location

Amherstburg – 22, 30
 Ashtabula – 110
 Ballard's Reef – 35, 41, 95
 Bar Point – 55, 75, 92, 96, 117
 Buckeye Reef – 101
 Byng Inlet – 76
 Callam's Bay – 53, 67, 72
 Cardinal – 95
 Cleveland Harbor – 34
 Detroit River – 23, 37, 38, 41, 67, 68, 81, 95, 103, 113
 Georgian Bay – 23
 Huron Harbor – 110
 Lake Erie – 44, 46-48, 86
 Lake Huron – 22, 23, 35, 39, 78, 81
 Lake Michigan – 50-51
 Lake St. Clair – 20
 Lake Superior – 32, 33
 Lake Temiskaming – 23
 Livingstone Channel – 40, 78, 109, 110, 111, 112, 116
 Mediterranean Sea – 52
 Point Pelee – 53, 83
 St. Clair flats – 113
 St. Mary's River – 68
 Sandwich – 40, 42
 Sarnia Bay – 24
 Scudder's Dock – 85

Accidents – People

Amonite, Albert - 28
 Amonite, Fritz – 28
 Anderson, Walter – 44-45
 Black, Capt. – 35
 Borland, Angus - 108
 Burves, Christ - 47
 Conley brothers - 39
 Conway, John – 28
 Davidson, Cam, Mr. & Mrs. – 38
 Eisenheur, Henry – 45
 Farlan, Nels - 47
 Ferguson, Wm. – 28
 Finlay, William, Mr. & Mrs. – 38
 Flint, Bert - 45
 Girardin, D.C., Capt. – 32, 33
 Goodchild, _____, Mr. – 103
 Goodchild, Louis – 94
 Gottliebsen, Hawkins – 47
 Grashaw, Walter, Capt. – 46
 Harris, John "Tan" – 28
 Humphries, Martin – 28
 Johnansen, Oscar – 47
 Kirtley, Norman – 110
 Kiyoshk, Arthur – 17
 Lidwell, Jack "Mahogany" – 28
 Lindquist, Otto S. – 33
 Logan, Herbert – 47
 Malott, _____, Capt. – 50

Marthan, James – 45
 Martin, Harry – 32, 33
 Mains, Robert, Capt. – 44-45
 Mattison, John, Capt. – 47
 McKay, _____, Capt. - 78
 McNab, Alexander, Capt. – 32
 Mogg, William – 28
 Murda, Joseph B. – 33
 Nelson, Charles – 45
 Ong, Lyle – 68
 Pineau, Ernest – 55
 Pizer, Wm., Capt. – 32
 Saunders, James – 47
 Sennott, Frank, Capt. – 76
 Shewfelt, William (engineer) – 44-45
 Spencer, Nat – 51
 Stewart, Con – 28
 Stewart, William – 109
 Taylor, Joseph – 36
 Tremblay, "Red" (2nd engineer) – 44-45
 Wires, Andy – 28

Accidents – Vessels

A.B. Wolvin (steamer) – 96
Ariadne (tug) – 53
Augusta (steamer) – 50-51
Beacom (schooner) – 35
Bunson (steamer) – 72
Charles S. Price (steamer) – 81
Chemung (steamer) – 52
Christopher (steamer) – 40
Columbia (tug) – 101
Columbia (steamer) – 109
Cream City (steamer) – 37
D. G. Kerr (steamer) – 113
D.K. Clint (barge) – 53
D.L. Filer (steamer) – 46-48
Detroit (car ferry) – 67, 68
Don (yacht) – 113
Dundurn (steamer) – 110
Dunham (steamer) – 81
Eastland (steamer) – 16
Falken (lightship) – 55, 85
Frank E. Kirby (steamer) – 41
Glenmount (steamer) – 67
H. Houghten (steamer) – 42
H.T. Hutchins (steamer) – 116
Hartnell – 32, 33
Henry Cort (steamer) – 86
Jacob T. Kopp – 38
James B. Colgate (steamer) – 46
James Reid (tug) – 76
John Plankinton (freighter) – 67
Junior (sand barge) – 34
Lady Elgin (steamer) – 50-51
Laketon (steamer) – 117
LaSalle (steamer) – 78
Lapland (steamer) – 68
M.A. Hanna (steamer) – 40
Majestic – 24
Marion E. Trotter (tug) – 101
Marquette – 38
Marquette & Bessemer #2 (car ferry) – 17
Martin Mullen (steamer) – 30
Marshall F. Butters (steamer) – 46
Matthew Andrews (steamer) – 40, 92
McCarthy (tug) – 103
Merida (steamer) – 46-47
Meteor (steamer) – 78
Midvale (steamer) – 86

- Molly M.* (yacht) – 95
Ossifrage (steamer) – 94
Pentecost Mitchell (steamer) – 68
Pewabic (steamer) – 78
Pleasure (ferry) – 66
Price (steamer) – 35
Quincey A. Shaw (steamer) – 109
Reiss (steamer) – 83
Robert Fulton (steamer) – 81
Robert W.E. Bunsen (steamer) – 78
Rufus P. Ranney (steamer) – 78
S.R. Kirby – 32, 33, 34
Sacramento (steamer) – 41
Saxona – 68
Saronic – 24
Shaun Rhue (tug) – 44-45
Superior City (steamer) – 95
Topeka (steamer) – 40
W.F. White (steamer) – 55
Wilkesbarre (steamer) – 81
William A. Hazard (steamer) – 75
Adam, Nick – 24
Adams, Milton – 66
Adams, Reginald – 66
Adams, Wm. – 30, 53
Aikman, Charles – 14
Aileen (steamer) – 23
Alaska (steamer) – 4, 24, 25, 28, 32, 42, 53, 55, 63, 67, 81, 98, 101, 115
Aldrich (vessel) – 10
Alexander, Martha – 53
Alexander, Phil – 83
Alfred Clark (steamer) – 23
Alfred R. Lewis Company – 42
Alice (vessel) – 90
Allen, C.C., Capt. – 49, 85
Allen, Edward – 49
Alpena (steamer) – 30
Alyea, Emily – 19
American Salvage Co. – 95
American Shipbuilding Company – 20,
Government contract awarded – 89
Amherstburg Iron Works – 5
Amonite, Albert – 28
Amonite, Fritz – 28
Anderson, C.C., Capt. – 30
Anderson, Charles – 1
Anderson, John – 105
Anderson, John, Capt. – 14, 91, 99, 108, 111
Anderson, Walter – 44-45, 96 *see also Accidents – People*
Andrew J. Smith (tug) – 39
Ann Arbor Car Ferry No. 5 – 42
Annie Smith (tug) – 77
Ariadne (tug) – 53 *see also Accidents – Vessels*
Ariel (vessel) – 58
Arthur E. Newbold (steamer) – 116
Arthur Orr (steamer) – 116
Artis, Martha, Mrs. – 53
Ashley & Dustin Steamer Line – 4, 6, 12, 32, 42, 67, 76
Ashtabula (tug) – 4
Aspen (lightship) – 105
Aspen (steamer) – 2, 49, 52, 72, 80, 88, 99
Atkin, Scott – 14
Atkinson, J.H.C. – 15
Atlantic Agreement – 77
Augusta (steamer) – 50-51 *see also Accidents – Vessels*
Australia (steamer) – 89
Austria (steamer) – 31
Azov (steamer) – 16
Bailey, _____, Capt. – 95
Albert, Capt. – 14
Albert, Mrs. – 34, 93
Bert – 99, 105
Charles – 1
John, Mrs. – 34
Bainbridge, James – 2, 30, 34, 35, 42, 113
James, Mrs. – 8, 50, 92
Baker, _____, Miss – 30
_____, Mr. – 49
Harris W., Capt. – 23
Balcom, _____, Capt. – 95
Balfour, C.C., Capt. – 33, 61
Balize (tug) – 59
Bar Point Lightship (lightship) – 2, 8, 14, 24, 71, 91, 99, 105, 111
Barlum (steamer) – 93 *see also John J. Barlum and Thomas Barlum*
Barlum, J.J. – 24
Barr, Capt. – 7
Battle, Mary – 42
James – 79
Beacom (schooner) – 35 *see also Accidents – Vessels*
Bedore, Joe (property) – 78
Beliveau, Roderick – 66
Belle Brown (barge) – 75
Bellecourt, Andrew – 38
Lewis – 63, 83 *see also Bellecourt, Louis*
Louis, Capt. – 71, 106, 114 *see also Bellecourt, Lewis*
Bena, Frank – 22
Benning, Al, Capt. – 22
Bernard, J., Capt. – 90
John, Capt. – 64, 91, 105
Lilian, Miss – 108
Bertrand, Drifford – 1, 74, 79, 80, 83
Harry – 1
Lawrence – 101
Lorne – 82
Berwind (steamer) – 33
Bessemer (steamer) 30 *see also Marquette & Bessemer #2*
Bezaire, Adolph, Mrs. – 87
Adolphus – 54
Dolphus – 5, 23, 80
M.A., Capt. – 54
Melville – 8, 87
Billings (steamer) – 46
Black, _____, Capt. – 35
Black, _____, Mrs. – 35
“Black Friday” Accident, Lake Erie – 46-48
Blair, James, Capt. – 10
James, Mrs. – 12
Block (steamer) – 33
Boland & Cornelius – 38
Boole, L.H. – 11
Borland, Angus, Capt. – 54, 65, 83, 89, 98, 107, 108
see also Accidents – People
Bouffard, Fabien, Mrs. – 88
Bouffard, Henry – 9
Bowler, James, Mrs. – 19
Boxall, Norman – 7, 13, 62, 65
Boyd, Mutt – 60
Boyle (tug) – 4
Boynnton (tug) – 39
Bradley (steamer) – 34
Bradley Transportation Co. – 49
Bratt, Alfred (property of) – 50
Brault, Harry, Capt. – 97, 112
Harry, Mrs. – 92
Brault, J.J. – 22
Breitung (steamer) – 47
Breyman Bros. Dredging Co. – 48
Brian Boru (dredge) – 7, 14, 27, 30, 43, 48, 65, 80, 82, 87, 88, 96, 109
Britannia (ferry) – 56, 58, 68
Britannia (steamer) – 22, 57
Briton (steamer) – 47

Broadwell, Leonetta, Miss
 (Mrs. Capt. Eugene McCormick) – 37
 Brooker, Peter – 53
 Brown, Albert – 2, 53
 John H. – 49
 Lloyd – 55
 Brownson (tug) – 115
 Brush, Harry, Capt. – 12
 Henry – 9
 Buchanan, Esther – 37
 Buckley (vessel) – 15
 Buffalo Dredging Co. – 42, 61
 Buffalo Steamship Company – 66
 Buhl, Lawrence – 72
 Bulgaria (steamer) – 6, 12, 64, 84
 Bunson (steamer) – 72 *see also Accidents - Vessels*
 Burgess, H., Major - 43
 Burk, _____, Mr. – 10
 Burnham, Sam, Capt. – 59
 Burns, A.J. – 79
 Ed, Capt. - 106
 Ed, Mrs. – 7
 John, Capt. – 6, 27, 60, 113
 Thos, Capt. – 3, 8
 Burved, Krist – 51 – *see also Burves, Christ*
 Burves, Christ – 47 *see also Accidents – People*
 Bush, W.H. – 30
 Walter – 24

C.B. Lines – 70
 C.F. Bielman, Jr. (mail boat) – 67
 C.F. Bowman (vessel) – 36
 C.H. Starke (steamer) – 78
 C.S. Boone (tug) – 44
 Caldera (steamer) – 5
 Caldwell, C.W. – 76, 81
 Geo. – 82
 Callam, A.C., Capt. – 16, 29, 52, 55, 63, 83, 87, 111
 A.C., Mrs. – 16, 35
 Alex, Mrs. (Capt.) – 33
 Dorothy, Miss – 16
 Mary, Miss – 16
 Walter – 21, 111

Camouflaging - 90
 Campbell, John – 66
 Walter, President – 58
 Canadian Department of Marine & Fisheries – 43, 81, 103, 105
 Canadian Dredging Co. – 77
 Canadian Steamship Lines – 13, 50
 Canadian Steel Corporation – 80, 114
 Canadian Towing Company – 13
 Cannon, _____, Mrs. – 115
 John – 115
 Car Ferry, England – 86
 Carib (steamer) – 52
 Cargo, wheat record 1917 – 85
 Carpenter, Elmer – 1
 Carr, Francis – 43
 James – 9, 43
 Case (steamer) – 8, 67, 68, 77
 Casey, John – 94
 Norbert – 64
 Castalia (steamer) – 2, 4, 33, 53, 54, 85
 Chamberlain, C.A. – 48
 Chapman, R. – 53
 W.E. – 23
 Charles Boone (dredge) – 9
 Charles Bowman (tug) – 97
 Charles Heiden (sandsucker) – 5, 29
 Charles L. Hutchinson (steamer) – 62
 Charles S. Price (steamer) – 11, 81, 96 *see also Price*

see also Accidents – Vessels
 Charles Williams (tug) – 35
 Chemung (steamer) – 52
 Christian, Tom – 24
 Christiansen, Con, Capt. – 2, 35, 67, 105 *see also Accidents – Vessels*
 Christopher (steamer) – 40, 43, 58 *see also Accidents – Vessels*
 City of Buffalo (steamer) – 70, 108
 City of Cleveland III (steamer) – 18, 89
 City of Detroit III – 3, 21, 87, 89
 City of Dresden (steamer) – 6, 10, 14-16, 25, 32, 35, 38, 41, 44, 50, 53, 61, 62, 69, 74, 79, 80, 82, 89, 98, 102, 106, 107, 116
 City of Erie (steamer) – 70
 City of Genoa (barge) – 23
 City of London (steamer) – 31
 City of Midland (steamer) – 58
 City of Toledo (steamer) – 60, 108
 Clarke (tug) – 21
 Clemens A. Reiss (steamer) – 69
 Clemson (steamer) – 104
 Cleveland Cliffs Iron Company - 66
 Coal
 poor quality – 58
 salvage – 52
 shortage – 44, 48
 Coastwise Co. – 33
 Cobb, J.O., Dr. – 60
 Colborne, Gordon – 61, 64, 103
 Colgate (steamer) – 58 *see also James B. Colgate*
 Colin Wigle & Sons – 115
 Coll, Harry, Mrs. – 13
 Collingwood (steamer) – 9, 27
 Colonel (steamer) – 26
 Colton (tug) – 40, 52, 54, 55, 115 *see also W.A. Colton*
 Columbia (dredge tug) – 113
 Columbia (tug) – 1, 28, 31, 32, 34, 53, 101, 103, 114, 115
 see also Accidents – Vessels
 Columbia (steamer) – 76, 109 *see also Accidents – Vessels*
 Commodore (lighter) – 53, 64
 Commodore Jarvis (steamer) – 74
 Conley brothers – 39 *see also Accidents – People*
 Conroy, Charles, Mrs. – 59
 Constitution (tug) – 97
 Conway, John – 28
 Cook, _____, Capt. – 50, 75, 87
 Harry, Capt. – 7, 41, 53, 62, 113
 Henry, Capt. – 1, 9, 28, 29, 50, 95, 96, 98, 103, 113, 115
 Cooper, Thomas, Capt. – 21
 Corley, _____, Inspector – 92
 Cornwall, _____, Capt. – 40, 54
 Hamilton, Mrs. (Mary E. McCormick) - 37
 Herman – 6, 31
 Corsica (steamer) – 36
 Cort (steamer) – 30, 69, search for 88, 92, 94, 95
 see also Henry Cort
 Cote, Alphonse – 8
 Corrigan (steamer) – 5
 Coulby, Harry – 19
 Cousins, James I., Mrs. – 13
 Couzens, _____, Police Commissioner – 63
 Cream City (steamer) – 37 *see also Rhoda Emily*
 Crescent City (vessel) – 69
 Croft (steamer) – 104 *see also Harry W. Croft*
 Crosby, William J., Capt. – 62
 Cruickshank, George, Capt. – 2
 Cuddy, C.A. – 11
 Cuning, Alexander, Capt. – 82
 Cunningham, W.G., Capt. – 47
 Cyrmic (yacht) – 105

D. & C. – 3
 D.B.I. & W. Ferry Co. – 8

- D.G. Kerr* (steamer) – 113 *see also Accidents – Vessels*
D.K. Clint (barge) – 53
D.L. Filer (steamer) – 46-48, 51, 52, 58, 63, 97, 114
see also Filer
see also Accidents – Vessels
D.M. Ferry Co. – 5
Dalton McCarthy (tug) – 21, 77, 94, 99, 102, 114
Dark, Collins – 112
David G. Thompson (tug) – 115
Davidson, Cam, Mr. & Mrs. – 38 *see also Accidents – People*
Davis, D.R. – 53
D.R. jr., – 49
Decline of large passenger ship construction – 64
Delaware (steamer) – 80
Delos W. Cooke (steamer) – 81
Deneau, Gus – 106
William – 16
DeOtte, D.F.A., Capt. – 67, 89, 90
Department of Marine & Fisheries – 99
Desjardins, Paul – 7, 30
Despatch (tug) – 38, 65, 82, 88, 98, 101, 107, 109
Destroyer (drillboat) – 1, 114
Detroit (car ferry) – 58, 67, 68, 69 *see also Accidents - Vessels*
Detroit & Cleveland Navigation Co. – 5, 64, 89, 102
Equipped with lighted whistles – 92
Water Purification Systems – 72
Uniforms – 91
Detroit & Cleveland Steamship Line – 18
Detroit & Windsor Ferry Co. – 2, suspended service 58, 75, 109, 113
Detroit, Belle Isle & Windsor Ferry Company – 59
Detroit River Station (marine post office) – 59
Detroit Shipbuilding Company – 59, 89
Dickinson (tug) – 41, 73, 115
Dickson (tug) – 53
Dispatch (patrol vessel) – 18
Diver (tug) – 44
Dix, Capt. – 10
Dixon, _____, Mr. – 104
Dixon, C. Y., Major – 31, 93, 108
Dodds, John Capt. – 21, 91
John, Inspector – 8, 88
Dollars (steamer) – 80
Don (yacht) – 113 *see also Accidents - Vessels*
Donoghue, _____, Capt. – 42
Dornan, Edward – 84
Douglas, E.M. – 33
Dredge No. 7 (dredge) – 61
Dredge No. 8 (dredge) – 36
Dredge No. 9 (dredge) – 3, 9, 56, 61, 72
Dreyden, Burns – 80
Drillboat No. 10 (drillboat) – 106
Drillmen's Local 1 – 1
Drummond Line – 59
Dube, Denis – 4
Duff, Alex – 15, 103
Grant – 94, 102
Duff & Gatfield – 77
Duffy, H.G., Capt. – 12
Dunbar, F.E. – 42, 102
Oliver E. – 61
Dunbar & Sullivan Dredging Co. – 4, 7, 12, 27, 29, 34, 35, 65, 77, 88, 96, 97, 107, 113
Dunbar Co. – 42 *see also Dunbar & Sullivan Dredging Co.*
Dunbar Dredging Co. – 61, 63 *see also Dunbar & Sullivan Dredging Co.*
Dunbar Stone Co. – 87
Duncanson, Don, Capt. – 7, 39
Dundurn (steamer) – 110 *see also Accidents - Vessels*
Dunham (steamer) – 81 *see also Accidents - Vessels*
Dunscomb (lightship) – 19
E. A. Shores Jr. (steamer) – 6, 10, 19, 20, 28, 30, 32, 44, 78
E.A. Stewart (steamer) – 3, 24, 79
E.H. Utley (steamer) – 61
E.M. Peck (vessel) – 33
Eagle, James A. – 108
Earl Bess (tug) – 6, 22
Earl Cathcart (steamer) – 38
Eastern States (steamer) – 102
Eastland (steamer) – 16 *see also Accidents - Vessels*
Ecorse (steamer) – 93
Edward McWilliams (lighter) – 12, 13
Edwin N. Ohl (steamer) – 87
Egan, _____, Mrs. – 96
Eisenhauer, Frank – 2, 7
Eisenheuer, Henry – 45 *see also Accidents - People*
Eleanor (scow) – 38
Eleanora (lighter) – 42,
Eleanora (sand barge) – 49
Electric lights
as hazard – 61
attached to whistles – 92
Emery L. Ford (steamer) – 101
Emig, Theodore, (aka Theobald), Capt. – 6
Empire Dredging Co. – 15
Empire Engineering Co. – 4, 8, 10, 12, 13, 104
Endress (tug) – 30, 45
Energy (steamer) – 16
Erie Railroad Co. – 14
Erin (scow) – 102
Essex (vessel) – 58
Excelsior (ferry) – 62
Exploder (drillboat) – 1, 114
F.B. Squire (steamer) – 116
F.H. Hazard (steamer) – 56
Falcon (steamer) – 2, 3, 65
Falken (lightship) – 3, 4, 7-9, 25, 35, 37, 43, 55, 57, 61-63, 65, 83, 85-88, 90, 91, 98, 99, 105, 110, 116
see also Accidents – Vessels
Farlan, Nels – 47 *see also Accidents – People*
Favorite (tug) – 23, 52, 103
Favorite (wrecker) – 37, 82, 105
Fayette Brown (steamer) – 33, 62, 69
Fellowcraft (steamer) – 98
Fenkell, _____, Commissioner – 36
Ferriss, Gordon – 3, 9, 42, 56, 61, 68
Marguerite – 56
Ferguson, Wm. – 28
Filer (steamer) – *see D.L. Filer*
Finlay, William, Mr. & Mrs. – 38 *see also Accidents - People*
Finzel Orchestra – 108
Fisher (tug) – 23
Fiske (vessel) – 36
Fitzgerald (steamer) – 16, 24, 29, 35, 52, 54, 55, 63, 111
see also W.E. Fitzgerald
Fleming, Harry – 34
Flint, Albert – 4
Bert – 9, 45, 100 *see also Accidents – People*
*Flym B.** (tug) – 73
Foggy weather – 89
Folger (tug) – 38
Forest City (vessel) – 33
Fort Malden (dredge) – 25, 31
Fortier, Richard – 53
Foster, Prior – 49
Theo – 30
Fournier, Theodore – 23
Fox, A.J., Capt. – 72
J.C., Capt. – 23
Orville – 1, 9, 21
Russel – 21

- Frances B. Hackett* (tug) – 1, 13, 18, 56
Francis Butler (steamer) – 6, 8
Francis Widlar (steamer) – 109, 116
Frank C. Barnes (tug) – 13, 22
Frank E. Kirby (steamer) – 6, 29, 41, 42, 48, 67, 76, 87, 90, 102
 see also Accidents – Vessels
Frank H. Goodyear (freighter) – 66-67
Franklin, Alfred – 65
 Harry – 65
Fraser, John – 14, 16, 21, 38, 41, 50, 90
Fred G. Hartwell (steamer) – 60, 62
 Freighter use for war trade – 76
- G.A. Tomlinson & Co.* – 78
Garland (ferry) – 20
Gary (steamer) – 101
Gatfield, Edward, Capt. – 3, 6, 31, 89
 Edward, Mrs. – 3
 W.H., Capt. – 3
 W.N. – 68
General (tug) – 39
George E. Hartnell (barge) – 30, 34, 50, 53, 55, 62, 66
George L. Craig (steamer) – 7
Gerard, Fritz – 35
Gerkins, Jesse – 4
Gibb, Clarence – 109
 John sr., Mrs. – 19
 Norman – 12
Gilchrist (steamer) – 57
Gilmore (tug) – 54
Ginzel, John – 59
Girardin, _____, Mrs. – 33
 _____. sr., Mrs. – 33
 D., Capt. – 2, 16, 34
 D.C., Capt. – 18, 32, 33 *also see Accidents – People*
 D., Mrs. – 16,
 David, Capt. – 33
 David, Mrs. (Capt.) – 79
 Fred – 31
 George – 33
 Girardin, Randall – 1, 114
 Reva – 33
 Robert – 33
Girardin, W.L.J., Capt. – 2, 4, 60, 68, 102
 Walter, Capt. – 33, 53, 104
 Whitney – 33
Gladiator (dredge) – 113, 114
Gladwin (steamer) – 15
Glaser, Carl – 12
Gleason, John, Capt. – 79
Glen Mavis (steamer) – 10, 11
Glenfinnan (steamer) – 23
Glenmount (steamer) – 67 *see also Accidents – Vessels*
Glenshee (steamer) – 109, 110
Goodchild, Lewis – 52, 72
 Louis – 94 *see also Accidents – People*
Goodchild Bros. – 97, 99
Goode, R.H. – 61
 Richard – 42, 113
Goodman, Margaret, Mrs. – 78
Gorman (vessel) – 36
Gossoon (derrick) – 93
Gott, Geo. – 116
Gottleibsen, Hawkins – 47 *see also Accidents – People*
Gough, Elmer – 91
Gould (steamer) – 60
Grammar (steamer) – 3, 8
Grashaw, Walter, Capt. – 46, 48, 58
 see also Accidents – People
Graveline, Felix, Capt. – 37, 52, 103
Gray, _____ Capt. – 75
- Great Storm of 1913 – 35
 Great Lakes Carriers' Association – 63
 Great Lakes D.&D. Co. – 2, 3, 5, 13, 21, 35, 61, 72, 79, 106, 113
 Great Lakes Dredging Company of Canada
 contract awarded – 80
 Ojibway contract – 84
 Great Lakes Engineering Works – 15, 22, 66, 93, 102
Great Lakes No. 9 (vessel) – 42
 Great Lakes Shipbuilding Company – 81
 Great Lakes Steamship Co. – 22, 42
 Great Lakes Towing Co. – 4, 9, 10, 18, 31, 35-38, 52, 55-57, 66, 78, 82, 86, 95, 96, 100, 105, 112
 Great Lakes Transit Corp. – 69, 79, 81
 Gribbling, W. – 31 – *see Griebbling*
 Griebbling, Wm. (Engineer) – 41, 92, 100
 Grisdale, _____, Manager – 8, 71, 73
H. Houghten (steamer) – 42, 82, 87, 112
H.A. Berwind (steamer) – 62
H.H. Brown (vessel) – 2, 36 *see also Harvey H. Brown*
H.H. Brown & Co. – 60 *see also Harvey H. Brown & Co.*
H.T. Hutchins (steamer) – 116 *see also Accidents - Vessels*
H.W. Croft (steamer) – *see Harry W. Croft*
Hackett (tug) – 1, 12, 15, 20, 55, 57, 58
 Hackett, _____, Capt. – 12
 Hackett, C.R., Capt. – 68, 79, 83, 85, 86, 90, 97, 106, 110
 Charles R., Capt. – 25, 63-65, 71, 84, 88, 95, 97-99, 103, 116
 D.M., Capt. – 78
 Dave, Capt. – 77
 F.H., Capt. – 6, 31, 99
 Francis B. – 25
 Frank – 54
 Frank, Capt. – 83, 89, 109
 Frank H., Capt. – 106
 Frank J., Capt. – 1, 4, 6, 41,
 Howard, Capt. – 64, 102
 Hackett Buoy Contracting Co. – 99
 Hackett Towing & Wrecking Co. – 81
 Hackett Wrecking Co. – 23
 Hagen, _____, Capt. – 15, 41, 100
 _____, Commodore – 35
 Thomas, Capt. – 31, 36-40, 50, 57, 66, 99
 Hagen, Thomas, Mrs. – 12
 Hale, John, Engineer – 71
 Hall, Delitha – 53
 Halsey Park – 15
 Hamilton, Alfred – 7
 Dewey – 21
 Glen – 111
 Harry, Mrs. – 21
 Hamilton Transportation Company – 46, 48
 Hammers, Wm., Capt. – 115
 Hammill, Robert – 22
Handy Andy (dredge) – 8, 14, 24, 31, 64, 73, 87, 93, 95, 103, 111, 113, 114
Handy Boy (derrick) – 24, 51, 77
 Hanley, Thomas jr., Mrs. – 56
 Hannah, _____, Officer – 92
Harding (tug) – 9, 12, 14-16, 18, 22, 23, 25, 34, 35, 38, 52, 54, 71, 92, 94, 95, 99, 100, 113, 116
 see also A.C. Harding and Abner C. Harding
 Hardison, William – 77
 Harmon, Frank – 1, 53
Harmonic (steamer) – 14
Harold L. Shaw (steamer) – 24
 Harris, Arthur – 105
 Harris, James – 53
 John "Tan" – 28
Harry Croft (steamer) – 83, 106 *see also Harry W. Croft*
Harry H. Boyd (fish tug) – 6, 41
Harry W. Croft (steamer) – 62, 71, 102, 114
Harry B. Crofts (steamer) – 68

Harsen (sand boat) - 106
Hartnell (barge) - 32, 33 *see also Accidents - Vessels*
Hartwell (steamer) - 46
Harvard (steamer) - 60
Harvey D. Goulder (steamer) - 26
Harvey Goulder (tug) - 39
Harvey H. Brown (steamer) - 16, 18, 19, 33, 36, 62
Harvey H. Brown & Co. - 2, 53, 54, 62, 66
Hassett, John - 1, 21, 114
Hawks, Harry, Capt. - 8, 71, 73, 95
Hawkes, _____, Capt. - 49
Hayes, James, Capt. - 15
 James, sr. - 15
Haynes, Fred, Capt. - 82
Healey, Arthur - 4
 Jack - 1
 John - 21
Hemlock (steamer) - 14, 22
Henry Cort (steamer) - 79, 86, 87, 91
 see also Accidents - Vessels
 see also Cort
Hercules (dredge) - 7, 83, 108, 112, 113
Herring, Al - 6
Higgie, _____, Capt. - 47
Hill, _____, Rev. Mr. - 49
Hodgman, H.C. - 111
 Harry - 106
Home Rule (tug) - 13
Hubbard (steamer) - 62, 83
Hulbert, Dave - 49
Humphries, Martin - 28
Hunt, George - 1
Huron (lightship) - 2
Huron (steamer) - 56, 57, 58, 62
Huronic (steamer) - 4, 11, 14
Hutton, Milton J. - 105

I.U. Masters (vessel) - 38
Ice Harvesting - 116
Idea (scow) - 38
Illinois Transportation Company - 16
Imperial (vessel) - 37
Ingersoll, _____, Capt. - 99, 105, 108, 110
International (car ferry) - 39
International (tug) - 38
International Dredge Workers' Protective Association - 108
International Joint Commission -
 St. Clair shipping channel approved - 69
International Longshoremen's Union - 108
Isaac Ellwood (steamer) - 24

J. & T. Charlton Line - 59
J.E. Mills (steamer) - 17, 18
J.J. Sullivan (steamer) - 6, 56
J.K. Dimmick (steamer) - 22
J.L. Miner (tug) - 51, 103
J.M. Schoonmaker (steamer) - 95
J.P. Morgan (steamer) - 27, 114
J.W. Westcott Company - 67, 77, 78, 80, 85, 200
Jackson, _____, Capt. - 101
 Samuel - 50
Jacob T. Kopp (steamer) - 5, 38 *see also Accidents - Vessels*
Jagnau, _____, Capt. - 22
James A. Farrell (steamer) - 84
James A. Farrough - *see James A. Farrell*
James B. Colgate (steamer) - 45, 48 *see also Colgate*
 see also Accidents - Vessels
James B. Eades (steamer) - 20
James H. Prentice (steamer) - 6
James Reid (wrecking tug) - 49, 76
 see also Accidents - Vessels

James Whelan (tug) - 36, 97
Jasperson, George, Mrs. (Alice E. McCormick) - 37
Jenking, Charles. H., Capt. - 20
Jennie (schooner) - 107
Jesse Farwell (steamer) - 39
Johansen, Oscar - 47, 48, 51 *see also Accidents - People*
John C. Dunbar [firm] - 66
John E. Monk (tug) - 2, 16, 21, 61, 64, 65, 97, 99
John F. Eddy (barge) - 85, 86
John J. Barlum (steamer) - 7, 55, 67 *see also Barlum*
John McKerchery (sandsucker) - 5
John Oades (lighter) - 105
John Oades (steamer) - 44
John Oades (steamer) - 28, 76, 77, 82, 97, 99
John Plankinton (freighter) - 67, 69, 70, 72, 73, 74
 see also Accidents - Vessels
Johns, R. Parry, - 75
Johnson, Charles - 87
 William - 83
Jones (steamer) - 35
Jones, Henry, Capt. - 103
 John, Capt. - 8, 16, 85
 W.H. - 108
Joseph Sellwood (steamer) - 23
Junior (sand barge) - 34 *see also Accidents - Vessels*
Juno (steamer) - 39
Jupiter (steamer) - 20

Kaake, William - 4
Kaiser Wilhelm DeGrosse (cruiser) - 84
Keeney, A.B. - 15
Kelley, Charles, Capt. - *see Kelly, Charles, Capt.*
 Everett - *see Kelly, Everett*
 Gale - *see Kelly, Gale*
 James, James M., Capt. - *see Kelly, James M., Capt.*
 William - 114
Kelly, _____, Capt. - 54
 Charles - 66, 82
 Charles, Mrs. - 82
 Chas., Capt. - 25, 28, 85
 Eileen (Gale) - *see Kelly, Gale*
 Everett - 80, 114
 Gale, Miss - 99, 104, 106, 112, 114
 H.T., Capt. - 5, 27, 60
 Irving - 78, 112
Kelly, J.M., Capt. - 54
 James M. - 30, 54, 87
 James M., Capt. - 85, 98, 106
 James M., Mrs. - 92, 93
 Jos. - 63, 83
 Marion - 92
 Marian - 93
 Timothy - 84
Kelly Island Line Co. - 31
Kemp, Arthur, Mr. & Mrs. - 21
 Charles - 1, 21
*Kennaquair** (dredge) - 73
Kett, Nathan, Mr. - 11
 Nathan, Mrs. - 11
 Robert - 1, 9, 31, 34, 53, 72
 Robert, Capt. - 24
 Roy - 105
Ketts, R. - 1
King, Fillion - 90
 Joseph - 18, 57
 Joseph, Capt. - 96
King, Percy - 4
Kirby (steamer) - 34, 57
Kirby, H., Capt. - 23
Kirtley, Henry - 53
 James, Mr. - 25, 30, 110

- James, Mrs. – 110
 Norman – 110
 see also Accidents - People
Kitty H. (tug) – 38, 39
 Kiyoshk, Adam – 11, 17
 Arthur – 8, 14 *see also Accidents – People*
- L.C. Sabin* (tug) – 86
L.P. Smith (tug) – 80
Labelle (steamer) – 49
 Labour Issues – 37-38, 77, 89, 108, 109
Lackawanna (steamer) – 36
Lady Elgin (steamer) – 50-51 *see also Accidents-Vessels*
 Laframboise, Jacques, Capt. – 58, 104
 Laframboise, Jacques jr., Capt. – 104
 Laitner, S.C. – 15, 116
 Lake Carriers' Association – 18, 20, 31, 78, 86, 88, 89, 98,
 annual meeting- 58
 dredging funding – 43
 drinking water systems – 27, 29
 food conservation initiative – 68
 navigational aids – 112
 pleasure boat restrictions – 65
 pollution – Great Lakes – 36
 wages – 64, 77
 water purification consideration – 60
 Lake St. Clair dredging negotiations – 43
 Lakeshore Steamship Co. - 43
Laketon (steamer) – 117 *see also Accidents - Vessels*
Lambton (steamer) – 32, 73, 94, 111, 112, 115
Landsdowne (car ferry) – 21
 Langlois, Lewis – 62, 105, 110
 Langlois, Louis – 8
 Lansing, Robert – 31, 32
 Lapierre, Maxime – 65
Lapland (steamer) – 68 *see also Accidents - Vessels*
LaSalle (steamer) – 78 *see also Accidents – Vessels*
Laurene (yacht) – 107
Lavern (power boat) – 65
 Lawler, Walter - 62
 Walter, Capt. – 54, 83, 105
 Leavitt Armor Co. – 78
 Lee, Thomas – 103
 Lehigh Valley Transportation Company – 79
Leroy Brookes (tug) – 1, 2, 6, 9, 10, 16, 24, 90
 Lewis, Edward R. – 15, 59
Lewiston (steamer) – 110
 Lidwell, Jack “Mahogany” – 28
Light Vessel No. 82 - 72
 Lightbody, John, Capt. – 102
Lime Kiln Crossing Lightship – 19
 Lindquist, Otto S. – 33 *see also Accidents - People*
 Linton, Capt. – 23
 Livingstone Channel – mentioned 6-116
 semaphores – 54, 65, 83, 89
 approval to widen – 59, 73
 improvements to – 75, 106, 113
 reopened – 79
 buoys – 81
 office – 85
 swept – 93
 widening – 104
 survey – 111
 Livingstone, William, President – 29, 31, 43, 63- 65, 68, 86
Loftus Cuddy (steamer) – 16
 Logan, Albert – 48
 Logan, Herbert – 47 *see also Accidents - People*
 Longley, E. – 11
 Edward C. – 12
 E., Mrs. – 11
Lorain (tug) – 4
- Loucks* (tug) – 36
 Lower Detroit River Improvements – 104,
 dredging contract – 109, 115
Lupus (steamer) – 57
Lurline (yacht) – 7
Lutz (tug) – 9
Lydecker (cruiser) – 31, 108
Lyman C. Smith (steamer) – 18
- M. Perkins* (steamer) – 95
M.A. Bradley (steamer) – 62, 66, 69
 M.A. Hanna (steamer) – 40 *see also Accidents – Vessels*
M.S. Bacon (barge) – 23
Mabel Lee (tug) – 17
 MacKay, A.B. – 75
 Mahon, A.J., Capt. – 55, 67
 Mahon, Albert – 7
 Mahon, _____, Capt. – 7
 Mahon, J.E., Capt. – 4, 63
 Mahon, Joseph, Capt. - 55
 M., Capt. – 43, 50, 107, 116
 M., Mrs. – 69, 93
 M.H., Capt. – 77, 99, 103
 Michael, Capt. – 65, 83, 105
 Michael, Mrs. – 7, 77, 92
 Mains, Robert, Capt. – 7, 14, 15, 25, 44, 45, 96
 see also Accidents – People
 Maines, Robert jr., Capt. – 96
 Maisey, Robert – 68
 Maguire, Burt – 7
 Maguire, Eugene, Capt. – 54, 89
 Henry – 7
 Jay – 99
 Mark – 1
Majestic (steamer) – 24, 25
Malieta (steamer) – 6
 Maloney, F.J. jr. – 101
 Thomas – 44
 Malott, _____, Capt. – 50 *see also Accidents – People*
 Fred – 24
 Mally, Fred, Fireman – 71
Manistique (lighter) – 23, 97
 Manson, Augustus – 19
 Hugh – 19
 James – 19
 Manson, John, Capt. – 18, 19
 William – 84
 William A. – 19, 25
Marguerite (tug) – 114
Maria Martin (schooner) – 84
Merida (steamer) – 46 *see also Accidents – Vessels*
 Marine Season Summary, 1916 – 57
Marion E. Trotter (tug) – 8, 9, 11, 18, 20, 21, 25, 38, 44, 55, 69, 72, 73,
 75-77, 83, 85, 88, 90, 91, 93, 99, 101-103, 107, 113, 114
 see also Trotter
 see also Accidents – Vessels
 Markham, _____, Col. – 108
 Marks, Joseph, Capt. – 10, 23, 31, 53, 71, 91
Marquette (steamer) – 38 *see also Accidents – Vessels*
Marquette & Bessemer #2 (car ferry) – 17, 46
 see also Accidents – Vessels
 Marshall F. Butters (steamer) – 46-48
 see also Accidents - Vessels
 Marthan, James – 45 *see also Accidents – People*
 Martin, Clevis – 87
 Martin, Frances – 34
 Harry – 32, 33, 34, 35 *see also Accidents – People*
 Herbert – 87
 James – 34
 John – 34
 Percy – 34

- Ralph – 34
 Ray – 34
 Thomas – 34
 Wm., Mrs. – 34
Martin Mullen (steamer) – 30 *see also Accidents – Vessels*
Mary (steamer) – 21
Mary C. Elphicke (steamer) – 78, 79
Maryland (steamer) – 36
 Massey, ____, Capt. – 47
 Matthew Andrews (steamer) – 40, 92
see also Accidents - Vessels
 Matthews, Harry – 8, 15, 25, 64, 83
 Lew – 23
 Matthews Steamship Co. – 117
 Mattison, John, Capt. – 47-48 *see also Accidents – People*
 McCann, Jack, Mrs. – 59
McCarthy (tug) – 17, 65, 68, 72, 94, 103, 104
see also Accidents - Vessels
 McCarthy, ____, Mrs. (Capt.) – 81
 McCarthy, James, Capt. – 3, 24, 30, 52, 54, 63, 79, 101, 115
 John, Capt. & Mrs. – 54
 John J., Capt. – 86
 Patrick – 87
 Patrick, Capt. – 3, 28
 James, Mrs. (Capt.) – 3, 91
 McClure, Charles E., Captain – 47
 McCormick, Alice. E. (Mrs. George Jaspersen) – 37
 McCormick, Edward – 104
 Eugene, Capt. – 36, 37
 Eugene William Pay – 37
 Frances (Mrs. Henry J. Mickle) – 37
 Mary E. (Mrs. Hamilton Cornwall) – 37
 Peregrine – 80
 Roland, Capt. – 19
 S.A., Capt. – 7, 19, 25, 35, 43, 83, 85, 104
 Wm. – 37
 Wm. J. – 37
 McCurdy, George – 24, 30, 66, 115
 George jr. – 115
 Leroy N. – 115
 McDonald, Sandy – 7
 McDougal, Rudy – 13
McDougall (tug) – 37
 McDowell, Ruddy – 20
 McFarland, Gordon – 104
 McFarland, James – 63
 Murray – 101, 104
McGonagle (steamer) – 27, 60 *see also W.A. McGonagle*
 McGuire, James – 99, 105
 Jay, Capt. – 83
 McKay, ____, Capt. – 78
 McKenney, Isaiah – 91
 McKinley, ____, Capt. – 52
 James, Capt. – 31, 40, 54, 100
 McLean, ____, Capt. – 32
 ____, Miss – 32
 McLouth, ____, Mr. – 79
 McNab, Alexander, Capt. – 32 *see also Accidents – People*
 Angus – 32
 McQueen, ____, Capt. – 2, 50
 Earl – 1, 13
 J.S., Capt. – 6, 10, 16, 61, 82, 89, 98
 John, Capt. – 6, 10, 32
 John S., Capt. – 74
 McTaggart, William, Capt. – 44
 Menard, Oliver – 23
 Mentor Transportation Company – 85
 Menucier, Fred – 71
 Menzies, John – 111
 William, Capt. – 24
 Wm. – 113
Merida (steamer) – 46-47, 57 *see also Accidents – Vessels*
 Mertens, J.C., Mrs. – 33
Meteor (steamer) – 78
 Meyers, R.D. – 47
Michigan (steamer) – 21,
Michigan (tug) – 8, 9, 18, 40, 49, 55, 71, 73, 95, 100
 Mickle, Henry J., Mrs. (Frances McCormick) – 37
Midland Queen (steamer) – 17, 40
Midvale (steamer) – 86, 88
 Millard, ____, Capt. – 54
Miller (steamer) – 106
 Miller, Martha, Mrs. – 59
 Miller & Rogers – 107
Mills (steamer) – 14, 59, 99
Mills (wrecker) – 12, 17, 69
Mills (vessel) – 35
 Mills, John E. – 16
Milwaukee (steamer) – 50
Milwaukee (tug) – 1, 5, 53
 Mitmesser, Charles, Mrs. – 59
 Mogg, William – 28
Molly M. (yacht) – 95 *see also Accidents – Vessels*
Monk (tug) – 21
 Monroe, Angus – 16
 Edward – 49
 George – 49
 John, Capt. – 16
 Joseph – 49
 Sarah (Mrs. Clarence Smith) – 49
 William – 49
 Morencie, Clifford – 114
 Gilbert, Capt. – 114, 115
Morgan (vessel) – 6
 Morin, Clifford – 65
Morrill (steamer) – 47, 48, 67
 Morrill, Robert – 76
Morrison (vessel) – 36
 Morrow, Daniel – 97
 Mousseau, M.N. – 92
 Mulder, Sarah – 19
 Mullen Coal Co. – 17, 28, 30, 32, 35, 42, 65, 69, 74, 75, 78, 79, 82, 87,
 95, 97, 98, 99, 101, 105, 107, 110
 Mullen, ____, Mr. – 35
 J.N. – *see Mullen, J. Norvell*
 J. Norvell – 28, 30, 64, 101
 John G. – 69
 Mac – 112
 Mack J. – 108
Muncey (steamer) – 81
 Murda, Joseph B. – 33 *see also Accidents – People*
 Murphy, H.W. – 110 *see also Accidents – People*

*Natronco** (steamer) – 75
 Nattress, Willie – 27
 Navigation Aids
 seasonal termination – 98
 changes made – 112
Neilson (steamer) – 30
 Nelson, Charles – 45 *see also Accidents – People*
 Nelson, Freemont – 24, 34
 Nelson, N.B., Capt. – 61
Newman (lighter) – 69
Nevada (steamer) – 63
 Nichol, F.O., Rev. – 19
 Nicholson, D., Capt. – 8, 49
 Duncan, Capt. – 59
 Frederick – 59
 John, Capt. – 59
 William, Capt. – 59
 Nicholson Transportation Co. – 98
Noronic (steamer) – 14, 83

- North Wind* (steamer) – 79
 Northern Navigation Company – 14, 24
 Northern Queen – 22, 23

O'Connor (steamer) – 107
Old Glory (dredge) – 50, 91, 113, 114
Ohio (tug) – 9, 36, 37, 38, 40, 54, 55
 Ohio Steamship Line – 114
 Olander, Victor A. – 77
Olcott (steamer) – 23 *see also* *W.J. Olcott*
Omega (steamer) – 33
 Ontario Gravel & Freighting Co. – 76
 Ong, Frank – 1
 Lyle – 42, 68 *see also* *Accidents – People*
 Orin – 24
Ossifrage (steamer) – 9, 11, 93, 94
 see also *Accidents - Vessels*
 Ouellette, Albemi – 48
 Ora – 109
 Ouellette & Woods – 5
Owana (steamer) – 116
Owego (steamer) – 52

P.P. Miller (steamer) – 28
 Paddington, Charles – 25, 85, 96, 100
 Paisley, James A. – 54
Pan American (dredge) – 3
 Palmatier, Guy – 11
Pappoose (ferry steamer) – 19, 23, 41, 55, 64, 78, 91, 94, 113
 Paquette, Edward – 103
 Park, _____, Dr. – 109
 Parker, _____, Capt. – 48
 Parker Bros. – 97
Parks (steamer) – 72
 Pastorious, J.E., Capt. – 45
 Patrolling
 of shipping property and river – 63, 70,
 patrol boats recalled – 98
Pauline Heckler (tug) – 25, 31, 91, 114
 Pauls, Fred, Capt. – 6
Pelee (steamer) – 3, 6, 7, 22, 23, 29, 99
Penobscot (steamer) – 69
Pennsylvania (tug) – 36, 82, 86
Pentecost Mitchell (steamer) – 68 *see also* *Accidents - Vessels*
 Pessano, A.C. – 22
Peter A.B. Widener (steamer) – 30
Peter Pan II (tug) – 81, 104
 Pettypiece, Hillard, Mrs. – 9
 Steve, Capt. – 25
 Walter – 30
Pewabic (steamer) – 78 *see also* *Accidents – Vessels*
Phil Sheridan (tug) – 94
 Phillip, Louis – 79
 Pillon, Lloyd – 14
 Pineau, Ernest – 55, 62 *see also* *Accidents - People*
 John R. – 4
 Pioneer Steamship Co. – 6
Pittsburgh (tug) – 92, 94, 99
 Pittsburgh Steamship Company – 19, 27, 78, 81, 86, 91, 94
 Pittsburgh Steel Trust Line – 27
 Pizer, Edith, Miss – 33
 W.R., Mr. – 33
 W.R., Mrs. – 33
 Wm., Capt. – 32, 34, 50, 53, 66
 see also *Accidents - People*
Plankinton – *see* *John Plankinton*
 Playfair, James – 47, 63
 Pleasure (ferry) – 66 *see also* *Accidents - Vessels*
 Poachers, Fish – 41
Pocantico (dredge) – 15
 Pollution – Great Lakes – 36

Pontiac (steamer) – 62, 66
 Postal Steamship Co. – 25
 Powers, John – 66
Prescott (scow) – 48, 85
Prescott (lighter) – 73, 83, 85, 90, 99, 102, 108
Prescott (tug) – 76
Price (steamer) – 35, 37 *see also* *Accidents – Vessels*
 see also *Charles S. Price*
Price McKenney (steamer) – 56
 Price, Charles S. – 23
Princeton (steamer) – 27
Pringle (tug) – 86, 100 *see also* *Walter R. Pringle*
 Pringle barge line – 85
 Prohibition of Liquor Sales – 87
Promise (steamer) – 2, 22, 58
Puritan (steamer) – 115
Put-In-Bay (steamer) – 12, 32, 41, 72, 76, 94

Q.A. Gillmore (tug) – 79
Quayle (tug) – 59
Queen City (steamer) – 98
Quickstep (tug) – 38
Quincey A. Shaw (steamer) – 109 *see also* *Accidents – Vessels*
 Quinlan, Thomas, Capt. – 39
 William – 7, 83

R.J. Hackett (vessel) – 33
Ranger (steamer) – 30
Ranger (tug) – 48
 Reaume, Gary – 81
 Lawrence – 7
 Niles – 2
 Redson, Milton D. – 90
 Regulations –
 Freight on Ferry boats – 71
 Narrow Channels – 89
 Foggy Weather – 89
 Rowboats – 90
 War Regulations – 89
 Reid, Wm., Capt. – 74
 Reid Wrecking & Towing Co. – 35, 42, 44, 74, 76
Reiss (steamer) – 69, 82, 99, 107
 see also *W.A. Reiss and William A. Reiss*
 see also *Accidents - Vessels*
 Reiss, W.A. – 69
 Reiss S.S. Co. – 103
Relief No. 80 (lightship) – 35
 Renaud, _____, Chef – 105
 Norman – 1, 56
 Walter – 1
Rescue (lighter) – 9, 10, 12, 18, 35, 40, 55, 66, 78, 79
Rhoda Emily (steamer) – 37 *see also* *Cream City*
 Richards, Roy – 2
 D., Mrs. – 2
Richardson (steamer) – 91, 101
 Richardson, John – 77
 W.C., Capt. – 25
Richland Star (steamer) – 68
 Riley, William, Capt. – 101
 Rinkel, Fritz – 28
 River Patrol – 67
Riverside (steamer) – 105
 Riverside Flour Mill – 97
 Roals, Capt. – 38
 Robert Fulton (steamer) – 81, 114 *see also* *Accidents – Vessels*
Robert W.E. Bunsen (steamer) – 78, 79
 see also *Accidents – Vessels*
 Robinson, Salem O., Capt. – 47, 102
Roebeling (steamer) – 27
Rogers (steamer) – 49
Roselle (lighter) – 52

- Roumania* (steamer) – 43, 50, 65
 Ruel Tug Co. – 88
 Rufus P. Ranny (steamer) – 78, 79 *see also Accidents – Vessels*
 Rules regarding Carrying Passengers – 30
- S. Grant Morden* (steamer) – 20
S.J. Tilden (barge) – 69, 99
S.M. Fisher (tug) – 74
S.O. Dixon (tug) – 94
S.R. Kirby (steamer) – 32, 33, 34, 53, 58, 62
Also see Accidents – Vessels
- SC-431* (submarine chaser) – 108
SC-433 (submarine chaser) – 108
SC-437 (submarine chaser) – 108
SC-438 (submarine chaser) – 108
St. Claire (steamer) – 75, 111
St. Joseph (steamer) – 41
 St. Joseph-Chicago Steamship Co. – 16
 St. Lawrence canal, deepening – 111
Sacramento (steamer) – 41, 73 *see also Accidents – Vessels*
Saginaw (tug) – 13
 Sailors, alien – 31
 Sanford, J.C., Col. – 10
Sainte Marie (car ferry) – 57, 58
Sapper (tug) – 90, 91, 99, 107
Sappho (ferry steamer) – 41, 49
Saronic (steamer) – 24, 25, 58
Saunders (tug) – 31
 Saunders, James – 47 *see also Accidents – People*
 Leonard – 49, 53
 T.H., Capt. – 20
 Sawyers, Ray – 90
Saxona (freighter) – 68 *see also Accidents – Vessels*
 Schantz, A.A. – 5, 64
Schenck (tug) – 39
Schiller (steamer) – 58
Schoonmaker (steamer) – 13
 Schweikart, Carl – 3
 Scott, Cyrus – 90, 105
 D.J. – 65
 George – 116
Scow No. 7 (scow) – 9
Scow No. 8 (scow) – 10
 Scuenk, Albert – 22
 Seamen's Unions – 89 *see also Union Negotiations*
Seeandbee (steamer) – 64, 70
 Selkirk, J. McR., – 10, 44
Selwyn Eddy (steamer) – 36
Senator (steamer) – 26
Seneca (steamer) – 79
 Sennott, Frank, Capt. – 76 *see also Accidents – People*
Shaughraun (tug) – 4, 7, 8, 29, 32, 34, 42, 44, 92, 97, 107, 109, 111, 113
Shaun Rhue (tug) – 5, 7, 14, 15, 21, 25, 43, 44, 45, 48, 50, 65, 75, 82, 94, 96, 103, 113, 114 *see also Accidents - Vessels*
 Sheadle, J.H. – 43
Shenango (steamer) – 8, 16, 34
 Sherrill, Walter – 1
 Shewfelt, William (Engineer) – 1, 2, 7, 14, 44-45, 94
see also Accidents - People
 Shipmasters Association
 Rules governing passengers – 28
Shores (steamer) – 36, 43, 55
 Sicklesteele, Milton E. – 3
Sidney L. Smith (tug) – 114
Simcoe (steamer) – 75, 80
 Simpson, Rome, Mrs. – 115
Sir Thomas Shaughnessy (steamer) – 116
Sir Trevor Dawson (steamer) – 45-46, 50
 Smith, _____, Capt. – 95
 _____, Officer – 92
- Albert – 7, 14, 21
 Chris., Capt. – 103
 Clarence, Mrs. (Sarah Monroe) – 49, 101
 Lloyd – 83
 Lloyd (Mike) – 71, 106
 Mortimer – 101
 Mortimore – 84
 W.J., Mr. – 83
 W.J., Mrs. – 83, 96
 W.W. – 81
 W.W., Capt. – 91, 92, 94
- Smith Shipping Co. – 22
 Snider, Frank, Mrs. – 19
Snowden (lighter) – 11
Soo City (steamer) – 76
Southeast Shoal Lightship, (aka Falken) – 19
 Spencer, Nat – 51 *see also Accidents – People*
Spinner (steamer) – 39
Sport (tug) – 24
Squaw (tug) – 4, 15
Stadacona (steamer) – 116
 Starke, F.C., Capt. – 11
 Starke, Frederick – 11
 Starke Dredge & Dock Co. – 11
 Stearns Salt. Co. – 46
 Steel Trust Co. – 16, 72, 114
 Steele, W.C. – 16
Stewart (steamer) – 30, 63
 Stewart, _____, Capt. – 86
 Stewart, Con – 28
 William – 109, 110
 Stilts, _____, Capt. – 107
 Stockwell, Jeff, Capt. – 9, 93, 95
 Stone, J.E. – 92
 Stover, J.J., Capt. – 59, 60
 Strikes – *see Labour Disputes*
 Sugar Island Park – 12
 Sullivan, Dunbar – 71
 Sullivan, Fraser – 60, 71
 Sullivan, John B. – 13, 60, 61
 Sullivan, M. – 1, 21, 24, 29, 31, 56, 71, 91, 101, 108, 112-115
 Sullivan Dredging Co. – 53, 101
Superior City (steamer) – 95 *see also Accidents – Vessels*
 Sutherland, Capt. – 34
 Swain, Mark, Capt. – 38
Sweden (steamer) – 52
Sydney T. Smith (tug) – 71, 115
- T.C. Lutz* (vessel) – 86
T.F. Newman (lighter) – 86
 Taylor, _____ (Third Officer) – 47
 Joseph – 36, 43 *see also Accidents – People*
 Leon – 48
Tempest (steamer) – 47
Tennessee (tug) – 98
 Thomas, Harold – 1, 9, 21
Thomas Barlum (steamer) – 25, 55
Thomas Cole (steamer) – 24
Thompson (freighter) – 37
Thompson (tug) – 39
 Thompson, Ryall – 53
 Thompson Tug Line – 39
 Thornton, Orville – 12
Thousand Islander (steamer) – 91
 Thrasher, Charles – 27
 Charles R., Capt. – 27
 Frank – 27
 George – 27
 James L., Mrs. – 27
 John – 27
 Peter – 27

- Sylvester – 27
 William – 27
Tilden (barge) – 75, 98, 107, 115
Tipperary Boy (dredge) – 4, 27, 32, 34, 44, 107, 113, 115
Tionesta (steamer) – 32
 Tobin, Clyde, Capt. – 93
 Daisy, Miss – 81
 Dick, Capt. – 59
 Edward, Capt. – 6, 8
 James, Capt. – 41, 55, 59, 64, 91
 John E., Capt. – 59
 John jr. – 59
 Roy – 59
 Russell – 59
 William – 68
 Tobins, Clyde M., Capt. – 5
 Toledo Shipbuilding Company – 22, 42
Topeka (steamer) – 40, 43, 50, 58, 64
 see also Accidents – Vessels
Tourist (steamer) – 65
Transport (vessel) – 49
 Tremblay, _____, Fireman – 96
 Tremblay, “Red” (2nd engineer) – 44-45
 see also Accidents – People
 Triolet, Oscar – 1, 56
Trotter (tug) – 18, 20, 24, 30, 35, 40, 57, 64, 82, 95, 96, 101, 107
 see also Marion E. Trotter
 Trotter, _____, Capt. – 38, 74, 95, 103
 F.J., Capt. – 2, 3, 12, 19, 23, 25, 31, 40, 42, 50, 64, 67, 69, 73,
 76, 79, 93, 94, 96, 97, 101, 102, 111
 Frederick J., Capt. – 43, 49, 62, 69, 73, 77, 87, 97
 Trotter Towing & Wrecking Co. – 6, 8, 17, 23, 43, 49, 69, 73, 74, 79,
 99
Trust (tug) – 35
 Turner, Melissa, Mrs. – 115
 Turner, Rosina, Miss – 49
Twilite (schooner) – 42

U.S. 101 – (vessel) – 99
U.S. Barpoint Lightship (lightship) – 110
U.S. Lightship – 25, 105, 108
Underwood (steamer) – 34
 Uniforms – 90, 91
 Union negotiations
 contract settlements – 70-71
 Seamen’s unions – 89
 United Fuel & Supply Co. – 5, 115
 United States Shipping Board – 79
*Unranda** (barge) – 75
Utley (steamer) – 33

 Valley Camp Coal Co. – 54
Valley City (steamer) – 37
Venith City (steamer) – 24
 Victoria (ferry) – 103
Vigilant (cutter) – 5
Vigilant (patrol boat) – 41
Virginia (tug) – 86
Visitor (steamer) – 62, 76, 94
Vulcan (steamer) – 68

W. Grant Morden (steamer) – 114
W.A. Colton (tug) – 52, 54 *see also Colton*
W.A. Hanna & Co. – 78
W.A. McGonagle – 113 *see also McGonagle*
W.A. Reiss (steamer) – 83, 116 *see also Reiss and William A. Reiss*
W.B. Aldrich (tug) – 1, 6
W.C. Moreland (steamer) – 50
W.C. Richardson & Co. – 85
W.D. Matthews (steamer) – 47
W.E. Fitzgerald (steamer) – 83, 87 *see also Fitzgerald*

W.F. White (steamer) – 55, 63
W. Grant Morden (steamer) – 100 *see also Accidents – Vessels*
W.H. Wolfe (steamer) – 9, 99 *see also Wm. H. Wolfe*
W.L. King (steamer) – 3
W.J. Olcott (steamer) – 72 *see also Olcott*
W.P. Snyder Jr. (steamer) – 36, 106 *see also William P. Snyder*
Wainwright (steamer) – 25
Wales (tug) – 13, 39
 Walker, Harry – 8, 24
Walter R. Pringle (tug) – 85 *see also Pringle*
 Water
 Clean Drinking Water on Vessels – 27, 29, 60-61, 72
 Water Diversion, affecting lake levels – 54
 Watson, _____, Mrs. – 42
 Watts, Isaac – 86
 Wauketa (steamer) – 4, 29, 103
 Welland Dredging Co. – 25
 Wells, C.L., Rev. – 49
 West, Bert E., Capt. – 88
 David, Capt. – 88
 David, Mrs. – 88
West Neebish (tug) – 93
 Westaway, Albert – 61, 86
 Westcott, C.H., Capt. – 33, 61
 J.W., Capt. – 39
 Westcott’s Marine office – 66, 82, 104, 106, 107, 112, 114
 see also J.W. Westcott Co.
 Western Star (steamer) – 23
Western States (steamer) – 5, 22, 27, 47, 48, 102
Whaleback 146 (vessel) – 16
White (steamer) – 73
 White, Jos., Capt. – 7
 Mark – 107
 Sol – 9, 83, 101, 112
 White Star Line – 4, 12, 29, 59, 94, 103, 108
Wickwire, Jr. (steamer) – 69
 Wigle, Roy L. – 14
 Wilcox, William – 31, 112
Wilkesbarre (steamer) – 81 *see also Accidents – Vessels*
Wilkinson (steamer) – 101
William A. Hazard (steamer) – 75, 82 *see also Accidents – Vessels*
William A. Reiss (steamer) – 77, 92, 93, 103, 105
 see also Reiss and W.A. Reiss
William Livingstone (steamer) – 26
William P. Snyder Jr. (steamer) – 20, 24, 63, 85, 87, 92, 93, 98
William Palmer (steamer) – 20
 Williams, J.H., Mrs. (Rev.) – 53
Willis T. King (steamer) – 87
 Wilson, Albert – 105
 Harry – 24
 Norman – 27, 30
 William – 88
 Wires, Andy – 28
Windsor (steamer) – 76
Wissahickon (steamer) – 69, 72
Wm. A. Reiss – *see William A. Reiss*
Wm. H. Wolfe (steamer) – 99
Wm. Hall (tug) – 38
 Woodruff, _____, Inspector – 24, 68
 Woods, Fred – 52
 Wright, Allen – 15
Wyandotte (steamer) – 44
 Wyandotte Transportation Company – 2

Yale (tug) – 100
Yakima (steamer) – 33

Zenith City (steamer) – 13

 * *Name authenticity not confirmed.*

ISSN 1480-6444