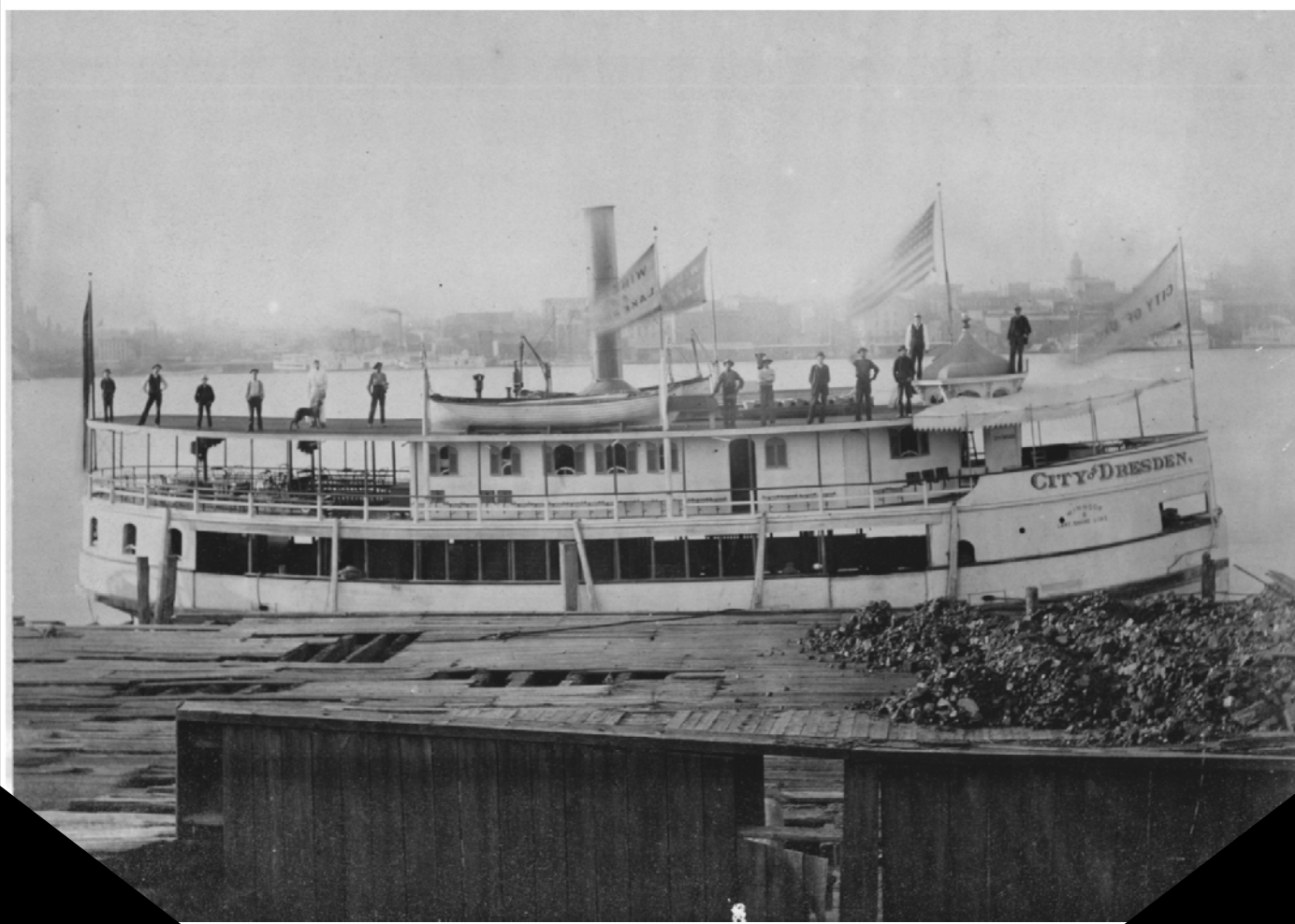


Echo Soundings

Marine News
from the *Amherstburg Echo*

1920-1929

Volume XVII



Published by the Marsh Collection Society
Amherstburg, Ontario

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2021

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Cover Photo:

City of Dresden at Hurley's Dock in Windsor, n.d.
Parks Canada- Fort Malden NHS Collection

Excerpts from
The Amherstburg Echo
1920

January 9, 1920

- Mortimer Smith, chef on the Steel Trust steamer DOUGLAS HOUGHTON, arrived home Saturday from Toledo to spend the winter with his mother.
- Murray McFarland, of the steamer CROFT, spent the holidays at his home in town and left to spend a few weeks in Troy, N.Y.
- Carl Shaw, of the wrecker FAVORITE, has arrived home for the winter months after laying up the tug in St. Ignace. The HARDING is laying up at Port Huron.
- James M. Kelly, mate on the steamer WILLIAM P. SNYDER, and Jas. Bellecours, mate on the steamer CROFT, are spending the winter at their homes in town.

January 23, 1920

- Engineer Harry Hodgman, who is in charge of the U. S. survey at this point, and Esrias Fox had an experience Saturday while driving on the ice between Bar Point and Monroe that they will remember the rest of their days and recall with a shudder. Mr. Hodgman drove to Point Mouille to locate a stake from which to take bearings for an ice survey, and while returning their horse went through the ice, the cutter pulling on him. They succeeded in getting a rope around the animal's neck but their united efforts were insufficient to pull it out of the hole, and it perished. Mr. Fox and Mr. Hodgman then started home afoot, dragging the cutter for nearly seven miles when they became so exhausted that they were compelled to leave it out at Bar Point and mush through the snow as best they could, reaching shore completely done up. When Mr. Fox drove the men out Monday morning he recovered his cutter. In the excitement Mr. Fox's left thumb was caught in the rope and nearly pulled off.

January 30, 1920

- After considerable see-sawing the War Department of the U. S. government has finally let the contract for proposed improvements in the Lower Detroit River to the Empire Engineering Corporation at the advance price asked for and work will likely begin early in the spring.

March 12, 1920

- Capt. E. Gatfield, who last year sailed the steamer J. P. WALSH, of the Hutchinson fleet, will this year command the steamer W. A. PAINE, of the same line.

March 19, 1920

- The Canadian Government will maintain a lighthouse at the junction of the Livingstone and Amherstburg channels, Detroit River, during the coming season of navigation, it is officially announced by the Minister of Marine. The lightship will be sent to the station at the opening of the 1920 navigating season. It is a wooden schooner with two masts and a hull painted red with the lettering "BAR POINT NO. 21" in white on each top side. A red ball near the top of the foremast is used as a signal to indicate the vessel is on her proper station and during thick or foggy weather a steam whistle will give a blast of ten seconds duration every 40 seconds.

STR. PELEE OPENS SEASON

April 9, 1920

- The Str. PELEE opened the season between Pelee Island and the mainland Thursday of last week, by leaving her winter quarters at Kingsville and proceeding to the island, where she loaded a large amount of freight that was waiting shipment. She went on her regular schedule Friday, running from Pelee to Kingsville, Leamington and Sandusky, and for the first time in the history of Pelee marine interests, the Detroit river trip is cut out this year. At the annual meeting of the shareholders of the company it was found that the Amherstburg and Windsor trip consumed two days each week and did not pay its way. While they regretted eliminating this old time part of the schedule, it was decided to keep the boat busy only on the above route for the present at least.

- Bert Abbott has taken charge of the engine on the U. S. Government yacht DON.

- The tug FLORENCE GRAHAM is running out of Kingsville, carrying whitefish fry from the hatchery there to various parts of the lake.

- The BAR POINT LIGHTSHIP was taken to Toledo yesterday by Capt. S. A. McCormick for a general overhauling before going on her station for the season.

- Philip Alexander, who for years has been connected with the Northern Navigation Co. as chef, has decided to remain nearer home this season and will look after the kitchen on the lightship FALKEN.

- Edward Lewis, of the U. S. Engineer's office, Harbor Beach, is assisting Mr. Hodgman, resident engineer, in the local office for a month and may return to the Amherstburg office during the period of the improvements on the Livingstone Channel.

- The tug MARION E. TROTTER was made an American bottom at Detroit and left for Alpena where she will be used for general wrecking and harbor work.

- N. D. Pouget, who recently sold his café, will ship as chef on the steamer ALASKA. Mrs. Pouget and sons have opened the Fillion corner and after extensive repairs have been made will handle ice cream, cigars, etc.

- The steamer WESTERN STATES, of the D. & C. Line, struck a shoal several miles out of Cleveland harbor late Saturday night and suffered possible damages to her aft side plates. A panic among the passengers was averted by the prompt action of Capt. S. O. Robinson. Some difficulty was experienced by Capt. Robinson in getting the liner clear of the shoal and she had to proceed under reduced speed to Detroit. She reached there overdue three and one-half hours. The U. S. engineering service is locating and charting the shoal.

April 16, 1920

- Capt. James M. Kelly has gone to Duluth to fit out the steamer SNYDER, on which he will sail as mate this season.
- Capt. Ed. Keopell will be Supt. of the Empire Engineering Corporation drillboat fleet at this point the coming season, which decisively settles the question of the drillers having a fast baseball team.
- Capt. A. C. Callam left on Thursday for Milwaukee to take out his steamer, the FITZGERALD.
- The Trotter Towing and Wrecking Co. have purchased the powerful steel tug HOME RULE from the Canadian Steamship Lines, and she will be brought here from Toronto as soon as possible. This tug has had a general overhauling and is as good as new. The HOME RULE was at one time the pride of the Detroit River and Amherstburg. She was built for the Hackett Wrecking Co.
- BAR POINT NO. 21, the Canadian light vessel, will be placed off Bar Point at the junction of Amherstburg and Livingstone channels in the position formerly occupied by the Bar Point shoal light vessel maintained by the Detroit lighthouse service. The Canadian light vessel will be a wooden schooner with two masts, red hull with white lettering on the topside.

April 23, 1920

- Captain John Mitchell, manager of the Buffalo Steamship Company, died at his home on Friday. Capt. Mitchell was 63 years old and was born in Franklin, Canada.
- Welland Canal was opened for navigation on Monday, April 19th.

April 30, 1920

- The tug HOME RULE arrived here Sunday from Toronto, and will be stationed at this port for towing and wrecking. The Home Rule is practically a brand new tug and is fully equipped for lake towing. She has been remodeled since leaving this port and is much better than when she was here. Capt. Trotter will be able to tackle bigger jobs from now on and will have better quarters for the accommodation of a double crew.

-DETROIT RIVER RULES -

- To facilitate work of widening the Livingstone Channel, Detroit River, which will begin within a few days, notice is given to vessel masters of modification of existing rules and regulations for navigation of lower Detroit River. These regulations take immediate effect and continue in force until further notice. Regulations are summarized as follows: Amherstburg channel shall be used by all downbound vessels; all upbound light vessels with more than one vessel in tow; all upbound loaded freight vessels; optional for upbound passenger vessels; optional for vessels under 100 gross tons and for vessels making local stops. Livingstone Channel shall be used by all upbound light vessels when alone or with but one light vessel in tow; optional for upbound passenger vessels, but such vessels are subject to rules governing the channel; optional for vessels under 100 gross tons and for vessels making local stops; time interval of five minutes required between vessels, and no vessel to pass another between Bar Point light vessel and Ballard's reef. All vessels using Amherstburg channel will enter or leave Lake Erie by way of the channel

to east of Detroit River lighthouse. All vessels upbound for Livingstone channel will leave Lake Erie by way of the channel to west of Detroit River lighthouse. Upbound vessels using Livingstone channel will keep well to the westerly side south of Bar Point light vessels throughout the vicinity where said channel unites with Amherstburg channel north of Detroit River lighthouse. Upbound vessels leaving Livingstone Channel must cross the path of downbound vessels in the vicinity of Ballard's reef. Downbound vessels have right of way, but masters of both downbound and upbound vessels using Amherstburg channel should be unfailingly watchful for upbound vessels from Livingstone Channel. All vessels in this locality should navigate under complete control and with the utmost caution.

May 7, 1920

- The U. S. tug DON was launched this week after having been given an overhauling by Thomas Kemp, ship carpenter and painter.
- The Dunbar dredge TIPPERARY BOY has secured a big contract in River Rouge and is working on it.
- The Lake Carriers patrol tug DISPATCH [*formerly DESPATCH in past articles,*] has gone into commission for the season, directing traffic at the entrance of the Livingstone Channel.
- Capt. F. M. Haynes has resigned his position on the Lake Carriers patrol tug DISPATCH to take a position with the Fisher Body Co., Detroit. Capt. Frank Hackett has taken his place.
- Randall Girardin has given up work as drillman on a Buffalo drillboat of the Great Lakes Dredge and Dock Co., and has returned home and will be employed with the construction work at the Brunner Mond.
- The Canada Atlantic steamer CADILLAC lost her wheel while passing down the Detroit River Saturday morning and went on the east bank of Bois Blanc. The tug ALABAMA released her.

May 14, 1920

- Charles Kelly has given up his position at Westcott's agency, Livingstone Channel, and is succeeded by Mr. and Mrs. Simpson, of Detroit. Mr. Kelly has taken a position with the Brunner, Mond.
- H. M. Ballantyne, Minister of the Canadian Government's Marine Department, on Friday denied reports that the Dominion Government would supply boats to patrol the Detroit River to suppress rum running. The Provincial Government is left to play a lone hand in suppressing the traffic.
- Mr. Casey, superintendent of the Empire Dredging Co., has rented the Gibb residence, Bathurst Street, from G. F. Girardin, who recently purchased it. He will occupy it during the time he is engaged looking after dredging work in the lower Detroit River.
- The ferry situation between Detroit and Windsor, so far as the transportation of automobiles is concerned, is growing intolerable. Sunday night more than 20 automobiles and 200 passengers were compelled to remain overnight in Windsor. Government inspectors have been investigating conditions and plans are maturing to force more frequent and possibly an all-night service.
- Speaking of the first arrivals this spring, the Great Lakes Weekly has the following remarks of much interest: "At Erie the steamer W. E. FITZGERALD was the first to arrive. Captain A. C. Callam, who is a very modest fellow, accepted the key of the city in a most gracious manner. In one part of his speech he

got stuck, and George Trauton, the genial chief of the FITZGERALD, whispered, "Go ahead, skipper. Just hand it to them like you do when you give me the signals to go full speed ahead." On the reception committee at Erie were the well-known marine business men Frank J. Tollon, H. Brebner and Jule Seigel. At Ashland the first boat to arrive was the steamer J. J. BARLUM. Captain Al Mahon is master, William Houston, chief engineer. A big reception committee was there to meet the big ship, which had forged her way through the ice and arrived safely at the northern Wisconsin port. Our wireless correspondent at Ashland says that Captain Mahon was right there in quick response when the mayor handed over the key of the city to him. After the ceremonies, the school children returned to their classes."

- The new rules governing the navigation of the lower Detroit River during the period of dredging operations come into effect tomorrow.

May 21, 1920

- The steamer FRANK C. OSBORN, of the Superior Sand & Gravel Co., Detroit, of which A. J. Green is president, discharged a 1,000-yard cargo of choice Lake St. Clair sand for H. L. Robidoux's cement factory on Monday on the Robidoux gravel dock.

May 28, 1920

- "A fleet of drill boats, dredges, derrick scows and tugs is expected to arrive at Amherstburg next week from Buffalo to commence widening the rock cut of the Livingstone Channel for the Empire Engineering Corporation, New York. The tug WEST NEEBISH has been brought from Harbor Beach by the United States Government for surveying. The U. S. Government steamer DON has been launched at the Canadian Department of Marine and Fisheries for survey work. As a result of the prospective operations, a boom already is developing at Amherstburg, which is to be headquarters for the Empire Engineering Corp. Hotels and rooming houses are preparing for heavy business, and cafes and soft drink stands are opening. The Empire Corp. is expected to bring a large crew of workers in addition to absorbing all available labor at Amherstburg." - *Great Lakes Weekly*.

June 4, 1920

- The supply boat SAGAMORE of the Empire fleet arrived here on Saturday in charge of Walter Callam.

- Frank McGibbons, paymaster and timekeeper of the Empire fleet, has his headquarters in his new office on the dock.

- Henry Strands, of the dredge POCANTICO, was pinched between the dredge and a scow on Monday, having a close call to losing a limb.

- Capt. Blankey, well-known drillboat expert who formerly was located at this port, came up on DRILLBOAT NO. 1, and is looking up his old haunts.

- Capt. Edward J. Keopell, Supt. of the drill fleet, and Frank Steffins, both well known here, are back on the job after an absence of several years.

- The U. S. Government is building a warehouse on the Fraser property for storing their supplies, and will moor their craft in the Fraser slip.

- Jesse Beatty, an old Amherstburg boy, well remembered by old timers, came up with the fleet and will attend to the blacksmithing on DRILLBOAT NO. 1.

- Capt. Fox is in charge of the Empire dredge POCANTICO with a fine crew of assistants. They have all secured good accommodation at reasonable rates.

- The new drillers and dredge men are quite enthusiastic over bowling on the green, and there is no doubt but that a number of them will join the club before the season is much older.

- Thomas R. Casey, General Superintendent of the Empire Engineering Corporation, is directing the organization of their work here, and expects to move his family to Amherstburg within a week or so.

- James McCauley is Master of the tug SACHEM. Capt. James was formerly with the Starke Dredge & Dock Co. and spent many pleasant days in Amherstburg. He and his family will occupy the Fillion residence, corner Apsley and Murray streets.

- The tug SACHEM has returned to Buffalo for DRILLBOAT NO. 3 and dredge POWHATAN, which means the invasion of another big force of workmen. Everybody is laying themselves out to be agreeable to our new residents and make them feel at home. The glad hand goes a long way to advertising Amherstburg. Don't be backward in extending it.

- Harry Raines, chief engineer on the tug SACHEM, will bring Mrs. Raines to Amherstburg and take up housekeeping. He is a well-known member of the Masonic fraternity, and Mrs. Raines holds an important office in the Eastern Star at Buffalo. His brother, Jerry Raines, his assistant, will also bring his wife to reside in Amherstburg during their stay here.

- Charles McSwain, drill runner on NO. 1 and expert baseball player, had his pitching arm badly bruised coming across the lake from Buffalo. A breaking wave dashed high over the dredge, finding him in its path. His impact with a steam pipe put his right shoulder out of joint and it was necessary to take him to a Sandusky hospital for treatment. However, being somewhat of an iron man, Charlie survived the shock and is again at work.

- High officials of the Empire Engineering Corporation were here from Buffalo yesterday holding a conference with their men over the question of the high cost of living. Two plans were submitted, either to erect a large dining hall on the dock or some other convenient place, and feed their 200 employees at cost, or have the Company make up by way of bonus the difference between what the men have to pay for board here and at Buffalo.

- The Town of Amherstburg gave a rousing welcome to the advance fleet of the Empire Engineering Corporation, which arrived here Friday morning in tow of the tugs HOME RULE and SACHEM. The dredge POCANTICO and DRILL NO. 1 are moored at the Mullen coal docks where they are being put in readiness for service. A neat little office was brought up on the scow and is located under the maples in the rear of The Echo office. It recalled old, happy and busy times to see the streets crowded with drill and dredgemen, and Amherstburg merchants and others anticipate increasingly good times for a long while to come. The men have had some difficulty in securing lodging places, but this is being gradually taken care of and no doubt in another week things will be looking their brightest. The dredge POCANTICO is a powerful machine, while the drill boat has five frames and will work three 3-hour shifts.

- The Dunbar & Sullivan Dredging Co., Detroit, has been awarded the contract for the extension down river of the Niagara River deep water channel at Tonawanda, N.Y., by the United States district engineer at Buffalo. The channel extension will afford deep water access to several docks now able to handle only light draft business. The low bid of the Detroit firm was 51 cents for 100,000 cubic yards of over-sand, gravel and boulders, and 30 cents for 100,000 cubic yards of over-casting dredged material, the total being \$245,245.50. The contract is now in the Detroit office, according to Frank McCann, manager of the local office, but has not yet been signed. Work will start soon, he says. Two other bids were received on the job.

June 11, 1920

- Thomas Casey, Manager of the Empire Engineering Corporation, himself a good baseball player, has presented the dredge, drill and tugmen with a complete baseball outfit and a drillmen's team in charge of Capt. Blankey, of DRILL NO. 1, are on the town park daily getting in shape to play the tugmen or dredgemen, whose teams have not as yet been organized. The river men expect to have a picked team that will be able to give battle to the Essex county 1919 champions, and will also play games with picked teams from the Brunner, Mond on the local diamond.

- John Gott, the produce buyer, has taken the position of night clerk and watchman at the Empire office.

- Wm. Wilson, of Dresden, has arrived in town to take a position on the fleet of the Empire Engineering Corporation.

- Secretary Eagle, of the Dredgemen's Union, from Detroit, was in town Saturday in conference with local dredgemen.

- William Quealy, of Buffalo, N.Y., has arrived in town to take his place as civil dredging engineer for the Empire Co.

- Capt. John Dickey, Grand President of the Drillmen's Union with headquarters at Buffalo, N.Y., was called to Amherstburg on Saturday with regard to the high cost of living.

- Manager Casey, of the Empire Engineering Corporation, is getting his furniture placed in the Gibb house, Bathurst Street. He and Mrs. Casey arrived from Buffalo on Sunday, having motored over.

- The Empire people have issued warnings to their employees not to use unfiltered river water for drinking purposes to avoid sickness. Large receptacles are filled with purified water every day from the Amherstburg mains and placed aboard the Company's boats.

- The dredge TIPPERARY BOY, of the Dunbar & Sullivan Dredging Co., will leave for Tonawanda, N.Y., today in tow of the tugs HOME RULE and SHAUN RHUE. The HOME RULE will bring back a drillboat for the Empire Co. The TIPPERARY BOY has a mud job at Tonawanda which will take a couple of years to complete.

- The Empire Engineering Corporation's second fleet, comprising the dipper dredge EMPIRE and dump scows, arrived here Sunday night and will be put to work at once digging mud on the channel contract. The dredge, in charge of Capt. Martin, was towed here by the tug SQUAW, Capt. Andy Smith and Capt. Murphy. She will remain on the job and look after the dredge.

- The tugs BRENCOUR and LAVALTRIE, for fishery protection on Lake Erie, arrived at Port Dover last week from Sorel. The former will have its headquarters at Port Dover, the latter at Port Stanley. The LAVIOLETTE will reach the lake later and be stationed at the upper end of the lake. The tugs are of steel and saw service on the coast during the war.

- Friday was pay day for the Empire fleet, and as a consequence a lot of good American money was floating around town.

- About 1,000 tons of coal arrived at this port Friday for the dredging fleet, which will keep them going for some weeks. A possible shortage of coal is the only fly in the ointment at present.

- The Empire Corporation supply their employees with tobaccos of all kinds at cost.

- Mr. Fowler, of Wiarton, marine diver for the Empire Engineering Corporation, has rented the Kevill residence and Mrs. Fowler arrived this week from her home at Port Arthur.

- A few years ago old timers remember the papers carried great scare heads about the dredgeman who nearly went over Niagara Falls in a scow that broke loose in the Niagara River. Movie men got busy and filmed his rescue. The hero of the exploit was Gus Blatberg, and it is of interest to note that Gus is a member of the Empire fleet at Amherstburg with Capt. John Fox.

- Mr. Galagher, second runner on the dredge POCANTICO of the Empire fleet, has rented a furnished home in town and is moving his family from Buffalo, N.Y.

- The Amherstburg Iron Works has opened for business. Mr. Woods has rented part of his shop to a foundry firm, who will start a branch shop here next week.

June 18, 1920

- The dredge POCANTICO was in port Monday putting on a new bucket, the old one being greatly wracked by the stone bottom in the rock cut.

- Frank Boulton, of the Empire fleet, is moving his family here from Buffalo, N.Y.

- Mr. Wagner, of the dredge POCANTICO, has taken quarters at the home of Fred Ridsdale, Laird Avenue.

- Capt. Wm. Hulmes, of Toledo, has taken the mateship on the tug SQUAW, a post formerly held by Capt. Murphy.

- Mr. Lowe, of Malden, and Mr. Freeborn, of Detroit, are inspectors on the dredge EMPIRE of the Empire fleet.

- The steamer ARROW called at this port on Sunday when making a cruise of the lake and river with a large number of excursionists from Port Clinton and other Ohio points. The hot, thirsty Ohioans licked up all the beverages they could locate, but as usual in a crowd of the kind, there were a few disgruntled booze fighters utterly disgusted at finding the town dry. However, local hospitality couldn't be entirely neglected, so a "friend" rustled up four bottles for them, which they gladly paid \$12 each for, but their gladness turned to wrath on reaching a quiet point when, on taking a long pull at their bottles they found that colored water had been put over on them. In the meantime, the "bootleggers" had quietly faded out of sight.

- Capt. Hagen, dean of the tug pilots of the Great Lakes, is again a feature in Amherstburg this season, the tug HARDING having been stationed here by the Great Lakes Towing & Wrecking Co. The captain can be found as usual spending his evenings on the bowling green.

- Marcus Deck, son of A. P. Deck of Detroit, a 16-year-old high school boy, was seized by cramps and sucked down in one of the whirlpools that abound in the Livingstone channel while enjoying a swim there on Saturday. The young man had been assisting Mr. Simpson at Westcott's agency on the Livingstone channel for three weeks. He was an excellent swimmer, but apparently did not know the dangers of that portion of the channel. His body was recovered within an hour of the fatality and taken to the family home in Detroit, where the funeral was held Wednesday morning.

June 25, 1920

- The steamer LAMBTON arrived Saturday from Parry Sound to be supply boat for the Colchester lighthouse repair job.

- Capt. Thomas Hagen and crew of the tug HARDING are repairing the waterworks dock, which is pretty well gone.

- The steamer CITY of DRESDEN is hauling hard wall plaster from Marblehead to Walkerville for Chilver Bros., contractors.

- Nearly every employee of the Empire Engineering Corporation will spend the Fourth of July at their homes in Buffalo.

- The steamer ALASKA discharged a cargo of lump coal for the Mullen Coal Co., on Monday, which is said to be A1 steam coal.

- Duncan McAulley, of Buffalo, has arrived to spend the summer with his father, Capt. James McAulley, of the Empire tug SACHEM.

- A big frame cement shed is being built on the Government supply depot to store several cars of cement for lighthouse repair work.

- The C. G. steamer WAUKETA was at this port over Sunday from Ottawa with the harbor inspector and family aboard, on her way up the lakes.

- An unknown steamer struck a Canadian gas buoy fair and square one-night last week, smashing the light to pieces and reducing the frame to scrap.

- The tug A.C. HARDING went to Ashtabula with the coal barge JOHN F. EDDY, for the Pittsburgh Coal Co., and brought back a cargo of steam coal for the Company's dock at Sandwich.

- Edward Lewis moved his household goods from Harbor Beach on Tuesday, on the derrick scow PRESCOTT. Mr. Lewis and family will occupy the Lukes house, Rankin Avenue.

- The Cadwell sand and gravel lighter HARSEN discharged a load of gravel on the Government supply depot here on Friday, which will be taken to Colchester and Pelee passage lighthouses as it is wanted.

- The tug ALBASTON and lighter and the steamer CITY of DRESDEN broke loose from Mullen coal dock Thursday night while the crews were asleep, and brought up on the stone pile in front of C. A. Cuddy's. They were all released without any damage.

- The Amherstburg Iron Works is a very busy place these days with repair work. On Thursday the crew of the Empire dredge POCANTICO put in an afternoon rebuilding a big dipper. Mr. Woods has five men of his own at work steady there.

- Capt. And Mrs. A. J. Smith are at Mrs. Paul Desjardin's for the summer. Capt. Smith is on the tug SQUAW, of the Empire Co.

- Under the direction of Harry Hodgman, resident engineer, an "inventory" is being made of the Amherstburg channel for the removal of rocks and other obstructions. The channel is used by all loaded boats during the widening of the Livingstone cut. To expedite the work, the derrick scow PRESCOTT has been placed at the disposal of the United States engineers by the Canadian Department of Marine and Fisheries. The channel will be combed from the head of Ballard's Reef to Bar Point. A similar "inventory" is to be made of the St. Mary's River at Sault Ste. Marie, where a crew will be busy all summer. The two operations are the start of a comprehensive search of all channels in the Detroit district, according to Lieut.-Col. E. M. Markham, United States district engineer. Such a survey has not been made for several years and it is feared that dredging and the dropping of anchors in channels may have developed obstructions which might prove a menace to vessels.

- You can't keep them down - Amherstburg lake captains - wherever the flag of commerce floats, there you find commanding the biggest ships, captains from the 'Burg. Another deserved promotion is recorded this week when Capt. M. H. Mahon, who has been in command of the steamer WM. A. REISS, of the Reiss line, was given charge of the steamer A.M. BYERS, a bigger boat of the same line, in recognition of his carefulness and ability as a lake navigator. Capt. Mahon is one of three brothers that follow the lakes, who have gained outstanding prominence in their positions. The others are Capt. Albert Mahon and Capt. J. E. Mahon. Amherstburg has reason to be proud of its sailor men.

July 2, 1920

- Another cargo of soft coal was discharged by the ALASKA for the Empire Engineering Corporation, and residents should get fueled for the winter.

- The Empire tug SQUAW was in port Friday and Saturday with a broken air pump. This tug is the most worked craft on the river and it is a wonder the way she handles the big dump scows and dredge.

- The small ferry VICTORY, on her way from Detroit to Welland canal, stopped here on Friday, having been sold to canal parties. She was formerly used by a private firm on the ferry run between Detroit and Belle Isle.

- Mrs. James M. Kelly and daughter Marion left on Thursday of last week on a trip up the lakes on the steamer W. P. SNYDER JR.

- Frank Colton, U. S. dredge inspector, has purchased the patrol cruiser ALTHEA, sunk at the River Rouge. The ALTHEA is 60 feet over all, is equipped with state rooms, beautiful fixtures, etc.

July 9, 1920

- Capt. Lewis Bellecoure, formerly first mate on the steamer HARRY CROFT, has taken master's berth on the U. S. engineer's survey steamer DON.

- Capt. James McAuley, of the Empire Co., was called to Lorain on Tuesday, by a message informing him that his brother, Capt. John McAuley, of the Starke Co., had been drowned. No further particulars have been received. Capt. John McAuley is well remembered among marine men in Amherstburg, having been stationed at this port for a couple of seasons with the Starke people when they had a contract for improving the channel.

July 16, 1920

- The steamer NORTHLAND, which for years has been one of the prettiest marine sights passing up and down the Detroit River, and known as the Queen of the Lakes, is now being rebuilt at Quebec for ocean going service. The NORTHLAND was controlled by the Great Northern Railroad, of which James J. Hill was then the head.

- Clayton Hunter and Thomas Gill of the Empire fleet, have gone back to their homes in Buffalo.

- The Empire Company paid out to their employees Thursday afternoon \$32,000 for the last 12 days' work.

- Capt. Charles Sweeney, of DRILLBOAT NO. 1, is moving his family from Buffalo, having rented part of the Manson residence, Park Street.

Sand Suckers Ordered to Stop

- American companies conducting sand sucking operations at Pelee Point are showing a disregard for Canadian law that should bring down upon them severe censure and a warrant to appear before a court competent to deal with their case. Some of them have completely ignored the order passed at the recent session of the Provincial Legislature making it necessary for companies to secure Ontario Government permits before removing the sand from the shores in shiploads, as has been done in the past. They have been notified by the Attorney-General to cease their operations on the Lake Erie shore. If they ignore this order, as they have the legislation, prompt seizure of their whole outfits should be made and the crews arrested when they enter Canadian waters.

July 23, 1920

- The tug WEST NEEBISH, used by the U. S. engineers on the sweeping of the channels and removing obstructions, has returned to Sault Ste. Marie, Mich., to do the same kind of work in St. Mary's River.

- W. M. King, of Tonawanda, N.Y., district superintendent of the Empire Engineering Corporation of New York, has been in town for a few days inspecting the work on the Company's Livingstone Channel contract, which is going along nicely.

- Capt. James Sullivan, who was here 12 years ago with the Buffalo Dredging Company and who was a big card at that time with the gentle sex, has arrived in town to take a position with the Empire drillboat fleet. Capt. Sullivan still wears the same old smile. He intends to bring his wife here as soon as he can locate some light housekeeping rooms. Capt. Sullivan is regarded as the model drillboat worker out of Buffalo.

July 30, 1920

- The Empire Engineering Corporation are having a string of electric lights installed along the upper end of Mullen's coal dock.
- Mrs. Leo Jones, of Buffalo, is a guest of her husband at the Lake View. Mr. Jones is with the Empire Engineering Corporation.

August 20, 1920

- Mrs. (Capt.) Michael Mahon has returned from a trip up the lakes with her husband, Master on the steamer BYERS.
- Miss Charlotte McCauley, of Buffalo, N.Y., is the guest of her father, Capt. James McCauley, of the Empire tug SACHEM.
- The Empire tug SQUAW and the Dunbar tug SHAUGHRAUN have gone to Buffalo to attend the two companies' dredges on harbor work.
- The tug DON has returned from Lake St. Clair where she has been tending a surveying gang, the work having been completed.
- George Mallett, who was injured aboard the Empire dredge POCANTICO last week, is improving slowly.
- The steel steamer ADAMS, of the Tomlinson fleet, which went aground abreast of the B.M. [*Brunner Mond Ltd.*] waterworks, Lime Kiln Crossing, last Thursday night in a fog, was released Thursday night by the tug A.W. COLTON, of Toledo, and the HOME RULE without lightering.
- An oiler on one of the Empire Co.'s dredges went on a rampage Saturday morning around town while under the influence of local excitement, and for a few minutes was in mind to remodel the map of the town with a dangerous looking butcher knife. C.O.P. Wharton took him in tow, convinced him of the error of his ways, and it cost him only \$19 to settle.

August 27, 1920

- Wilbert Roadhouse fell off a boom to the deck on one of the dredges Tuesday of last week, breaking a short rib, which will lay him up for some time. Mr. Roadhouse, who is a son of John Roadhouse of Colchester North, spent the past three years farming in Saskatchewan. On returning here he decided to take up river work.
- William J. Woods, jr., of Niagara Falls, has arrived to take a position with the Empire Engineering Corporation.
- The Great Lakes Transit Corporation steamer BUFFALO broke her steering gear at Bar Point on Friday and the tug HOME RULE took her to Detroit for repairs.

SUPERIOR CITY Sunk by KING

- With practically no chance to save themselves, 28 men and one woman, members of the crew of the giant ore carrier SUPERIOR CITY, of the Pittsburgh Steamship Line, were blown to their deaths in the chilly waters of Lake Superior off Whitefish Point late Friday night, when the steamer WILLIS L. KING collided with the SUPERIOR CITY, punched a hole in her side through which a torrent of water poured down into her furnace room, causing an explosion which virtually blew off the ship's stern. In less than two minutes after the crash, according to the four survivors, the ship settled, her load of 7,500 tons of ore carrying her quickly to the bottom in about 200 feet of water. The collision occurred four and one-half miles northeast of Whitefish Point. The sea was calm, though the air was just a trifle hazy, according to survivors. The survivors were: Captain Edward Sawyer; G.G. Lehne, second mate; Peter Jacobson, wheelsman, and Walter Richter, boatswain. The KING crashed into the SUPERIOR CITY after of midships on the port side. All members of the crew of the SUPERIOR CITY were aft over the boiler rooms, scrambling for life boats when the blast came. Not one of the four men saved knows more than that when he regained consciousness it was in the cold waters of the lake and fighting for his life.

September 3, 1920

- In order to offset the cross currents along the Livingstone Channel in the lower Detroit River, the Empire Engineering Co., has started construction of a five-foot dyke with rock excavated from the main project. A space 1,000 feet long will be left for entrance of the White Star Line boats to Sugar Island, but the dyke will be continued below that point to insure breaking up of the eddy currents.

September 10, 1920

- The Empire Company paid out \$30,000 to their employees yesterday, which will enable them to clothe up for the fall weather, besides putting away something for a rainy day.

September 17, 1920

- The Empire Engineering Company are offering their employees on the Livingstone Channel contract a service bonus for all work done over a certain amount each month, each man aboard any craft to share equally in the bonus. The month of August was a good one for the men, who made sufficient money over regular wages to pay for a trip on Labor Day.

- The Central Dredging Company's dredge HUDSON stopped at this port Friday on her way to Savannah, Ga., by way of the Erie barge canal.

- Capt. Jacques Laframboise, of the big steel trust steamer CLEMENS, spent a few days the past week with his father, Jacques Laframboise, who is very ill.

October 1, 1920

- The fueling lighter JOHN OTIS, of the Mullen Coal Co.'s fleet, was down for cargoes of coal for fueling purposes this week.

- Ed Mann, Albert Hinch and Orion Barron are installing an electric light plant aboard the tug SACHEM, of the Empire Company.

- The Empire Company have put three crews aboard their big clam shell dredge POWHATAN and she now works 24 hours a day.

- On the invitation of Mr. Casey, Supt., Empire Dredging Corporation, Col. Markham, of Detroit and Gen. Bidwell of the U. S. War Dept., Washington, looked into the complaint that large charges of dynamite were being exploded on the Livingstone channel work to the injury of buildings in Amherstburg. While they were here, exactly the same charges were let off as had been used all the time on the job, and Mr. Casey was told by these officials not to cut down the amount, that the vibration was not from any excessive amount of explosive used, but because the work is being done on a certain vein of rock underlying this district, and until the drills get below that, the explosions will continue to shake the town up a bit.

October 29, 1920

- The Empire DRILLBOAT NO. 1 has been laid up at the old Queen's wharf where her boiler will be taken out and a new one installed.

- The Cadwell sand and gravel barge HARSEN discharged a cargo of gravel for Pettypiece Ltd., on their gravel dock here last week.

- Jesse Beatty, who has been employed as mechanic on the Empire Engineering Corporation DRILLBOAT NO. 1 has returned to his home in Buffalo.

- The steamer ALASKA discharged a cargo of lump coal on the Mullen dock here Monday. A goodly supply is now on the dock both for fueling and domestic use.

- Mrs. Ed Keopell and son Willie returned to their home in Buffalo after spending the summer with her husband, Supt. Keopell, of the Empire drillboat fleet.

- The cruising yacht DOTTO, on her way from Milwaukee, Wis., to Washington, D.C., was compelled to put in shelter here a few days last week with a disabled pump.

- Captain Bailey, wrecking master for the Steel Trust, came up from Cleveland on Tuesday and with the tugs HOME RULE and HARDING and lighter RESCUE released the steamer PERKINS from Ballard's Reef after 34 hours' work.

- Capt. James McCauley of the tug SACHEM was called to Buffalo on Monday to give expert evidence for the Great Lakes Dredge & Dock Co., in a law suit.

- Freemont Nelson, chef on the steamer HARRY W. CROFT, was home a few days last week.

- A few local drillmen and dredgemen left this week for Chicago and Miami, Fla., to work on dredging plants for the winter.

- The Empire Engineering Co.'s DRILLBOAT NO. 3 broke a forward and after anchor in the gale on Wednesday and had to be pulled into port for new ones.

November 5, 1920

- The little ferry PAPPOOSE went into a Detroit drydock on Saturday for a thorough inspection.
- The White Star line steamer OWANA, which ran between Detroit and Toledo all fall, has gone into winter quarters.
- The Detroit & Windsor Ferry Co. are said to be having plans drawn for a monster pleasure boat to run from Detroit to Bois Blanc Island.
- Edward Keopel, who has had charge of the Empire Engineering DRILLBOAT NO. 1 all season, left for his home in Buffalo on Saturday.
- The Detroit & Cleveland steamer CITY of CLEVELAND III went into winter berth on Saturday. The CITY of DETROIT III also has laid up and no boat is now on the route.
- John Martindale, master mechanic for the Empire Engineering Corporation fleet, moved on Saturday from the Horsley house to the old historic Turner place on Seymour Street, which has been converted into a beautiful two-family flat by Mrs. Joseph Meloche.
- Capt. Angus Borland, U. S. inspector, has been transferred from the Livingstone channel to Port Huron where an experienced inspector was wanted.
- Half a dozen laden steamers struck bottom in lower Detroit River on Wednesday night owing to the water level having been lowered by the 40-mile gale from the southwest. The minimum depth reported at Lime Kiln Crossing was 20 feet 2 inches. With the return of higher water after the gale subsided the freighters were released.
- During the heavy gale Thursday night of last week, Roger Sullivan, of the Empire dredge POWHATAN was carried away from the dredge in a small boat, and the search for him, which lasted well into the early morning, caused a good deal of excitement. The alarm was given by the dredge blowing distress signals, and soon the tug SACHEM (Capt. McAuley) and the SAGAMORE (Capt. Karl) were ranging the waters as far as Bar Point, while Joseph Guest and Jose Meighen of the drillboat rowed along the shore as far as Bar Point. Runner Thompson, of the POWHATAN, and Grant Duff searched Bob-Lo beach, and at 3 Friday morning found Mr. Sullivan shivering with cold near the Bois Blanc boat house. He was hurried back to the dredge and was soon thawed out.

November 12, 1920

- The tug CARLOTTA A., from Port Stanley to Wallaceburg, put in here for coal on Saturday.
- The steamer JOHN OTIS, Mullen's patent fuel lighter, has arrived at this port to go into winter quarters.
- A local survey gang went to St. Clair Flats on Saturday on the DON, to take some soundings for the U. S. War Dept.
- The steamer ASPEN has been in port here nights, for the past week. She is testing all the Livingstone Channel aids to navigation.
- The dredge HANDY ANDY was brought down from the St. Clair Flats on Thursday by the tug HOME RULE, and was put to work in the River Rouge.

- Max. W. King, of Tonawanda, N.Y., General Supt. Of the Empire Engineering Corporation, was in town a few days in conference with Capt. Casey, local manager.

- The small dredge of the Windsor Dredging Company was brought from Wallaceburg by the tug HOME RULE to the River Canard, where a slip to the brine wells will be dug.

STEAMER WIDLAR WRECKED

November 19, 1920

---The Becker line steel freighter, FRANCIS J. WIDLAR, which was overdue for 72 hours with its crew of 33 [*two different crew figures given in this article*] men, stranded on Pancake Shoal ten miles northeast of Whitefish Bay, Lake Superior, during the terrible storm which swept the upper lakes Saturday. The steamer WM. LIVINGSTONE stood by and took Capt. Arthur Forbes, of Ashtabula, Ohio, off, and ran in the teeth of the gale to Sault Ste. Marie where Capt. Forbes sent a wireless message notifying the owners of the loss. The Great Lakes tug IOWA at once set out on a mission of rescue, and to her credit not a life was lost though the specter of death hung over the crew of 28 every minute of more than 63 hours from the time their sturdy ship struck until help reached them Monday morning. It took three trips of a yawl boat to take the men off in a blinding snow storm. The WIDLAR, so well-known along the chain of lakes, is a steel freighter of 7,000 tons' capacity.

- Joseph Guest, machine runner on the Empire DRILLBOAT NO. 1, while running a kedge line Friday afternoon in a small boat, was thrown overboard when the swift current swept the boat under the line and he hung on to the kedge line for twenty minutes in the cold water before he was rescued.

- The Empire Engineering Corporation clam shell derrick dredge is now working only two shifts as men are so scarce the third shift could not be filled.

- Tagmen, dredgemen, drillboat men, derrick scow men and men in the repair yards and on the lighter ATLAS drew fat pay envelopes yesterday for the last 14 days with the Empire Engineering Corporation, and the men are dolling up for Thanksgiving. They expect to get in two more pays before Christmas.

- Capt. Karl, of the supply boat SAGAMORE, was called to his home in Rochester on account of the serious illness of his father.

- The Empire Engineering Corporation officials are congratulating themselves on not having had a case of typhoid fever among their large force of employees since starting work on the Livingstone Channel. The "Safety First" plan was adopted from the first. Water tanks filled with filtered water from Amherstburg were installed on their dredges, drills and tugs. It is almost incredible that there hasn't been a case of typhoid in Amherstburg since filtered purified water was supplied by the Brunner Mond three years ago, and if that were the only beneficial result that followed the coming of that Company to Amherstburg, the inhabitants of the old town would have cause to shake hands with themselves.

- Captain Charles R. Hackett has fitted out the JOHN E. MONK for the fall work of keeping the gas buoys in shape and to be ready to bring them in at a moment's notice should the weather turn cold and ice form heavy enough to drag them out of place.

November 26, 1920

- The barge E. F. EDDY, in tow of the ocean going tug CUSTODIAN sprang a leak in Lake Erie on Saturday and sank off Middle Sister Island. A wrecking plant has been sent to raise her.

December 3, 1920

- The lighthouse tender ASPEN is in these waters taking in the American gas buoys.
- The Grubb's Reef gas buoy was brought in by Capt. Hackett this week, who left a spar buoy in its place. The other gas buoy will be brought in gradually.
- The Empire Engineering Corporation DRILLBOAT NO. 3 pulled into port this week to go into winter quarters after a very busy season on the Livingstone Channel. Most of the drillmen are leaving for Miami, Fla.
- A cargo of coal was taken to the Southeast Shoal lightship FALKEN on Friday to enable her to stay on her station till the last possible moment. The BAR POINT LIGHTSHIP will also stay on her station until ordered in or a tug sent out for her.

-DETROIT RIVER WORK –

Cost to Widen Channel Is Set at \$2,860,000.... Engineer's Report Shows Detroit River Project Increases Traffic - Appropriation Urged - Congress Will Be Asked to Give \$1,000,000 at Once for Work.

- The total additional cost of widening Livingstone Channel in the Detroit River is estimated at \$2,860,000. The estimate is given in the annual report of Maj.-Gen. Lansing H. Beach, chief of the army engineers, made public at Washington on Friday by Secretary of War Baker. An immediate appropriation of \$1,000,000 for this work during the fiscal year beginning July 1st, 1921 is recommended. Secretary Baker will transmit the report to Congress as soon as it re-convenes December 6th. It calls for an expenditure of \$78,207,665 in 1921 for harbor and waterways improvement and maintenance.

Warren Gives Estimates - the estimates on the Detroit River and Michigan harbors projects, as well as other detailed information concerning them, were furnished by Col. J. G. Warren, chief engineer for the Michigan division, and Lieut.-Col. E. M. Markham, district engineer.

Completion of the Livingstone project is necessary to round out the system of Detroit River improvements begun in 1904 and including the Fighting Island, Amherstburg and Grosse Isle channels already completed. The total cost of these improvements, when finally finished, is estimated, in the engineer's report, at approximately \$15,000,000.

Ship Traffic Jumps - The effect already, the report says, has been a tremendous increase in the ship traffic on the Detroit River, especially by vessels of larger tonnage. Freight rates, moreover, have been reduced. Concerning the importance of completing the widening of the Livingstone channel, under existing projects, there will be required, after the completion of present, the excavating of about 50,000 cubic yards of rock and the dredging of 1,710,000 cubic yards of earth, at an original project estimate cost of \$1,820,000.

Prices Change - "Conditions and prices have so materially changed, however, since the formation of this estimate, that the accomplishment of the amount of work described for the sum designated will be quite impracticable. Nevertheless, the work of widening of Livingstone Channel is of such importance to the great volume of commerce concerned that the work should be pushed to completion without interruption if anything like consistent prices can be secured. During the period of widening through the "rock cut" all up and downbound loaded traffic will be diverted to Amherstburg Channel. This of necessity involves vessel crossings in Lake Erie and in Detroit River above Ballard's Reef, and density of traffic at times in Amherstburg Channel is such that a very appreciable though unavoidable hazard will result.

The period of this hazard should be reduced to a minimum by putting the total length of "rock cut" widening under contract as fast as funds can be provided. Accordingly, an estimate of \$1,000,000 is submitted to be placed under contract during the year 1922. This sum will secure the removal of about 426,000 cubic yards of rock and earth and will carry the widening of the rock cut downstream to about 5,000 feet below the approximate lower limit of contract operations - or to about 4,000 feet below the lower end of Bois Blanc Island.

A revised estimate to accord with current conditions and those prospective for the next several years gives a total of \$2,860,000 to complete the Livingstone Channel project.

Maintenance Work - For maintenance work consisting of sweeping of channels, removing obstructions, etc., an estimate of \$10,000 is submitted."

During the five years between 1915 and 1919 inclusive, the total tonnage of freight carried on the Detroit River is shown to have been 440,611,703.

Big Repair Jobs Done Here - The Empire Engineering Corporation of New York City that had the contract on the Livingstone Channel, are preparing to lay up their dredging fleet at the waterworks dock, where all the fleet will be taken. DRILLBOAT NO. 1, which is already laid up at the old Queen's wharf, will have a new boiler installed and all her drill machines and pumps given a general overhauling, while DRILLBOAT NO. 3 will have a lot of work done on her boiler and machines. The dredge EMPIRE will also keep a crew of men busy stiffening her machinery up, taking out all the weak parts and strengthening them to make her equal to new. The dredge POCANTICO, which has been worked to the limit all season in the rock ought to be in pretty bad shape, but has stood the strain of the tough rock digging but many weak spots have given way in her machinery, and will also be renewed. The clam shell dredge POWHATAN will only need minor repairs, while the tug SACHEM is in good shape and will also receive only minor repairs. Capt. Casey, local manager, is busy getting all the repairs brought from Buffalo and his licensed dredgemen and their helpers will be kept pretty busy on the fleet after they return from a two weeks' holiday at their various homes.

The report of the army engineers for the last fiscal year just published shows that 73,091,000 tons of freight were carried in boats on the Detroit River. New York, which tops the list, reported 87,930,000 tons, but the Detroit figures represent only part of the twelve months overall of which the New York returns are spread. In value of cargoes, Detroit drops to fourth place, New York, Norfolk and Philadelphia being ahead. The difference probably is due to the large proportion of iron ore among cargoes transported along the lake waterway. The last fiscal year was considered below the recent average for Detroit river shipping.

December 10, 1920

- Capt. Martin Welsh, of the dredge EMPIRE, left this week to spend a few weeks at his home in Utica, N.Y.
- The United States Government launch DON has been hoisted on the Queen's old wharf for the winter.
- The tug MICHIGAN, Capt. Grisdale and Engineer Wm. H. Griebeling, was in port here from Thursday to Tuesday. Capt. Andy Bonner is mate on the MICHIGAN.
- The tug SACHEM has gone into winter quarters here, and Engineers Harry and Eugene Raines, with their wives, have left for Buffalo to spend a few weeks.
- Southeast Shoal lightship FALKEN, Capt. John Bernard, Engineer Houseman, Stoker Sawyers and Chef Matt Vanidour arrived at this port from their station Sunday night.
- The dredge POCANTICO was taken to a Detroit dry dock this week by the tug HOME RULE and after repairs have been made will be brought back to this port and laid up.
- The steamer SCHOOLCRAFT, well known on local waters, was destroyed by fire at the foot of Wolfe Island near Kingston on Friday. Capt. Cunningham, of Midland, remained with his boat till he beached her, but the crew was taken off in the life boats.
- While Capt. Ingersoll will continue, we hope, to be a familiar figure for years to come around this port, no more will he tread the deck of the U. S. lightship at Bar Point, which has been his berth for the past nine years. Tuesday midnight last, he turned 70, and automatically retired from the U. S. service on a liberal pension. He will leave for his old home at Portland, Maine this week, but expects to divide his time between there and here. Capt. Ingersoll was practically born on the water, and sailed the seven seas before entering the U. S. marine service a quarter century ago. His father was a sea captain before him, and when he was in a reminiscent mood the tales he told about sights and scenes on the China seas while living aboard the boat with his parents were well worthy of being compiled and put in print. His many friends here wish him a serene old age.
- U. S. engineers under the direction of Harry Hodgman, resident engineer, have the tug HOME RULE and U. S. yacht DON with the government sweep raft, and are making a careful survey of the Livingstone Channel in order to check up the work done during the past season by the Empire Engineering Company. This will give Mr. Hodgman's staff clerical work in their offices for weeks to come.

December 24, 1920

- Capt. John McLean, of the tug SHAUN RHUE, left Thursday to spend Christmas at this home in Troy, N.Y.
- Matt Vanidour, chef on the Southeast Shoal lightship FALKEN, will spend the winter on his fruit farm at Leamington.
- The Southeast Shoal lightship FALKEN and Bar Point lightship came into port last week, their season's work having been completed.
- The Great Lakes Towing Co.'s tug MICHIGAN and lighter T. F. NEWMAN stopped at this port a few days the past week on their way to Cleveland to lay up.

- Peregrine McQueen, who has been engineer on the steamer CITY of DRESDEN all season on Lake Ontario has arrived home after laying up the steamer at Kingston.

- The Empire Engineering Corporation has received a large waterworks main contract in Northern Michigan. Thomas Casey, local manager, went to inspect the contract this week.

- Capt. C. R. Hackett, mayor of the Detroit River, was mighty lucky this year in being able to get all the floating aids to navigation in and properly stored away without the loss of one of them, nor a single accident of any kind. The powerful lamps have been put away and the tanks cleaned out ready for inspection by an official of the Marine and Fisheries Department, who is expected here from Ottawa within a few days. This official will also, while here, decide on what repairs are necessary on the lightship FALKEN.

- There is an unusually large number of craft of various kinds laid up along the wharfs this winter, which means that a large amount of repair work will be done before spring. Following is a list of names of the boats: Steamers JOHN OTIS and ALASKA, owned by the Mullen Coal Co.; dredges EMPIRE, POCANTICO, POWHATAN, DRILLBOATS NOS. 1 and 3, fuel lighter ATLAS, DERRICK SCOW NO. 2, supply boats SAGAMORE and BLACK HAWK, a half dozen big steel dump scows and tug SACHEM, owned by the Empire Engineering Corporation; BAR POINT LIGHTSHIP, Southeast Shoal lightship FALKEN, lighter PRESCOTT, fish patrol steamer, owned by the Department of Marine and Fisheries. Tugs HOME RULE, JOHN E. MONK, DALTON McCARTHY, LEROY BROOKS, DISPATCH, CLARENCE L. GADFLY, JOHN C. DON; ferry PAPPOOSE owned by the Detroit & Windsor Ferry Co. Besides 30 gas buoys and spar buoys, there are all kinds of yachts and motor boats.

Excerpts from
The Amherstburg Echo
1921

January 14, 1921

- Marine disasters on the Great Lakes were less extensive in number (in 1920) of lives lost than was the case in 1919, according to a report issued by shipping companies. The 1920 toll was eight vessels and 29 lives lost, as compared with 19 vessels and 80 lives in 1919. The 29 persons who lost their lives last year perished when the steamer SUPERIOR CITY sank in Lake Superior off Whitefish Point. This occurred on the night of August 29th after a collision with the steamer WILLIS L. KING. The collision is said to have been due to a fog. The SUPERIOR CITY sank so quickly after the collision it was impossible to launch boats, according to the stories of four survivors. One of those lost was a woman, wife of the second engineer. Other vessel losses in 1920 were: - The MARY A. MCGREGOR, fire; The J. H. SHRIGLEY, abandoned; the MARION, fire; the SARNON, sprang leak; the MARY WOOLSON, waterlogged; the MISTEC, abandoned; the FRANCIS J. WIDLAR, driven on rocks.

January 21, 1921

- The Empire Engineering Corporation has started full force on repairs to the dredge EMPIRE, laid up at the old Queen's wharf. The dredge POWHATAN's boiler furnishes steam to the air compressors for drilling in the heavy steel plates that are being placed on the dredge.

January 28, 1921

- Capt. John Fox, of the dredge POCANTICO, and Capt. Henry Allen, of the derrick POWHATAN, have arrived from their respective homes in Buffalo and Oswego, to rush repairs on their vessels.

February 11, 1921

- The engines of the Department of Marine and Fisheries steamer LAVIOLETTE are being overhauled at the Government supply depot.

- Thomas Kemp, the Ramsay street boat builder, is rapidly turning out flat bottom boats these days, which he finds ready sale for.

- The old hull of the tug W. B. ALDRICH is being torn apart for firewood. This removes an old eye sore at the foot of Park street sewer.

February 18, 1921

- The Great Lakes Towing Co. are planning to station the brand new tug OREGON in the river this season, and the tug MICHIGAN will go to some harbor.
- Capt. J. S. McQueen left on Tuesday for Kingston to look after his dredge and tug. He will also visit Belleville and other eastern points while away.
- Capt. Henry Allen, of the POWHATAN, and Master Mechanic William Wile, of the Empire fleet, Cleveland, N.Y., have rented the Goodchild house and are batching it to try and reduce the high cost of living.
- The many friends of Capt. Grisdale, of the Great Lakes Towing Co., will be glad to hear that the serious operation he underwent at Port Huron was successful, and he is greatly improved in health.

February 25, 1921

- A crew of Buffalo union drillmen have arrived to rush the work of removing the boiler from the big Empire Engineering drillboat.
- DRILLBOAT NO. 3 of the Empire Engineering Corporation is having a new set of flues installed in her boilers at the old Queen's wharf.
- A crew of Buffalo carpenters are at work giving the woodwork of the Empire Engineering Corporation tug SACHEM a general overhauling.
- The union dredgemen's convention will be held in Detroit next week when the contractors will sign agreements with the different dredgemen's locals. There is not likely to be any cut in wages or hours, as same agreement as last year is proposed by the unions.
- Capt. Grisdale, master and Wm. Griebeling, engineer, have been appointed to take charge of the powerful new tug OREGON, to be stationed in the rivers by the Great Lakes Towing Co. of Cleveland.
- Dredging operations will probably start about the 15th of March, according to Capt. Martin Welsh, of the Empire Engineering Corporation dredge EMPIRE. Marine divers will likely start making grade and levelling off the bottom. It is probable the Empire Co. will get another slice of the channel work as their dredges are all being put in excellent shape to stand another season.

March 4, 1921

- Extensive repairs are being made on the hull of the Mullen Coal Co.'s steamer ALASKA, laid up at the ferry dock here.
- Capt. And Mrs. Joseph Marks, of Detroit, spent a few days with Mrs. G. E. Pulford and other friends in town. Capt. Marks lived here for many years when he was connected with the Sullivan Dredging Co., on the river here.
- Capt. William Blankey, employed on the drillboat removing the boiler, was struck by a piece of angle iron Thursday afternoon, receiving injuries that required the services of a physician. Being an Irishman, his life was spared, though he had a pretty close call.

- Capt. J. S. McQueen is giving his steel tug LEROY BROOKS a general overhauling before spring opens, when he will take her to Lake Ontario for the season.

March 11, 1921

- Capt. Albert Mahon, master of the steamer BARLUM, spent a few day last week with his brothers, Capt. J. E. and Capt. Michael Mahon.

- Harry Raines, of Buffalo, engineer of the tug SACHEM, has arrived and is busy getting the tug tuned up. There is no hurry for the dredge plant to get to work as coal is very scarce in these parts.

- The tug HOME RULE has gone into commission for the season. The tug's first job was to take the derrick POWHATAN to the C. S. railway piers, where the new big boiler was lifted off a car into drillboat No. 1.

- Capt. J. S. McQueen and crew will leave on Monday for Kingston to fit out the freighter CITY OF DRESDEN.

March 18, 1921

- Capt. Angus Borland, U. S. dredge inspector, is in town all ready for the dredges to get to work. He announces the official arrival of spring.

- The steamer F. W. TAPLIN opened navigation on the Detroit river Tuesday, going from Detroit to Toledo for a coal cargo.

- William Quealey, draughtsman for the Empire Engineering Corporation, who broke his leg above the ankle at Rochester, N.Y., last fall, has arrived in town to take his position on the Livingstone Channel. Mr. Quealey walks with the aid of a cane.

March 25, 1921

- The Empire fueling LIGHTER NO. 21 has been fitted out for the season.

- John R. Hamilton is overhauling the Canadian Department of Marine and Fisheries storm signals at the waterworks dock.

- The Mullen Coal Co. are overhauling their coal docks. What is the town going to do about the old dock at the foot of Richmond street?

- The Empire tug SACHEM went into commission Monday in charge of Capt. H. Cook and Capt. James McCauley, while Harry and Jerry Raines are in charge of the engines.

- Navigation will open on Lake Erie on April 4th when the Detroit & Cleveland Navigation Company will start two boats to Cleveland from Detroit. This date is six days earlier than the opening planned by the company.

- The lakes are as free of ice as they have ever been at this time of year. If the boats are ready and business is in sight, the Erie (Pa.) Times says there seems to be nothing to interfere with the opening of navigation.

April 1, 1921

- The U. S. Engineers have moved into their new quarters over the new Imperial Bank.

- Saturday night all lights from the Straits of Mackinac to the Ft. Gratiot light, and the Ft. Gratiot range at the entrance of the St. Clair river went into commission, according to Edward L. Woodruff, superintendent of lighthouses. The St. Clair River and the St. Clair Flats lights were also lit. Livingstone Channel lights and buoys will be put into commission April 4th and the gas buoys and lightships sometime after the 1st of April.

- The McQueen Tug & Transit Co. has purchased the schooner BERTIE CALKINS, carrying capacity 600 tons, now lying in Picton, Ont., and will tow her with the DRESDEN in the hard coal trade between Oswego, N.Y., and north shore of Lake Ontario.

April 8, 1921

- The tug HOME RULE went to Toledo on Saturday with the barge TILDEN and brought over a big load of fuel, which is the best steam coal seen on local docks for years. The TILDEN will be able to keep the two docks going until steamers commence to move rapidly, and the ALASKA will then be put in commission.

- Capt. Hubert O'Malley left to join his ship in Cleveland on Monday.

- Capt. Thomas Casey has launched his private motor boat, BLACK HAWK for the season.

- The ferry PAPPOOSE, Capt. Felix Graveline and Engineer Jos. Marks, has been fitted out for the season.

- The lighthouse tender ASPEN completed the work of putting out the gas buoys in the Livingstone Channel, Monday.

- The D. & C. Line opened navigation Monday with the steamer EASTERN STATES, which made its first trip to Cleveland that day.

- M. Sullivan, dredging contractor, whose figure was formerly a familiar sight in town, spent Monday looking over old friends here.

- Capt. A. C. Callam left on Monday for Buffalo to fit out his steamer, the WM. H. WOLF, for the season.

- Capt. Con Christiansen, of the U. S. lighthouse service, paid a visit to old friends in Amherstburg on Tuesday. After spending a week in the city with his son, Dr. George Christiansen, he has returned to Portland, Maine, where he has been since last August, waiting to pilot two lightships for the U. S. Government to these waters. They were not completed before the close of navigation last fall which compelled him to remain in Portland all winter. He expects to leave there in June, and the trip to Detroit will take about a month. One of the new boats will be stationed at Detroit and the other at Milwaukee.

- Sandsuckers are operating off Point Pelee much to the disgust of citizens of that part of Essex county, who fear that this beautiful spot will gradually be taken away. The Provincial Government last year prohibited the operation of sandsuckers both at Point Pelee and Pelee Island, but it now appears that sand dredges have been granted licenses by the Government to take out a limited amount of sand and gravel. Residents of the locality declare the Point is systematically being destroyed by the operation of the dredges.

April 15, 1921

- Empire Dredging Plant Shuts Down - The following notice has been posted up on the Empire dredging fleet at Amherstburg: "In view of the fact that no wage agreement for 1921 was made at the conference held in Detroit on the second Monday in March, 1921, and that repeated offers to arbitrate all matters in dispute as provided in the 1920 contract have been repeatedly refused by you, all members of the above organizations will be laid off at the close of the working day of April 15th, 1921, and will take this as notice to quit at that time. Empire Engineering Co., Inc."

April 22, 1921

- Walter Callam left Friday to ship on a lake freighter as wheelsman.
- Bar Point Shoal lightship, Capt. S. A. McCormick, has gone to her station for the season.
- The Mullen Coal Co. are moving the schutes at foot of Richmond St. to Sandwich, to get them out of the way.
- Capt. John Bernard, of the Southeast Shoal lightship FALKEN, was in on Sunday for a seaman to stand the heavy weather.
- The tug HOME RULE, with the Mullen Coal Co. barge S. J. TILDEN, arrived from Toledo on Monday with the fourth cargo of lump coal to unload at this port.
- William Shewfelt, engineer on Dunbar's tug SHAUN RHUE, is home during the union trouble on the river. The Dunbar fleet is ready to come down to the spoil banks as soon as the trouble is settled.
- The tug ABNER C. HARDING, Capt. Thomas Hagen and Capt. Joseph Marks, and the tug LOUISIANA, Capt. Ray Cornwall and Capt. R. P. Millard, were in port here from Friday night to Tuesday with the big steel passenger steamer THEODORE ROOSEVELT in tow, bound from Detroit to Cleveland.
- The big steel steamer MARTIN MULLEN went aground off Whitefish Point, Lake Superior, Thursday, marking the first casualty of the marine season in Lake Superior. The vessel was loaded with grain from Fort William and was released within twenty-four hours.
- More than 2,000 men on the Great Lakes were thrown out of work by the shutting down of dredging operations Friday night. This resulted from the failure of dredging companies and men affiliated with the International Longshoremen's Union to reach a wage agreement. The companies offered the 1919 scale, a reduction of some 12 percent. R. B. Knox, secretary and treasurer of the Duluth-Superior Dredging Co.; S. J. Dark, Vice-President of the Great Lakes Dredge & Dock Co., Buffalo, and J. R. Miller, Vice-President of the Empire Engineering Co., Baltimore, came to Detroit last week to meet union officials.

The officials did not attend the meeting, saying their unions had failed to clothe them with proper authority to negotiate. According to Mr. Knox, the companies are anxious to negotiate a new agreement and have no quarrel with the unions. The 1920 wage scale, he says, is impossible, as all dredging companies lost money last year. Two dredges, two drills and a derrick scow, employing 300 men on the lower Detroit river, were laid up by the Empire Engineering Co. Two hydraulic dredges and a tug on the River Rouge widening project, employing 60 men, were laid up by the Duluth-Superior Company, and a dredge and tug with 22 men were laid up at Port Huron.

- Among those who have gone away until the wage question is settled among dredge owners are Capt. Martin Welch, to Utica, N.Y.; Capt. Henry Allen, Capt. John Fox, Capt. Ed Keopel, to Buffalo.

- The steel steamer G. A. TOMLINSON, of the Hutchinson fleet, upbound, ran hard aground at Bar Point late Sunday night, and the steamer F. R. HAZARD, of the same fleet, and the tug HOME RULE released her late Monday afternoon without lightering.

- Saturday and Sunday were getting away days for about 300 union men employed by the Empire Engineering Corporation, who laid up their big dredging fleet, consisting of the dredges POCANTICO, POWHATAN and EMPIRE, DRILLBOATS NOS. 1 and 3, tug SACHEM and coal lighter back of the dyke on the Livingstone Channel. Most of the men went to Buffalo and other New York towns and will be gone until ordered back by the unions.

- The steamer THEODORE ROOSEVELT, which lay at the dock here three days this week, was seized December 20th last year to satisfy the claims of creditors, and was released last week by the U. S. Marshal. The Great Lakes Engineering Works of Detroit instituted libel proceedings against the ROOSEVELT last fall to secure claims of \$7,482.05 against the owner, C. E. Arnt, Michigan City, Ind. This is the steamer that operated between Port Stanley and Cleveland the past two years.

April 29, 1921

- The Lake Carriers' Association patrol steamer DESPATCH went into commission on the Livingstone Channel, Wednesday. She is in charge of Capt. Lorne Bertrand days, and Capt. Frank (Gale) Hackett nights.

- Max W. King, General manager of the Empire Engineering Corporation, Buffalo, N.Y., is looking for a small furnished home for the summer, as he will spend most of his time here in connection with the Livingstone Channel work.

- The steamer UNITED LUMBERMAN arrived Sunday with a big dump scow for the Empire Engineering Corporation.

- The big steamer WILLIAM H. WOLF, Capt. A. C. Callam, passed up Sunday afternoon with her first cargo of the season.

- Capt. Jones, of the U. S. lightship LAKE STE. CLAIRE, spent Thursday at his home in town. Capt. Jones will reach his 25 years' service next October and will then retire on pension.

- There are no signs of a settlement between dredge owners and dredgemen, and the big fleet of drillboats and dredges are still inactive. Most of the drillmen and dredgemen have left town. Many are taking jobs elsewhere, as it looks like a long tie-up.

May 6, 1921

- The patent fuel lighter JOHN OTIS, Capt. Walter Lawler, has been fitted out and has gone to take up her station at Detroit for the Mullen Coal Co., to fuel the D. & B. steamers.

May 20, 1921

- Construction of the \$30,000,000 Detroit-Windsor International bridge will begin in the fall, Charles Evans Fowler, engineer in charge, announces. His announcement followed the passage of the bill on Friday by the House of Commons approving the project. The Dominion Senate and both Houses of Congress have already given their consent. The finances of the project will be handled by five Detroit businessmen whose names have not yet been announced. Mr. Fowler began work Wednesday on details preliminary to letting contracts. Construction will start on the Detroit side, just above Twenty-fourth street, and the terminal will be brought well on to Fort street west by approaches about 2,000 feet long. The Canadian side of the structure will be in the eastern end of Sandwich, one mile west of Windsor. The bridge will be of cable suspension type, with a single span 1,800 feet long stretching from one shore to the other. A clearance of 110 feet will be provided for vessels, with 100 feet clearance at harbor lines. These clearances, Mr. Fowler said, will be ample to allow even ocean-going types of vessels. There will be two roadways, two sidewalks, two trolley tracks, and facility for four railroads. The construction of the bridge will require five years.

June 10, 1921

- M. Sullivan is having his dredge HERCULES overhauled at Detroit, and his other equipment all put in shape for work on the lower end of Livingstone Channel.

- The U. S. lighthouse steamer ASPEN was down Friday and Saturday refilling the gas lights on the cribs in the Livingstone Channel.

- The U. S. Government has the Canadian lighter PRESCOTT lifting all the obstructions in the main channel which a steamer may strike. A couple of valuable anchors have also been located.

June 24, 1921

- The U. S. steamer ASPEN is building a new rig light in the Livingstone Channel for the Sugar Island steamers.

- DREDGE NO. 1 was here Saturday fueling, on her way to Chatham. The dump scows were examined closely by local dredgemen as their pockets are wound up by means of air pressure. All the scows in these parts are hand winders. The outfit belongs to the Canadian Government.

July 1, 1921

- The new Great Lakes tug MAINE stopped here Saturday night on her way to South Chicago. Capt. Grisdale had charge of her.

July 15, 1921

- Theodore Foster has shipped as chef on the tug ABNER C. HARDING, with Capt. Thomas Hagen.
- Lloyd Smith, mate of the steamer CROFT, who came home to attend the funeral of his mother, rejoined his steamer this week.
- The Dunbar & Sullivan Dredging Co. were the lowest bidders on a contract of dredging at Ashtabula harbor, and the dredge TIPPERARY BOY will start on the job at once.

July 22, 1921

- Engineer's Sudden Death - Mrs. William Cook, Detroit, was grief-stricken Sunday morning of last week on going to call her husband, the tug engineer, to find him cold in death. He came home from his work the night before in apparent good health and death came painlessly during his sleep. Mr. Cook was a native of Ireland, who came to Port Colborne with his parents when a child and early took up marine engineering. He brought out the tug SHAUGHRAUN for the Dunbar & Sullivan firm, and was engineer on her for nineteen years, both on the Detroit river and other contracts with Capt. J. M. Marks. He then engaged with Mr. Sullivan and took charge of the new tug COLUMBIA, in which he remained nineteen years. The past two years he was on the tug RUBY, of Detroit. He and his family lived for some years at Amherstburg. Surviving him are his widow and two daughters, Margaret and Leila, aged 12 and 9 respectively. Capt. Henry Cook, of Amherstburg, is his only brother. Burial took place in Evergreen cemetery, Wednesday afternoon.
- The steamer HOUGHTEN discharged a cargo of fine gravel for cement block manufactory for Pettypiece Limited, on Wednesday.

August 5, 1921

- Capt. Angus Borland has arrived from Port Huron to take an inspectorship on one of the dredges in Livingstone Channel.
- The manager of a Canadian fleet is figuring on placing an order for a 15,000-ton freighter and if the steamer is built according to plans worked out, she will be the largest ship on the lakes. The vessel will be 630 feet long, 64 feet beam and will have four Scotch boilers and quadruple expansion engines. The Canadian steamer W. GRANT MORDEN is now the longest freighter on the lakes, but she is only 59 feet beam. More figuring is being done for boats for 1922 delivery, but prices are still high.

August 12, 1921

- Capt. John Bernard, master of the Southeast Shoal lightship FALKEN, was home with his wife on his five days' furlough this week.
- The steamer ALASKA loaded 1500 tons of fuel for Sandwich, at this port Saturday and Sunday. The patent fuel lighter JOHN OTIS also took two loads from this port Saturday.

August 19, 1921

- **Sandsuckers Still at It** Point Pelee, the most southerly point on the mainland of Ontario and stretching far out into Lake Erie, is being eaten away by sandsuckers at the rate of about 20 feet a year. Since early last fall the beach between the end of the Point and for about a mile east has wholly changed in appearance. From the trees to the water's edge, the waters of the lake lap the shore but a few yards from the high ground. This information was given the Globe by a Government official, whose duties make him familiar with the situation and who is constantly at or near Point Pelee all the year around, and is therefore in a position to speak with authority. Five American gravel boats, or sandsuckers, as they are known, have been operating steadily for a considerable time out in the lake about two miles off shore, making daily trips to Detroit, with capacity loads of sand and gravel taken out of Canadian waters.

Operations Officially Facilitates - To facilitate the operation of these gravel carriers, a customs official is now stationed at Point Pelee, so that the vessels may be cleared for their American ports as fast as they are loaded. That the Ontario Government has full knowledge of what is being done is borne out by the fact that Frank Shute, an engineer from the Department of Forests, Lands and Mines, has been stationed at the Point for several months. He is supplied with a small power boat, which enables him to go out into the lake and closely observe what the sandsuckers, are doing. This engineer is aware of the capacity of each boat, and he sends in Toronto weekly reports showing the amount of gravel carried away.

Only Promises to Investigate - Residents of Leamington through their Parliamentary representatives have made repeated protests to both the Federal and Provincial Governments against permitting these American vessels to operate in Canadian waters....

August 26, 1921

- The steamer H. HOUGHTEN discharged a cargo of sand and gravel on the Richmond street dock on Monday for Pettypiece Limited, for cement block and sidewalks.

- The Canadian lighthouse supply steamer GRENVILLE coaled and supplied up at this port Friday, also taking out big supplies of groceries and fuel for the Canadian Lake Erie lightships.

September 16, 1921

- Capt. James M. Kelly of the Str. W. P. SNYDER, was home a few days this week with his family, his boat being at Port Nichols unloading grain. Capt. Kelly was ordered to Toledo while home to ship on another vessel of the same line.

- Great Lakes Dredge contractors and their agents have been making inspections of the Livingstone Channel, as the three-million-dollar contract for the entire lower end comes up on the 19th of September, when the tenders will be opened at Detroit.

September 23, 1921

- **Dredging Contract Let** Throughout the chain of lakes, Monday, there was much speculation as to what dredging firm would secure the \$750,000 contract for further improvement to the Livingstone Channel in the lower Detroit river, which had been advertised for some time by the United States War Department and Dunbar & Sullivan, well known contractors, are receiving congratulations on having

been the lowest bidders for this important work. Several firms were in the race, their bids being as follows:

Dunbar & Sullivan, mud 50¢ per cubic yard; rock, \$4.24.

M. Sullivan, 65¢ and \$5.37.

Stewart Co., 50¢ and \$5.20.

Great Lakes, 64¢ and \$5.44.

Duluth Dredging Co., 50¢ and \$6.50.

The Dunbar & Sullivan Co., who have been more or less intimately connected with channel improvement work here for 35 years, are already organizing their several plants for this work. The dredge TIPPERARY BOY, of Detroit; BRIAN BORU, at the spoil bank; a new dredge at Tonawanda, and a plant at Troy, N.Y., will be brought to this port within the next two weeks. In addition to many new men, these plants will bring back to the 'Burg several men who left here when the dredges went elsewhere to work. General Supt. R. H. (Dick) Goode will again be a prominent feature of the old town, where he lived some years ago when managing the Buffalo Dredging Co. With two big river contracts being carried on, good times are certainly staring Amherstburg in the face.

- Only a favorable south wind and quick action on the part of Capt. Chas. E. Fox saved the steamer PUT-IN-BAY from possible destruction early Sunday when the Ashley & Dustin warehouse and docks at the foot of First street, Detroit, were swept by fire of undetermined origin. The steamer was nosed from the dock just before a gasoline tank in the warehouse exploded and sent a volley of flames leaping after it. Three automobiles and a quantity of ship stores were destroyed. A fire tug ended the blaze. There was one tragedy - Mandy, the warehouse cat. The animal was seen to enter the burning building, evidently in search of her kitten, Tommy, another pet of the docks. Mandy never reappeared and now Tommy is learning to drink from a saucer of milk provided by the PUT-IN-BAY crew.

September 30, 1921

- Capt. Angus Borland of the United States engineers has been transferred to the St. Clair river dredging job from the Livingstone Channel.

- The tug HOME RULE took the Windsor Dredging Company's dredge to Pelee Island on Tuesday, to do some marsh dredging.

- The Dunbar & Sullivan Dredging Co. are putting the drillboat HURRICANE in shape at Troy, N.Y., to bring her to the Livingstone Channel to work on their large contract.

- John Pennock, one of the best known oilers on a dredge during Dunbar & Sullivan's contracts in the river here has been promoted to Captain on Dunbar's big dredge at Tonawanda, N.Y., and will bring her to the Livingstone Channel in a few days.

- Capt. William Raines, Capt. Ed. Munn and Capt. Hebert arrived at the Livingstone Channel yesterday (Thursday) with the dredge TIPPERARY BOY to work on their contract. The dredge will have two eight-hour crews and the men will be fed aboard. The tug SHAUN RHUE will have two crews. The speedy derrick HANDY ANDY will also be brought down from Detroit as soon as she is out of a job and

will break all records in mud work. The HANDY will also work two crews, and another clam shell derrick, the CUILENE RHUE, will be put to work here.

- Wellington Summerfelt lies very ill with typhoid fever at his home in Chatham, while his partner, Robert Askins, is in a critical condition at the Marine hospital, Detroit. They contracted the disease drinking water from the Livingstone Channel. Both men have been employed on the Dunbar dredge BRIAN BORU all season, and had exercised the precaution of taking a milk can of Amherstburg filtered water to a dredge each morning except for a week, when they took a chance with the raw water, with the above results.

October 7, 1921

- Capt. John McLean arrived from Troy, N.Y., to take his old position on the tug SHAUN RHUE.

- While here the Windsor dredge cut a slip and filled in Woods' shipyard dock, where a sand and gravel dock will be opened.

- The Dunbar & Sullivan big steel dredge TIPPERARY BOY was in port on Sunday, having a new hoisting cable installed on her "A" frame.

- The Dunbar & Sullivan big steel scow which went ashore at Bois Blanc Island in the big blow Friday morning, was released Sunday by R. H. Goode with the tug SHAUN RHUE.

- The steamer PHILEMUS SAWYER (Capt. Harry Hawkes), of the LeBeau Wrecking Co., Toledo, has been in port for several days. She is at work removing the coal cargo from the barge EDDY and blowing up the hull.

October 21, 1921

- Dunbar & Sullivan Dredging Co.'s drillboats from Troy and Buffalo, in tow of the tugs HARDING and GILMORE, were given a rousing salute Monday midnight while passing through to Detroit. The whole population along the river front was awakened by the whistle and the drillmen talking to the men on the dock here.

October 28

- Capt. Edward Van Netta, 63 years old, in the lighthouse service for 22 years and a Great Lakes sailor for 17 years, was buried Thursday. He was in charge of the Grassy Island light in the Detroit River for 15 years. His family included Mrs. Van Netta, living in Wyandotte, and a daughter, Mrs. E. A. White, Detroit.

- Capt. John Dickie, head of the Drillmen's Union, Buffalo, N.Y., has been spending a few days in town.

- The Dunbar derrick scow GOSSOON has been put to work by the Empire Co., on the Livingstone Channel, cleaning up stray boulders.

November 11, 1921

- Captain and Mrs. James Sweeney have gone to Buffalo.
- Lewis Goodchild's derrick scow sank in the Livingstone Channel one day last week.
- The Empire Engineering Corporation tug SODUS arrived Monday from Buffalo to help the tug SACHEM with the dredges and derrick scows.

November 18, 1921

- Relatives in Amherstburg received word Tuesday morning that James Munroe, marine cook, formerly of this town, had died aboard his boat, the HARVEY, very suddenly Monday evening in port at Cleveland, while eating his supper, from a stroke of apoplexy. Mr. Munroe was born in Amherstburg, being a son of the late William Munroe. He lived here until last winter, spending his summers on the lake, and then moved to Windsor, where he was married to Mrs. Prior Wilson. He was 59 years of age. Surviving him are his widow, one sister, Mrs. Clarence Smith, of Windsor, and two brothers, Edward, of Milwaukee, and William, of Lorain, Ohio.

- Robert Sawyers and son Charles had an exciting experience the past week when they were marooned on Middle Sister Island, near Pelee, for four days and nights. They went there to fish and were forced to take shelter on the island during a storm Monday, anchoring their forty-foot launch. The storm sank it and they were unable to leave the island in the small dory at their disposal. It was not until Thursday afternoon that the steamer MYERS caught their signals and took Charles to Sandusky, where he caught a car for Detroit and then to Amherstburg. Saturday he went to Kingsville and securing a tug went over to the island and rescued his father without further mishap.

November 25, 1921

- The steamer CHRISTOPHER, upbound, ran aground at the foot of Bois Blanc during the fog Wednesday night. She was released by the tug HOME RULE, undamaged.

- Capt. Charles R. Hackett brought in the Grubb and Middle Ground gas buoys with the tug HOME RULE, Tuesday.

- The tug A.C. HARDING is at the Company's shipyard, Cleveland, and Capt. Hagen has the little high pressure tug VIRGINIA in her place.

- The U. S. lighthouse tender AMARANTH has been putting the stationery and gas buoys in the Livingstone Channel in shape for the fall months.

- There was a good deal of excitement in the river Monday night when one of the cylinder heads of the engine on the Interlake steamer HYDRUS blew out as the steamer was bound up past Amherstburg. Tugs from this port responded to the steamer's signals, and she was towed to Detroit.

- The U. S. lake SURVEY STEAMER No. 4 has been stationed at this port to assist the local U. S. engineers on survey work in the Livingstone Channel.

- Capt. Ralph P. Millard, of the Toledo tug NORTH HARBOR, called on his numerous friends in town Thursday night during the time his ship was held up by the heavy fog on the river.

- The full-rigged schooner HATTIE NUTT passed through the river Sunday with a full cargo of lumber bound for Toledo. This is a rare sight these days to see a sailing schooner.

- The wreck of Charles Sawyers' 40-foot launch CLARENCE L., was raised in 35 feet of water off Middle Sister Island on Saturday by the tug GORDON BROWN, of Kingsville, Capt. Fox and Engineer Holland, and towed to Amherstburg on Wednesday night. When it was moored alongside the dock it filled with water and again sank.

December 2, 1921

- The Sullivan tug PAULINE HECKLER sank off the lightship in Lake Huron last week.

- Capt. James McCarthy, mate on the steamer ADAMS, has arrived home for the winter and will assist in his firm's furniture store.

- The steamer JOHN OTIS has arrived at this port to get ready to go into winter quarters after a busy season for the Mullen Coal Co. at Detroit.

- During the heavy fog Saturday night, the Empire supply steamer SAGAMORE ran aground at the head of Bois Blanc with Inspector Lowe aboard. After blowing for assistance several times, those on board made preparations to stay there all night. Capt. James McCauley with the tug SACHEM took a chance in the fog and ran a long line to the stranded boat with a yawl, and she was released early Sunday morning and towed to this port.

December 9, 1921

- The Sawyers fish tug CLARENCE L., which sank last week, has been raised and put in winter quarters.

- William Wilson, of the dredge TIPPERARY BOY, who has been ill, has gone to his home in Dresden.

- Alfred Hamilton, who has had charge of the CUILENE RHUE in the Livingstone Channel all season, has gone to Detroit, where he has secured a winter job.

- The steamer HYDRUS, which blew out a cylinder head when passing Amherstburg a couple of weeks ago, is running in hard luck, having gone ashore at Whiskey Island, Lake Erie, when bound from South Chicago to Toledo to load coal Thursday night.

- Capt. Charles R. Hackett of the Department of Marine and Fisheries lighthouse branch, is thinning out the floating aids to navigation. All the lightships will stay out till the last steamer passes.

- A marine despatch from Port Huron on Friday says: "The Canadian officials have issued orders that no gravel boats will be allowed to dig gravel north of the international tunnel for the remainder of the season. This order is intended to promote the safety of the late downbound grain fleet when entering St. Clair river. The Government survey boat has located the boiler and engine of the tug HECKLER two miles north of Corsica shoal lightship. A gas buoy is marking the obstruction. The steamer E. J. EARLING, now here with a storage cargo of grain, will unload 125,000 bushels of wheat next week; the remainder of the cargo which is oats will be unloaded during the winter. The steamer PONTIAC also is here with a cargo of oats."

December 23, 1921

- Mr. Griffin, who has been employed on survey work for the Empire Dredging Co., has gone to his home in Catskills, N.Y.
- Max King has resigned as General Supt. of the Empire Dredging Co. and has purchased a large farm back of Buffalo, where he intends to get rich.
- Dredges and drillboats of the two contractors are still at work and if the weather keeps mild, they may keep at it all winter. This would just suit the majority of the men.
- Capt. C. R. Hackett has all the floating aids stored on the Supply Depot for the winter. The Southeast Shoal and Bar Point lightships, the tugs LAVILETTE, JOHN W. MONK and PRESCOTT are also laid up at this wharf.
- Capt. Michael Mahon, of the Str. BYERS, and Capt. A. C. Callam, of the steamer W. H. WOLF, are home for the winter.
- Mrs. (Capt.) Martin Welsh left for her home in Utica, N.Y., after spending the season with her husband, of the dredge EMPIRE.
- William Quealey, draughtsman, and Capt. Thomas Casey, local manager Empire Corporation, have left to spend Christmas at their homes in Buffalo.
- Capt. Trotter was successful in raising the coal boat QUAIL in Toledo harbor and has returned to this port.

Excerpts from
The Amherstburg Echo
1922

February 3, 1922

NEW FERRY SOON TO PLY BETWEEN WINDSOR AND DETROIT

- The Detroit & Windsor Ferry Co. expects to have its new ferry, now under construction in the Toledo Shipbuilding Co.'s yards, ready for service between Detroit and Windsor about June 10th. The new boat is expected to be especially efficient in breaking ice, being much heavier in construction than the steamer BRITANNIA and with a powerful engine designed to meet severe winter conditions requiring more power and driving force. The main deck will have no cabins to interfere with the movement of automobiles, which will be carried in three rows on each side of the engine housing and stairs, which are in the center of the deck. About 60 automobiles can be accommodated on this unusually wide deck, which is wider than that of the steamer STE. CLAIRE. The length of the new ferry will be 170 feet, and the width over guards 66 feet.

February 20, 1922

- Joseph King, who has represented the Great Lakes Towing Company at Detroit for many years, has severed his connection with Parker Bros. Co. Ltd., but will continue to act as Local Manager for the Company, having charge of all tugs and lighters in the Detroit district, with office located at the J.W. Westcott Co.

February 17, 1922

- The Goodchild tug McCARTHY sprang a leak Sunday and sank in sixteen feet of water, at her dock, foot of Park Street. She will be raised as soon as ice conditions permit.

March 10, 1922

- Dunbar & Sullivan are having their dredging and drilling fleets put in shape for an early start on their contracts at the Livingstone Channel. If conditions permit they expect to start about the middle of March. The Empire Co. will not be in operations till the first of next month.

March 17, 1922

- The Mullen Coal Co. is having a good deal of work done on their local docks and will fill them full of coal as early as possible this spring.

- Capt. John McLean arrived from his home in Albany N.Y., on Sunday, to fit out the tug SHAUN RHUE, which will bring down the dredges TIPPERARY BOY and BRIAN BORU and derrick CUILENE RHUE from Detroit in a few days.

- Capt. John Dickie, of Buffalo, N.Y., President of the Drillmen's Union, was in conference with the local union on Sunday. The union men will arrive here as rapidly as they are needed, and many local union men will put to work.

- Charles (Chuck) Middleditch, of the Empire supply boat SAGAMORE, arrived home Sunday from France, where he spent the winter. He and Mrs. Middleditch went there early last fall owing to her father being in poor health. Mrs. Middleditch will remain in France until later in the season.

- It is expected that the Dunbar & Sullivan dredging fleet will go to work on the Livingstone Channel next week.

March 24, 1922

- Capt. Charles McSweeney, of the Empire Engineering Corporation drill-boat fleet, has arrived in town for the season.

- The Mullen Coal Co.'s steamers JOHN OTIS and ALASKA have gone to a Detroit drydock for repairs, before going out for the season.

- Several good boarding houses are springing up in town and the big crowd of river workers will find things homelike when they arrive here this spring.

- The tug SHAUN RHUE brought down a big shipment of powder for the Dunbar & Sullivan Company this week for the Company's drillboats during the season.

- A meeting of the drillboat union men was held in the council chamber Sunday afternoon. A large number of members were present to discuss the proposed cut in wages for the season.

- Capt. Edward Manning, Supt. of the Dunbar & Sullivan Dredging Co. drillboat fleet, was in town on Sunday looking up a furnished home or a furnished house for the season.

March 31, 1922

- Edward Gallagher has arrived from Buffalo to take a position with the Empire Engineering Corporation.

- The supply boat GLADSTONE, of the Dunbar & Sullivan Dredging Company, is expected up from Erie, Pa., this week.

- The U.S. engineer's survey boat DON has been given a general overhauling and is being fitted out at the Fraser slip.

- Harry and Jerry Raines arrived from Buffalo and are fitting out the engines of the Empire Engineering Corporation tug SACHEM.

- The Empire Engineering Corporation repair shop barge ATLAS has been fitted out for the season and several men are employed there.

- The Dunbar & Sullivan Dredging Company's barge TIPPERARY BOY and tug SHAUN RHUE started on the Livingstone Channel this week with double crews.

- The little ferry PAPPOOSE, Capt. Felix Graveline and Joseph Marks engineer, is being fitted out for the season at the ferry dock, Bob-lo Park, where she wintered.

- Inspectors Frank Colton and Mr. Lowe have been stationed on the Dunbar & Sullivan dredge TIPPERARY BOY to look after the Government's interests.
- The big steel dump scow PROTECTIVE POLICY has arrived at this port to be used by the Dunbar & Sullivan Dredging Company on the Livingstone Channel.
- Capt. Harry Cook and Engineer James Bainbridge have gone to Erie, Pa., to fit out the Dunbar & Sullivan tug SHAUGHRAUN, and the Company's big Lake Erie plant will be brought to the Livingstone Channel sometime next week.
- Dewey's fish tug, which sank at the Park street sewer dock, has been raised and repaired.
- The crew of the steamer, LAVIOLETTE, of the Canadian Fisheries Department, has arrived, and she is being fitted out at the Supply Depot.
- The Mullen coal docks at this port have been opened for the season. The Company's steamer ALASKA discharged her first cargo of soft coal here on Monday.
- Samuel Jackson has shipped as watchman on the Dunbar dredge BRIAN BORU. Capt. Jackson has been in the employ of the Dunbar & Sullivan Dredging Company for nearly forty years off and on.
- The Canadian Department of Marine and Fisheries is having the Southeast Shoal lightship FALKEN fitted out for the season at the Government Supply Depot. Capt. John Bernard and Mate Milton Coyle are in charge of repairs.
- The patent fueling lighter JOHN OTIS, of the Mullen Coal Co., has arrived from a Detroit dry dock and is being put in shape for the early spring fueling on the river. Capt. Walter Lawler, Master, and George Braun, engineer, have charge of her again this season.
- The Sawyers fish tug CLARENCE L., which was sold to Kingsville parties last fall, is being given a general overhauling, having a new pilot house and cabins built, and will go to Kingsville as soon as repairs are completed, to engage in the fishing trade.

April 7, 1922

- Col. Markham, of the U.S. Engineer's office, Detroit, was down to the Livingstone Channel on Friday.
- Charles Middleditch is master on the second shift of the Dunbar & Sullivan supply boat JOHN C. II.
- The Empire tug SACHEM, DRILLBOAT NO. 1 and fueling lighter 21 have gone into commission on the Livingstone Channel.
- A large motor launch, the JOHN C. II, Capt. Smith, has arrived from Detroit, to be used by the Dunbar & Sullivan Dredging Co. in changing drillboat shifts on the Livingstone Channel.
- Capt. Charles R. Hackett, Canadian buoy contractor, has the tug JOHN E. MONK and lighter PRESCOTT fitted out, and is getting his gas buoys, floats and spar buoys ready to set out for the season.
- The Empire Engineering Corporation dredges, POWHATAN, Capt. Allen; EMPIRE, Capt. Martin Welsh, and the POCANTICO, Capt. John Fox, arrived at this port Saturday, and are being put in commission to go to work on the Livingstone Channel.
- The Great Lakes Towing Co.'s tugs GILMORE and LUTZ arrived Tuesday from Erie with the Dunbar & Sullivan Co.'s big rock digging dredge, a coal lighter and several dump scows, and a large

number of dredge workers. The dredge will be put to work on the Livingstone Channel at once. Capt. John Pennock is in command of her.

- R.H. Goode, General Manager of the Dunbar & Sullivan Dredging Co., has been in town several times getting his company's plant in operation on the Livingstone Channel. Mr. Goode will be remembered as the foreman of the Buffalo Dredging Co., which operated here a few years ago, and the difficulties encountered then have made an expert riverman of him.

- The Dunbar & Sullivan Dredging Co. 's drillboats HURRICANE and EARTHQUAKE arrived at this port Monday and have gone to work blasting rock in the Livingstone Channel. The drillboats will work three 8-hour shifts, starting at 8 o'clock in the morning instead of 7, as formerly. The foremen on the EARTHQUAKE are John Hassett, A.M. Healey and Fotz Finky, while the HURRICANE will be in command of Charles Harris, Frank Harmon and Lewis Mero. Supt. Edward Manning is well pleased with his crews and should make a record of his job.

- The D. & C. Co. steamer EASTERN STATES opened navigation between Detroit and Cleveland Tuesday morning, while the WESTERN STATES began night service same day.

- The Mullen Coal Co. have laid up about 10,000 tons of coal on their Amherstburg docks, against the famine time which they anticipate will come before the coal strike is settled. It is the largest amount of coal ever seen here at any one time in the history of the business.

- The Bar Point lightship, Capt. S.A. McCormick, outfitted Monday and Tuesday, and left for its station at the mouth of the Detroit River. The Southeast Shoal lightship FALKEN also left for her station in Lake Erie Tuesday.

- Wanted in connection with the theft of 50 cases of liquor from the home of Francis Miernicki, Riverside, six miles east of Windsor, Tom May, former Detroit pugilist, was arrested at the Windsor ferry dock, Monday night, after a gun battle, during which, it is said, a bystander was shot by a passenger in May's car.

April 14, 1922

- The tug HOME RULE has been equipped with radio equipment and the crew is catching all the concerts and the weather reports.

- Capt. Angus Borland has gone to Lake St. Clair as inspector on a dredge which is working on a government contract.

- Walter Sherrill and George Hunt, two former old Amherstburg boys, have arrived from Buffalo to take positions on the river.

- The Canadian Government will continue negotiations with the United States Government to relieve border residents employed in Detroit from paying eight per cent on incomes over \$1,000.

- George McGuire and Milton Pulford and several other old Amherstburg boys, who have not been home for several years, are finishing up a job at Boston Mass., for the Dunbar & Sullivan Co., and will find positions here with the same company in a few weeks.

- The White Star Line is building a large concrete wharf at Sugar Island Park and this will do away with stubbing toes on nails and the tipping of planks. Bob-lo Park may also have a modern concrete wharf built for their ferries to land at next season.

April 21, 1922

- The Canadian gas buoys and other aids to navigation are rapidly being put out for the season.
- The U.S. Government sweep raft, in charge of Ed Lewis, is sweeping 2,000 feet for the Empire Co.
- The Dunbar tug SHAUGHRAUN went to the Great Lakes drydock at Detroit this week, and the company's dredge was also given an inspection in the same dock.
- Mr. Lowe is inspector with the Empire Engineering Corporation.
- Inspector R.M. Roberts has installed a radio on the tug SACHEM and dredge POWHATAN, and receives weather reports daily.

May 5, 1922

Amherstburg Dredge and Drillmen Following men are back with the Empire Engineering Corporation again this year:

- Master Mechanics Department - Walter Wile, Master Mechanic.
- Fueling Scow No. 21 - E. Gallagher, Operator; H. Riley, engineer
- Sweep Raft - Albert Brown, captain; L. Bellecoure, captain; assistants, G. West, J. Bellecoure, William Wilson, Tom Cook.
- SAGAMORE- V.O. Cheadle, operator; C. Morsck, operator.
- Dredge POCANTICO - John Fox, captain; Al Hamilton, operator; George Mallett, cranesman.
- Dredge POWHATAN - Henry Allen, Captain; Wm. Degan, Harry Best, operators; Matt Hamilton, Dave Booth, firemen; W. Roadhouse, W. Hill, oilers; Fred Smith, watchman; A.M. Healey, Ed Luke, deckers.
- Dredge EMPIRE - M.M. Walsh, captain; Alex Small, operator; Wm. Sonnendicker, cranesman; Paul Small, oiler; J. Kolby, fireman; John Yeddow, C. Peerson, watchmen; John Deacon, helper; Charles Jock, Scowman; M.L. Briggs, helper; H. Renaud, scowman. —Drillboat No. 3 - Jas. Sullivan, captain; C. Sweeney, blaster; J. Tiffany, A. Lyons, J. Hanlon, drillers; H. Tiffany, A. Levergood, A. Sadler, F. O'Leary, helpers; T. Henry, J. O'Leary, engineers; P. Dunning, watchman; E. Horton, blacksmith; C. Murray, O. Wessel, helpers.
- Tug SACHEM - Jos. McCauley, captain; Harry Raines, engineer; A.B. Gally, Ralph Joseph, firemen.**Dunbar & Sullivan Dredging Co.**
- President and Superintendent, Dick Good; Asst. Supt., Mr. Panton.
- Tug SHAUN RHUE - 1st shift - Capt. J. McLean; engineer, Wm. Shewfelt; firemen, D. Hartnett, A. Moody; 2nd shift - Captain H. Cook; engineer, C. Anderson; firemen, B. Sullivan, D. McCauley.
- Dredge TIPPERARY BOY - Captain, Wm. Raines; 1st shift - Operator, P. Beck; cranesman, D. Duby; oiler, Wm. Sewell; Cook, D. Dahill; watchman, Sam Jackson; deckhand, S. McDonald; 2nd shift - Operator, Emile Hebert; Cranesman, Ed Munn; deckhand, P. McLean.
- Motorboat - JOHN C. II - 1st shift, Capt. A. Smith, 2nd shift, Capt. C. Middleditch.
- Drillboats - Capt. E. Manning, Supt.

- HURRICANE: 1st shift - Capt. F. Harmon; blaster, H. Wilson; drillers, A. Brooker, M. Girardin, W. Christy, J. Sinasac; helpers J. Martin, M. Patt, R. Kett, A. Pattenden; blacksmith, C. Brown; helpers, R. Crouch, N. Newman; fireman, H. Coyle; oiler, R. Sample. 2nd shift - Capt. C. Harris; blaster, G. Hunt; drillers, J. Burck, F. Unger, J. Wharley, J. Slavin; helpers, E. Murphy, O. Kett, W. Hamel, C. Morency; fireman, J. Marenco; oiler, C. O'Brien. 3rd shift - Capt. L. Mero; blaster, P. Middleditch; drillers, F. Casey, G. Deneau, J. Nidd, L. Jones; helpers W. McCabe, C. Morency, L. Deneau, O. Sinasac; fireman, P. King; oiler, J. Sullivan.

- EARTHQUAKE: 1st shift - Capt. A. Healey; blaster, A. Fox; runners, H. McGuire, A. Pettypiece, R. Brown, H. Pickering; helpers, N. Pettypiece, F. Maloney, J. Carr, P. Cullen; fireman, G. James; oiler, G. Horsley; blacksmith, N. Murray; helpers, M. Duffey, J. Hackett. 2nd shift - Capt. J. Hassett; blaster, H. Curran; runners, P. Thrasher, F. Mooney, F. Fitzgerald, W. Sherrill; helpers, O. Carpenter, R. Wilson, L. Langlois, R. Turney; fireman, C. Brown; oiler, G. Pettypiece. 3rd shift - Captain G. McGuire; blaster, A. Foltz; runners, A. Meloche, J. Mowers, J. Guest, G. McCutcheon; helpers, C. Brown, H. Boufford, J. Morency, J. Renaud; fireman, J. Troy; oiler, J. Crowley.

- Coal boat GOSSOON - Capt. Frank Curtain.

- U.S. Inspectors on Dunbar & Sullivan work - Frank Colton, Geo. Freebourn.

- U.S. Government Engineering Staff.

- Office - Harry Hodgman, Sam L. Luitner; Inspectors - F. Colton, R.M. Roberts, T. Lowe, Geo. Freebourn.

- U.S. Government Sweep Raft - Charles Snider, Ed Lewis, J. McGuire, T. Reaume, T. White, E. Pineau, F. Curtis, C. Hart, G. Innis.

- U.S. Government launch DON - Maxime Lapierre.

- The Dunbar derrick scow CUILENE RHUE, and tug HOME RULE went to River Rouge, this week, to raise a steel oil barge which has been sunk in the mud there for several years.

May 12, 1922

- The D. & C. Co. line expect to break all records for carrying automobiles this season. This is due to a big reduction in auto freight rates.

- George McGuire, one the best known old 'Burg boys, arrived last week from Troy, N.Y., to take a position with the Dunbar & Sullivan Co., as foreman on a drillboat. Mr. McGuire is pleased to get back to his home town to be with his numerous friends, and is looking up his old haunts of 10 or 15 years ago.

- The Empire Co.'s large drillboat has been given a general overhauling at a Detroit drydock and has come back to the Livingstone Channel.

- The dredge POCANTICO is having her boiler removed at the Brunner Mond wharf, and will replace it with the one taken from the big drillboat.

- The Empire Dredging Corporation are winding up their work on the lower Detroit River and expect to pull out the first week in June. This Company has an extensive contract in Buffalo harbor that will take them the rest of this season and most of next.

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

- Capt. A. Smith, of the Dunbar supply boat JOHN C., has brought his speed boat down from Detroit.
- Capt. Arthur M. Healey has brought his houseboat down from the River Rouge, and is living in it at the foot of Gore street.
- George Gott, local harbor master, received a telegram Saturday from the Department of Marine and Fisheries, which removes the last basis of hope entertained by relatives that the crew and passengers on the Government lighthouse steamer LAMBTON might yet be found. The bulletin announces that the search for survivors has been exhaustive, but fruitless. Amherstburg loses one young man, Sydney Mumford, son of Mr. and Mrs. Harry Mumford, who was oiler on the ill-fated steamer. Mr. and Mrs. Mumford have the sympathy of the whole community in their sad bereavement. Capt. Alex Brown and Chief Officer Jeremy Mitchell were well known in Amherstburg and had many friends here.

May 19, 1922

- The steamer ALASKA discharged a cargo of coal for the Mullen Coal Co., Monday.
- U.S. Army engineers are about to undertake the removal of a shoal, known as the middle ground, in St. Clair River, near Port Huron.
- Capt. and Mrs. Edward Manning have moved into the Quinlan house, Sandwich street. Mr. Manning is Supt. of the Dunbar & Sullivan drillboat fleet.

May 26, 1922

- N.D. Pouget has shipped as chef on Sullivan's dredge GLADIATOR.
- Capt. F.J. Trotter arrived home Monday with the tug HOME RULE from Tashmoo [*Tashmoo Park, Algonac, Michigan.*], St. Clair River, where he spent a week raising the tug ANNIE MOLLES, sunk in collision there. In spite of a rainy week, they made a quick job of it.

June 2, 1922

- Capt. Con Christiansen has his lighthouse tender crew on the Livingstone Channel this week repainting the lighthouses and other U.S. aids to navigation from Stony Island to Bar Point.
- The McQueen steamer CITY OF DRESDEN stopped at this port a few days while waiting for a cargo of coal at Toledo for Kingston.
- Capt. Leonard, of Wallaceburg, was in town on Tuesday in connection with marine business. It is twenty years since Capt. Leonard was in the 'Burg before, and on that occasion he was trying to interest local marine men in a scheme to improve the Canadian Fighting Island channel.
- The new Detroit-Windsor ferry, said to be the largest fresh water ferry in the world, was launched at Toledo on Monday. It will be in commission about July 1st, according to a statement made by President Walter E. Campbell and Captain Nicholson, who went to Toledo to see the new ferry slide down the ways at the drydocks of the shipbuilding company, which had charge of the construction of the vessel. It is stated that the new ferry will be able to carry in the neighborhood of 2,000 passengers. It is 170 feet in length and 66 feet wide, with two decks. It will accommodate some 75 motor cars.

June 9, 1922

- Capt. John Bernard, of the Southeast Shoal lightship, was home for a few days this week.
- A carload of dynamite arrived at the B.M. slip for the Dunbar & Sullivan Dredging Co., Saturday.
- The steamer ALASKA discharged a big cargo of slack coal for the Mullen Coal Co., on the old Queen's wharf, Tuesday.

June 23, 1922

- Orville L. Duncanson, son of Capt. Joseph Duncanson, has been appointed assistant manager of the St. Lawrence Transportation Co., Montreal; Amherstburg boys show their metal every time.

June 30, 1922

- The Dunbar & Sullivan drillboat EARTHQUAKE broke her hydraulic pump while working in the Livingstone Channel Tuesday morning. The tug HOME RULE went to her assistance and towed her to the company's shipyards at Detroit, where the drillboat is waiting for a new pump to arrive.
- An echo of the recent shipping disaster on Lake Superior is heard in the supplementary estimates presented in the Dominion House by Finance Minister Fielding, last Friday, for there is the sum of \$100,000 to provide a suitable boat to replace the Canadian Government steamer LAMBTON, which was lost in the disaster, and \$30,500 for compassionate allowances to relatives of officers, crew and light keepers on board the LAMBTON when she foundered on April 19th last. Among those who will participate in this allowance is the family of Harry Mumford, Amherstburg, who was oiler on the ill-fated steamer.

June 9, 1922

- J.S. Gatfield, of the Gatfield Coal Co., was in Buffalo last week, and found that all indications point to a big shortage of hard coal next winter, due to the strike being prolonged much longer than expected.

July 7, 1922

- The Dunbar & Sullivan Dredging Company's tug SHAUGHRAUN is towing flat scows loaded with stone dug from the Livingstone Channel to the Company's stone crusher at River Rouge.

July 21, 1922

- The steamer CITY OF DRESDEN left Saturday for Lake Ontario to enter the coal trade.
- The tug HOME RULE raised an old oil barge from the channel leading into the Sydenham River, in Lake St. Clair, last week.

- Charles Snyder, with the tug Lt A.C. Tippin *[sic]*, from the coast, is at work at Ballard's Reef making a survey for the U.S. War Department.

- Owing to the storm that swept Lake Erie Monday afternoon, the passenger aeroplane, Wolverine, from Cleveland to Detroit, was forced to land at Put-in-Bay Monday night, and swept up the river past Amherstburg about 8 o'clock Tuesday morning, flying low, having patrolled the western end of the lake in search of George Wood and crew of the Monroe Yacht Club, who disappeared in the launch BETTY during Monday's storm.

- George Mallett, who has been connected with the Empire Dredging Co. for some years, leaves next week, in company with Albert Hamilton, of the dredge POCANTICO, for Port au Spain, Trinidad, S.A., where he has engaged two years with a firm that has an extensive dredging contract there.

- While big lake freighters are laying up at Lake Erie ports for want of bunker coal, local coal dealers are rapidly filling up the bins at their yards with coal from the Mullen coal dock. The dredges and drillboats are keeping their bunkers filled to capacity for two weeks ahead, as the big supply on Mullen's dock is all scattered and it looks like it will only last a couple of weeks, and a gang of men are scraping it up, saving every pound that may be used for fuel for tugs.

July 28, 1922

- The United States training ship DUBUQUE, brought to Detroit from the Atlantic coast two weeks ago for use by the Detroit Naval Reserve, went hard aground on the head of Ballard's Reef in lower Detroit River while returning from a cruise on Lake Erie at 11 p.m. Sunday. The DUBUQUE was in command of Lieut. Commander Thornton Brodhead. The revenue cutter MORRILL and the tug HOME RULE worked all day Monday to release her. The DUBUQUE is a steel cruiser. The DUBUQUE left Detroit Friday morning for the regatta at Put-in-Bay.

August 04, 1922

- The tug HOME RULE with a complete wrecking outfit left Thursday for River Rouge to raise a big steel lighter that turned turtle with 1,000 tons of iron ore for the Ford Auto Co. blast furnace.

August 21, 1922

- The strike of Dunbar & Sullivan's employees due to their objecting to the means of transportation to and from their work was settled on Monday by a concession on the part of the Company to carry the men out in two loads, and work was resumed as usual that night.

August 28, 1922

- The McQueen tug LEROY BROOKS, in charge of Capt. J.S. McQueen, Hugh Wigle and W. Sawyers, left here Friday for the Welland Canal, where she will be engaged towing coal vessels. The BROOKES has been laid up at this port for the past three years.

- The U.S. engineer's office is directing the sweeping of the Canadian channel between Amherstburg and Bois Blanc, locating and removing boulders and other obstructions that have lodged here. Richard Fortier is doing the diving and Charles Snider is in charge of the work.

September 8, 1922

STRIKES DEFER WIDENING OF LIVINGSTONE CHANNEL

- U.S. Government improvements in the Detroit district are being held up because of the coal situation. Bids were to have been asked for widening another section of the Livingstone channel, lower Detroit River, but the Government has deferred action until the situation clears. It is estimated that the job will cost about \$1,000,000 under normal conditions. Contractors engaged in widening still another section of the same channel are experiencing difficulty in obtaining coal for their dredges, but they have managed to continue operations.

September 15, 1922

- Contracts for two huge passenger steamers for the Detroit & Cleveland Navigation Co., were let by A.A. Schantz, president and general manager of the line, to the Detroit Shipbuilding Co., Saturday. They are to cost \$3,500,000 each, and will be the largest passenger vessels on inland waters. The steamers* will be 330[sic] feet in length, and a trifle more than 100[sic] feet beam. Each will contain 650 state-rooms and parlors. They will be 40 per cent larger than the steamers CITY OF DETROIT III and CITY OF CLEVELAND III of the same line. These two steamers are 487 feet in length and 97 feet beam. About 10,500 tons of steel will be required for the hulls, which will be built in Lorain, O. The bare hulls, will be towed to Detroit, where the machinery, boilers, upper works and other equipment will be built and installed.

**These vessels were built by the American Shipbuilding Co., of Lorain, Ohio, as the GREATER BUFFALO and the GREATER DETROIT. The actual dimensions were 518 feet length, 58 feet breadth and 22 feet depth with 829 state-rooms each. The GREATER BUFFALO was taken over by the U. S. Navy and converted into an aircraft carrier operating on the Great Lakes for the training of pilots for World War II.*

- After carrying excursionists from Detroit to Kingsville all summer, the steamer, FRANK E. KIRBY (Capt. Clyde Tobin) has been put on the run from Lake Erie islands to Detroit, freighting peaches and other fruit.

- The big steamer T. K. MAHER, of the Morrow Steamship Co., upbound with coal, ran aground on the west bank of Bar Point early Friday morning, and it took the tug HOME RULE until noon to release her.

September 22, 1922

- Capt. Martin Comerford, Supt. of Dunbar & Sullivan Dredging Co. at Troy, N.Y., has arrived at this port to assist in pushing the work that Dunbar's have in this vicinity.

- Capt. Henry Cook has shipped as master of the tug SYDNEY T. SMITH, of the M. Sullivan dredging fleet. Mr. Sullivan has a good dredging job at Calcite Mich. The dredge HERCULES is also fitting out at Detroit to go on a job.

- When the Great Lakes cruising steamships SOUTH AMERICAN and NORTH AMERICAN, of the Chicago, Duluth & Georgian Bay Transit Co. go into service next season they will be oil burners. The boats now are at the plant of the Great Lakes Engineering work, Ecorse, where they will be converted from coal to oil-burning ships.

- Seamen on vessels of the Lake Carrier's Association will refuse to sail on any association vessel which does not establish the three-watch system, or eight-hour day, on October 1st. The action is the result of a referendum vote of the referendum question, and follows the announcement of the Lake Carriers' Association on August 13th of a \$15 per month wage increase for all men under the grade of licensed officers, effective September 1st. The Carriers' announcement made no reference to the eight-hour period request of the sailors. Lake marine firemen and stewards took a referendum vote on the question following the announcement.

September 29, 1922

- The wrecking tug HOME RULE towed a Canadian Government dredge from Wallaceburg to Sarnia this week.

- Capt. Charles R. Hackett is getting his fall gas buoys and other aids to navigation placed for the last months of the year.

- The ferry VICTORIA brought down a cargo of shingles and some timber to Bob-lo last week for repair work. Capt. Duncan Nicholson, Miss Lillian Nicholson and a party of friends came down on her to look over beautiful Bob-lo.

- Capt. F.J. Trotter was at Marine City Saturday, looking over the wreck of the steamer WM. H. WOLF, on which the Marine and Fisheries Department is asking tenders for raising and clearing away.

October 13, 1922

- Capt. Milton Pulford, of the Dunbar & Sullivan drillboat fleet, with his wife left for their home in Troy, N.Y., the drillboats having laid up for the season.

- A great many down-the-river residents have joined boating parties who have gone to view the wreck of the steamer ARCTURUS, which was sunk off Mama Juda light, one-night last week, in a collision with the JAMES E. DAVIDSON. The ship presents a difficult task for the wreckers. The powerful wrecker FAVORITE of the Great Lake Towing Company and several tugs, with the lighter RESCUE and barge MARTHA serving as a lighter, are attempting to salvage the sunken freighter. The ARCTURUS, 514 feet long, is owned by the Interlake Steamship Company, Cleveland.

- It is gratifying to learn that Dunbar & Sullivan have secured another contract on the Livingstone channel that will keep a two-crew drill working until the close of the season.

- In order to help out the scarcity of fuel situation, even old dredge spuds and dipper doors are being picked up by local dredgemen and hauled to their homes, to be worked up into wood.

- The steamer NORWAY got five miles out of her course southwest of Bar Point, Friday night, and ran hard aground. She was lightered by the RESCUE and released Sunday morning by Great Lakes tugs.

October 20, 1922

- One of the most spectacular fires in the history of the lower lakes destroyed the passenger steamer ARROW, of the Sandusky and Islands Steamboat Company, at its dock at Put-in-Bay, shortly after midnight Sunday. No passengers were aboard when the fire broke out. The crew were asleep below. They were awakened by the watch, and the fight against the blaze was begun. All efforts to quench it were

fruitless. Concluding that the steamer was doomed and fearing for the safety of the dock the crew cut the ship loose. The current and a strong off-shore wind carried it out into Lake Erie a blazing torch. The entire shore line of the bay was lighted up, and people lined the shores to watch the spectacle. The ARROW was of steel hull construction, 63 feet long. All deck structures were destroyed by the fire and the hold was burned. The damage is estimated at \$75,000. Built in Detroit in 1895, the ARROW was plied ever since between Sandusky and the Lake Erie islands, carrying passengers and freight. She was the only vessel of any size covering this route, and islanders depended on her for mail and food deliveries and carrying of crops to market.

October 27, 1922

- It will take five or six weeks to make repairs to the steamer ARCTURUS which is in dry dock at Toledo. She has about sixty shell plates to come off and the extent of the interior damage will not be known until all the coal cargo is removed. The ARCTURUS was in collision with the steamer JAMES E. DAVIDSON in the lower Detroit river October 3rd. The Davidson made repairs at Lorain.

- The Mullen Coal Co. has sunk a 500-gallon tank on their dock, to supply the coal trucks with fuel as it is needed.

- Capt. James McCarthy has been promoted to one of the G.A. Tomlinson ocean-going steamers, and he may land up in some port in South America after the grain carrying season on the lakes is ended.

- The tug HOME RULE went to Bay City Thursday to tow a big dredge to a Lake Erie port.

November 10, 1922

VETERAN LAKE ENGINEER DIES

Amherstburg was surprised Thursday morning of last week to learn that Robert Stage, retired Great Lakes engineer, had passed away in his sleep during the night. As he was 91 years of age, his passing was merely the flickering out of life's candle which had burned down to the very end. Mr. Stage was a native of Aberdeen, Scotland. He became a marine engineer, and there he married Ellen Speed, and together they came to America and first started out for themselves in Milwaukee. There they lived 10 years, then moved to Detroit, where he entered the employ of the D. & C. line, remaining with his firm nearly 50 years, having attained the position of consulting engineer of the line. When he retired some eighteen years ago, he and Mrs. Stage returned to their old home in Scotland, intending to spend the remaining years on the old sod, but the call of the new land, where they had lived so long, was too strong, and they returned and settled at Amherstburg seventeen years ago. At the time of his death neither had any living relatives that they know of. Their only son died years ago. Mr. Stage was of a quiet and friendly disposition, widely read and having decided opinions on religion and politics, which is a common trait among Scotchmen. He had a kindly philosophy born of long experience, and was satisfied to live each day by itself, saying, the past is gone, and the future we know not of. The funeral Saturday noon, was under Masonic auspices, he being a member of Detroit Lodge No. 2. Service were conducted at the residence by Rev. W. Moore and by members of the Thistle Lodge, No. 34, and the remains were taken to Detroit and interred in Elmwood cemetery, the pallbearers being A.B. Lewis, C.R. Hackett, Mr. Banmuir, John Henderson, Wm. Donald and H. McAlpine. At Detroit the cortege was met by a contingent from Detroit Lodge no. 2, and a number of old friends of deceased. Among those who came to Amherstburg to attend the obsequies were Wm. McDonald, who had been shipmate with him 50 years ago; W.A. McDonald, jr., Hugh McAlpine, Edward Nagelvoort and John Henderson.

Mrs. Stage Follows Her Husband

Pneumonia, which developed from a cold she contracted when she ran to the neighbors on finding her husband dead, caused the death of Mrs. Stage, who passed away Wednesday morning, aged 81 years. Funeral services will be held at the resident this (Friday) afternoon at 1 o'clock, and burial will be by the side of her husband in Elmwood cemetery.

November 17, 1922

- The Great Lakes steamer W. GRANT MORDEN, left Port Arthur Monday for down the lakes with a cargo of 450,000 bushels of wheat and 50,000 bushels of barley, one of the largest cargoes ever carried on the lakes. The freight charges on this cargo are \$35,000.

November 24, 1922

DROWNING OF AMHERSTBURG YOUNG MAN THE —CITY OF DRESDEN— LOST

The fury of Lake Erie took toll of the life of another Amherstburg young man Saturday afternoon of last week, when Peregrine William McQueen, 22-year old son of Capt. John S. McQueen, was drowned when the lifeboat capsized as the crew were getting to shore after the wreck of Capt. McQueen's boat, the CITY OF DRESDEN, on the bar at Long Point.

It is the old story of a frail boat being beaten in its fight to weather a sharp November storm on this treacherous lake. The DRESDEN cleared from Port Burwell for the St. Clair river, and started up the lake in the teeth of the gale. They were making good time when from the pounding of the seas the oakum worked out of some seams, and the leakage was more than the pumps could handle. Capt. McQueen decided to beach his ship, and ran for Long Point, where she struck a sand bar about four hundred feet from shore. The stretch between the bar and the shore was deep water, tumbling with billows, in which the lifeboats carrying the following members of the crew had a harrowing experience: Capt. J.S. McQueen, son Peregrine, Ray Sawyers and Jack McBride, of Amherstburg; James Hurst, of Belleville, and Harry Kerr, of Detroit. The boat in which Peregrine and Ray Sawyers were turned over three times, and the last time, while he was helping Ray, who lost a limb at the B.M.C., he was swept away by a monster billow, and disappeared. His body was recovered twenty-four hours afterwards six miles down the beach. The plight of the other members of the crew was witnessed by many who gathered on the beach, and when the lifeboats came into shallow water, women and men rushed out in the water and pulled them to shore, and carried the half dead occupants to shelter. Capt. McQueen who is about sixty years of age, was in a pitiable condition and hung between life and death for five hours. The DRESDEN broke up rapidly and debris floated down the shore for many miles. Sunday Capt. Earl McQueen joined his father, coming on from Belleville, where he too had lost his boat, the SONORA, a couple of nights before, and when the body of his brother was recovered made arrangements for shipping it to Amherstburg, and he and his father arrived here on Monday night. Mrs. McQueen and family were almost prostrated with grief and despair, and many loving friends extended what comfort they could to her under the circumstances. The funeral took place Wednesday afternoon to Christ church, where Rev. H. A. Wright, rector, conducted services, and burial was in Rose Hill cemetery, the pallbearers being Keith Cornwall, Russell and Hugh Wigle, Lester Hamilton, Pay[sic] McCormick and Wheeler Cornwall. The young man was born in Amherstburg 22 years ago last September, and passed through the Public schools of this town. He is survived by his parents, Capt. and Mrs. J.S. McQueen; brothers Capt. J. Earl and Walter, of Amherstburg; Russell, of Gleichen, Alta.; and sisters Gladys Luella (Mrs. J.L. Milligan), of Calgary, and Mary, at home, to all of whom sincere sympathy is extended.

* * *

THE CITY OF DRESDEN

The little steamer CITY OF DRESDEN had just rounded out her 50th year, having been built at Dresden in 1872. She was brought out by Capt. Post, but was sailed first by Charles Shirley, of Blenheim. For some years she was run on the shore excursion route out of Lake Erie ports with the late Capt. Jacques Laframboise in charge. Later she was used in the fishing trade, and when Capt. McQueen bought her a few years ago was rebuilt and equipped with new machinery. Unfortunately, there was no insurance on her. The rescue of Capt. McQueen and his crew by women and men recalls the disaster that overtook the schooner CONDUCTOR of Amherstburg, at nearly the same place, on the 24th of November 1854. She was manned by Capt. Henry Hackett, Jerry Sawyers, John Jones and James Cousins, all of Amherstburg, and their rescue from a watery grave by Abigail Becker was commemorated forever in the poem in the school readers which scholars of the present generation have read with such interest. Jerry Sawyers mentioned above was grandfather of Ray Sawyers, of Capt. McQueen's crew.

- The tug HOME RULE, with the buoy lighter PRESCOTT in tow, has been in shelter behind the islands in Lake Erie since Friday last from the gales which have been sweeping Lake Erie. The lighter is picking up the gas and bell buoys from the dangerous points controlled by the Department of Marine and Fisheries.

- The Dunbar & Sullivan Dredging Co. have dredges at work digging away at the spoils bank, Livingstone Channel. The stone is being towed in flat scows to the big summer resort near Trenton, Mich., where docks and a riprapping* job is in progress. It may take the dredging company until Christmas to do the job, as it is a very large contract.

**riprap is a coarse stone and rock composition loosely applied as a protective barrier to prevent the washing away of mud or sand banks that are exposed to heavy current or sea conditions.*

December 1, 1922

Speaking of the wreck of the ill-fated CITY OF DRESDEN, the last issue of the *Simcoe Reformer* says: "About five miles west of Port Rowan, and two miles from shore, the boat sprang a leak and progress continued under extreme difficulties. The treacherous undercurrent consistently swept the boat back from shore, although several times she was but 300 yards distant. A small lifeboat, with oars and belts, was launched, but the heavy seas capsized it. A second skiff was lowered, minus oars and lifebelts, and the captain and three mates clambered in. The Captain's son, Peregrine McQueen, aged 21, while assisting one of the men who was rendered partially helpless by a wooden leg, slipped, was caught on the crest of a huge breaker, and was seen no more. The tiny vessel carrying its load of human freight, was tossed about in the ice-cold water for nearly an hour, and drifted about one mile down the shore. The men were helpless to beach their craft and exhausted, had practically given up in despair, when several men and women from the rural district appeared on the scene, having observed the men in distress, and traveled the four-mile circuitous route to render assistance. A line was thrown from the shore and the battered skiff was hauled through the surf to dry land, where the men collapsed and were carried to the home of Dell Rockefeller, where they were well cared for during the weekend. Noteworthy were the almost superhuman efforts of Mrs. Dell Rockefeller and her niece, Miss Wilson, who rendered invaluable aid in bringing the imperiled men to safety, and who were likewise completely exhausted following the rescue. Capt. McQueen, a man of sixty-five years, remained in a semi-conscious state for hours, and the entire crew were swollen and bruised from exposure.

- As a sequel to the loss of the CITY OF DRESDEN, off Port Rowan two weeks ago, Charles Brown, Cralland Franklin, Roy Perrie, Delbert Rockefeller, William Franklin and George Hodges, of Port Rowan appeared before Magistrate Ganton at Simcoe, on Tuesday on a charge of stealing from the wreck and remanded for a week. Four cases of liquor from the cargo of the ship were picked up off Long Point and 18 cases were discovered in a nearby swamp. The Crown Attorney has ascertained that \$56,000 cargo was shipped from Belleville on the order of a Montreal firm and was consigned to Mexico.

December 8, 1922

- Gordon Hunt returned home from sailing and is spending a few days with his sister, Mrs. Lewis Fox, before going to Chicago, where he will be married next Tuesday.

- The big steamer, PARKS FOSTER, upbound with hard coal, ran aground on Point Pelee Monday night in the storm. The insurance company sent the tug HOME RULE to her assistance early Tuesday morning and the tug took such a lashing from the heavy seas that after the windows were smashed in her pilot house she had to return. The tugs HARDING and OREGON went to the FOSTER Tuesday afternoon, and the HOME RULE with the lighter RESCUE Wednesday afternoon.

- Capt. J.S. McQueen is gradually getting back his strength after his harrowing experience in the wreck of his steamer, the CITY OF DRESDEN, and is able to be out a short time daily. Capt. Earl McQueen is at Long Point looking after the wreck.

- Capt. Hugh D'Clute was in town from up the lake Monday, and in a reminiscent mood, told the *New-Tribune* a little of the history of the steamer CITY OF DRESDEN, lost last week off Port Burwell. The DRESDEN was built just fifty years ago, and used to ply on a run between Wallaceburg and Dresden and Detroit. She did not come into the possession of Capt. J.W. Post until 1888, when he bought her from Nelson Wigle, of Kingsville, and she was put in the fish business with Rondeau as headquarters. Capt. Hugh D'Clute ran her from 1891 to 1894, when he went on the LOUISE for Capt. Post and remained in charge of that boat for nineteen years. His brother John was in command of the DRESDEN for sixteen years, from 1895 to 1910. Capt. Post sold the DRESDEN in 1912 to Albert Henning, of Port Stanley, and after being used for a few years in the sugar beet industry at Wallaceburg she was again sold to Capt. John McQueen, of Amherstburg, who was operating her when she was lost. [*Blenheim New-Tribune*]

December 15, 1922

DEATH OF CAPT. WATT

- Captain Isaac Watt, 66 years old, prominent Windsor citizen and widely known as one of the most intrepid mariners on the Great Lakes, died at his home, 315 Bruce avenue, Windsor, Sunday after an illness that dated back several months. Captain Watt, who was an early resident of Amherstburg, had spent practically his entire life on the water. Starting out as a sailor when he was 16 years old, he rose to the command of several of the largest freighters on the lakes. Later he launched the Isaac Watt Wrecking Company, which concern handled some of the most important salvaging jobs on Lakes Huron and Erie. When the Canadian Pacific Railroad entered Windsor, Captain Watt was offered and accepted command of one of the big car ferries, which post he retained until about a year ago, when the railway company abandoned its vessels for more modern methods of tunnel transportation. But it was during the World War that Captain Watt attained perhaps his greatest achievement, when, at the request of the British Government, he went overseas and took charge of cross-channel car ferries plying between Southampton and Havre. With Captain Watt went his old partner in many a Great Lakes sea fight, Capt. John McCarthy, of Sandwich, and it was to the skill and daring of these two fresh-water mariners that much of

the success attained by the British car-boats is credited. Captain Watt took a keen interest in Dominion and municipal politics and at one time was considered a probable candidate for parliamentary honors. He was member of Great Western Lodge, A. F. & A.M., for 30 years, and was also identified with the Master Pilots' Association. The funeral was held Tuesday afternoon at 2:30 o'clock under Masonic auspices.

* * *

- The U.S. Government will let a new contract for improving the Livingstone Channel today (Friday). This will give employment to hundreds of men next season.

- Capt. James M. Kelly, mate on the steamer SNYDER, has arrived home for the winter.

- Capt. James McCarthy has returned home for the winter after putting his steamer into winter quarters.

- Capt. James McCauley, who has been sailing the tug SACHEM at Buffalo all season, has returned home and has shipped as helmsman on the tug HOME RULE.

- Jack Tunncliffe, who spent the season on the Government boat LAVIOLETTE, arrived home Monday from Montreal, and is staying with his brother Ted for the present.

- The steamer PARKS FOSTER was released from the Southeast Shoal by the tugs OREGON, HARDING, and HOME RULE early Friday morning, and brought into this port, where her cargo of hard coal was put back.

- The large steamer A.A. AUGUSTUS ran aground in the fog early Friday morning at the head of the Livingstone Channel, and it took the big Dunbar & Sullivan dredge, tugs HOME RULE, A.W. COLTON, LOUISIANA, NORTH HARBOR, A.C. HARDING and OREGON from Saturday morning to Sunday afternoon to release her after the lighter RESCUE took off a cargo of grain.

Excerpts from
The Amherstburg Echo
1923

January 26, 1923

- Capt. J. Earl McQueen has purchased that part of the Windsor Dredging Co.'s fleet that is maintained on Lake Ontario. The dredge has been working on a contract at Hamilton harbor.

February 16, 1923

- Capt. John Bernard, Master of the Southeast Shoal lightship, has been laid up in drydock with la grippe.

- The Mullen Coal Co. are getting a large number of piles* on the ground from different parts of the country to be used in piling along their local docks. The old Queen's wharf, known as the 'dump' will also be fixed up for Sullivan's dredge fleet and tugs to land at.

**piles here, refer to wooden wharf posts.*

- Michael Sullivan, contractor on the million-dollar dredging contract on the Livingstone channel, had men looking over the Empire Engineering Corporation's drilling boat at Gordon, this week. Mr. Sullivan is negotiating for the purchase of this boat for use on the big rock cut. He is looking up his employees of years back and many of them will be given positions on the derricks and other units of his fleet.

February 23, 1923

GOLDEN WEDDING CAPT. AND MRS. THOMAS HAGEN

- The Echo is pleased to report this week, the golden wedding celebration of Capt. and Mrs. Thomas Hagen, which was held at 746 Perrin Avenue, Windsor, last Friday. Capt. Hagen is one of the most picturesque mariners on the Great Lakes. He was born on mid-ocean, March 27th, 1852, landed at Montreal, when one month old. He arrived at Amherstburg when about 35 years old. He got married and left for Windsor, and remained in Windsor a considerable time, then went to the Soo, Michigan, and lived there 13 years, during which time he sailed five different tugs. At the end of 13 years he left for Chicago to put out the tug HARDING, when she was new and brought her to Buffalo, and got the DETROIT, then took the HARDING and lighter NEWMAN to Port Huron, where he stayed with the tug HARDING for three years, then took the tug to Amherstburg, and remained there many years in the wrecking business in summer, and breaking ice in winter. Both Capt. and Mrs. Hagen are hale and hearty and still enjoying the happiness that has characterized their half century of married life. Both are highly esteemed by a large circle of friends from whom congratulations are being received. The occasion was celebrated at the family residence by a most enjoyable party.

March 2, 1923

WILL DREDGE FIGHTING ISLAND CHANNEL

- H.B.R. Craig, chief district engineer of the Federal Department of Public Works stated Tuesday that important development of western Ontario's Great Lakes harbors is planned. Among those affecting the western part of Essex County is the improvement of Fighting Island channel, in the Detroit River, the lower end of which is some six miles above Amherstburg. Four million cubic yards of silt must be dredged to obtain a uniform depth of 21 feet in the channel. This will effect a considerable relief in present congestion of the river and will be noted.

March 9, 1923

- A heavy southwest wind Sunday broke up the ice in the river, which is now clear from Lake St. Clair to Bar Point, except for the ice packs along the shores.

- The Minister of Marine and Fisheries has notified the Mayor of Kingsville that a dredge will be sent there as soon as navigation opens. It will remove 36,000 yards of gravel from the harbor so that excursion boats can dock easily. It is also announced that \$4,500 will be spent on the remodeling of the pier this season.

March 16, 1923

- Capt. John McLean has gone to Detroit to take command of the tug SHAUN RHUE.

- The different union organizations of river workers are in convention in Detroit this week.

- Capt. Harry T. Cook has gone to Detroit to fit out M. Sullivan's tug COLUMBIA which he will sail this season.

- M. Sullivan's tug, SYDNEY T. SMITH, has just received a general overhauling at Detroit, and she won't be recognized on the river this season, being so trim. Capt. Henry Cook will sail her.

- The Mullen Coal Co.'s steamer ALASKA is being fitted out, to be ready for an early start.

- Capt. Don Duncanson has been appointed master of the Cleveland Cliff Co. steamer GRAND ISLAND.

- The Southeast Shoal lightship FALKEN and the Bar Point lightship are being repaired and fitted out.

- Capt. Walter Lawler will sail the steamer GREEN this season. Henry Deneau has shipped with him. They are fitting out at Detroit.

- James Bainbridge, engineer on the tug SHAUGRAUN, and Wm. Shewfelt, engineer on the tug SHAUN RHUE, have gone to Detroit to fit out.

- Amherstburg passengers on the Hydro lines have just reason to complain of the excessive crowding on cars leaving Windsor during the afternoon, particularly at 5 and 6 p.m. Every day at least a score of passengers on these runs have to stand for many miles, and some of these are men who have worked hard all day fitting out drillboats, which are laid up along Sandwich docks. Boarding the cars where they do, there is no chance of securing a seat unless someone is good enough to offer it. This matter of crowded cars is a long-standing complaint which we had reason to expect the Hydro management would have taken up and found some remedy for before this. It ought in all conscience to receive the attention of Manager McGill.

- Harry Kemp and Allen McManemy have moved the Sullivan office to the Mullen dock in the rear of Capt. Callam's, and are rebuilding it. An addition will be put up for the installation of an air compressor to be used for repair work on Mr. Sullivan's fleet.

March 23, 1923

- Capt. Thomas Hanley's face will be a familiar feature of the landscape hereabouts this season, after an absence of some years, as he will have charge of the big drilling operations of the M. Sullivan Dredging Company on the Livingstone Channel. Mr. Hanley was in town Sunday on his way to Detroit to superintend the fitting out of the Sullivan drillboat fleet.

- The death occurred in Port Huron hospital Sunday morning of Captain William H. Reid, a member of a well-known Sarnia family, partner in the Reid Wrecking & Towing Co., of Sarnia, and one of the best-known officers engaged in the Great Lakes. He was taken ill on Thursday last. Captain Reid, was the son of Captain James Reid, a life-long sailor of the Great Lakes, and is survived by his wife, one child, and four brothers, Tom and Joseph, of Port Huron, and H.B. and Walter of Sarnia.

March 30, 1923

- Capt. Trotter's tug HOME RULE is commission for the season.

- Norman D. Pouget has shipped as chef on the steamer ALASKA, with Capt. J.E. Mahon.

- Navigation was opened on the Detroit River Tuesday by the steamer LAKELAND, which arrived at this port that night on her way to Detroit from Cleveland. She had an exciting trip. Her presence greatly upset local radio artists, as the broadcasting of reports from the wireless plant aboard her to the owners of the boat, cut in on all the radios in the vicinity, putting them out of business, much to the owner's consternation and surprise.

- The old ferry boat VICTORIA which for nearly two-score years operated between Detroit and Windsor on the cross-ferry service, will end her days as an automobile carrier across the Straits of Mackinaw, if the State of Michigan accepts the offer made by Captain Walter Campbell of the Detroit and Windsor Ferry Company to dispose of the boat for \$20,000.

- Capt. John Dickey, of Buffalo, N.Y., head of the Drillmen's Union, was in town this week, lining up workmen for M. Sullivan's drillboat fleet.

April 6, 1923

- The drillboat EXPLODER is being fitted out at Sandwich. A number of Buffalo and local men are working on her.

- Capt. James McCarthy has been given a master's appointment with G.A. Tomlinson, of Duluth, and will sail a steamer from Montreal to a Lake Erie port.

- Capt. Lloyd (Mike) Smith, mate of the steamer HARRY CROFT, of the Brown fleet, accompanied by his family of Cleveland, are guests of his father William J. Smith, before he goes to fit out his vessel.

- Paul Desjardins, the well-known Sandwich St. baker, has given up that business and has shipped as chef on the Department of Marine and Fisheries BAR POINT lightship, and is stocking the galley. Ed Turncliffe has shipped as mate on the same ship.

- The Great Lakes Towing Co. and the Tug Firemen & Linemen's Protective Association have made an agreement for the season. The men get an advance of \$20 a month over the 1921 schedule and a day off each week. The Licensed Tugmen signed up last week.

- Capt. James M. Kelly left this week for Buffalo to assist in fitting out the steamer on which he will be mate this season.

- Capt. Edward Rabideau, of Alpena, Mich., has arrived in town to take a foremanship on M. Sullivan's drillboat fitting out at Sandwich.

- The steamer WESTERN STATES of the Detroit and Cleveland Navigation Co., opened the passenger season between Detroit and Cleveland, Tuesday, April 3rd. The steamer EASTERN STATES left Detroit at 11 o'clock Tuesday night inaugurating daily service between the two ports.

- B.D. Plant has shipped as a fireman and P. Desjardins as cook on the BAR POINT lightship.

- Milwaukee marine men do not expect that navigation will open on the lakes until the end of April.

- Service over the White Star line division between Detroit and Toledo opened Wednesday, nearly two weeks earlier than last year and one of the earliest openings in the history of the company.

- The Considine-Reid Construction Company, Windsor, has been awarded a contract to build new docks for the Ford Motor Company, at Ford. The docks will be 939 feet long and will cost \$750,000.

- William E. Craig is getting out a big contract of white oak and elm for M. Sullivan Dredging Co. Mr. Craig will put in a mill for Sol. Mongeau and have it sawed to order there. He expects to start next week.

April 13, 1923

- The Mullen Coal Co. steamer ALASKA discharged a cargo of lump coal at this port on Saturday.

- Capt. Fred J. Trotter had his first wrecking job on Saturday when he attempted to release a big scow which is aground on the bank at Texas Landing, Lime Kiln crossing.

- Capt. James McCauley has been appointed Master on the second shift of M. Sullivan's tug SYDNEY T. SMITH. Capt. McCauley is moving up town from Malden, where he has lived for the past three years.

- Canada's most southern port opened for navigation on Thursday when the steamer PELEE, which has been dry docked for the winter at Kingsville, made her first trip from Leamington carrying mail and provisions to Pelee Island. The PELEE carried back a cargo of tobacco to Leamington and Kingsville. The boat had some difficulty with slush ice going over.

- Lighthouses on Bois Blanc Island, Livingstone Channel, Bar Point, as well as all Canadian shore range lights, have been placed in commission for the season. The floating gas buoys are being painted and will be placed in position this week. The Canadian lightship FALKEN is ready to proceed to its usual station on Southeastern Shoal Lake Erie and will go out this week.

- The Dunbar & Sullivan Dredging Company have secured a contract for dredging in River Rouge for the United States Government, which will take three or four months. The dredges TIPPERARY BOY, BRIAN BORU and HANDY ANDY are working ten-hour shifts and the tugs SHAUN RHUE and

SHAUGHRAUN are towing the scows to the head of Grassy Island. Capt. Angus Borland and Capt. Reynolds are inspectors on the HANDY ANDY; R.M. Roberts is inspector on the tugs while Mr. Darling and George Freeborn are on the TIPPERARY BOY. Allen E. Wright is Supt. of Inspectors, and makes daily trips from the local U.S. Engineer's office to this work.

- **Pelee Island** The steamer PELEE made the first trip of the season from Pelee Island in Leamington, Wednesday morning, bringing over about fifty passengers. Quite a bit of ice was encountered on this side of the channel, which was moving out. The PELEE will make regular trips thereafter. Among the passengers was Constable Nicholls, who was conveying a young man named Liddle to Sandwich gaol to stand trial for housebreaking. It appears that he along with several companions, had been making a rendezvous of H.A. Henderson's house while Mr. Henderson and family were wintering in Leamington. Two of the individuals implicated skipped to Kelly's Island.

- An important marine deal was consummated this week, when S.K. Fraser purchased the plant of the Trotter Towing and Wrecking Co. from Capt. F.J. Trotter. The plant consists of tug HOME RULE, derrick, scow, pumps, etc.

April 20, 1923

- Capt. John McQueen is fitting out the steel tug LEROY BROOKS to engage in general towing.
- Ralph Fox has fitted out the supply boat JOHN C. and has gone to Detroit to assist in the Dunbar contract there.
- The Goodchild Wrecking and Construction Co. are planning to haul the tug DALTON McCARTHY out on the bank and give her a general overhauling.
- James Clark has shipped as chef on the tug HOME RULE, while J.E. Angus, of Sault Ste. Marie, is engineer. William Franklin and Clifford Wigle are stokers.
- Capt. Charles E. Hackett is fitting out the tug JOHN E. MONK. Arthur Fortier is engineer while Gordon Colborne is mate. They are putting out the gas buoys this week.
- Several additions and improvements to navigation in the Detroit River district are announced by the U.S. Lighthouse Service and the Coast and Geodetic Survey. The two Livingstone Channel gas buoys will be moved 50 yards westward to the new channel bank as widened on the opening of navigation. Three gas buoys in the Ecorse channel are to be replaced by larger beacons. Intensity of the light at Marblehead station in Lake Erie is to be increased to 600,000 candlepower and the Cleveland harbor east pier light will be a fixed white of 1,000 candlepower. A fog bell will be established at Huron Harbor, O.

April 27, 1923

- Carl Shaw left for Toledo to fit out the steamer A.M. BYERS on which he will sail as wheelsman.
- Louis Reaume has taken a position as clerk in M. Sullivan's dredge office at Queen's old wharf.
- Capt. F.J. Trotter is treating with a specialist for eye trouble, with which he has been bothered for some time.
- Capt. Duncan Nicholson commodore of the Detroit & Windsor Ferry Co., called on friends in town Monday.

- The M. Sullivan Dredging Co.'s derrick scow NO. 7 was brought down from Detroit Sunday by the tug DENBY.
- Capt. M.H. Mahon left last week for Cleveland to take the steamer SENATOR, which he will sail this season.
- Perch are biting eagerly and boys have been making lots of pin money peddling them from door to door. A catch of a hundred or so is common.
- E. Lewis arrived this week with the U.S. Government gas tug Lt. TIPPIN, to sweep the lower Detroit River.
- M. Sullivan, the veteran dredging contractor, was in town a few days this week overseeing the work of initiating his contract on the Livingstone Channel.
- The Dunbar & Sullivan Dredging Company are getting their steel dredge and two drillboats in shape to be towed to Sandusky, where they have a contract.
- Fraser Sullivan, Sec. Treas. of the Sullivan Dredging Co., and Dunbar Sullivan have arrived to look after the interests of their father on the Livingstone Channel rock job.
- Fergus Fuller has arrived to take his position as crane man on the M. Sullivan dredge GLADIATOR. Fergus is a son of C.H. Fuller, of Ruthven. It is about six years since he has been here.
- Capt. Cary, of Rochester, N.Y., formerly engineer on the Empire supply boat SAGAMORE, has arrived in town and is fitting out M. Sullivan's supply boats THELMA and MARGUERITE.
- The dredge OLD GLORY of the Sullivan Dredging Company, has been taken to a Detroit shipyard to be converted into a high power derrick scow. She will be brought to the Livingstone Channel as soon as the work is completed to lift heavy rocks.
- Jack Sullivan and family have moved here from Detroit and are living with Mrs. Baumeys, Laird Avenue. Mr. Sullivan has taken a position with the Mullen Coal Co. as night derrick engineer. It is about twelve years since he worked here.
- The Mullen Coal Co. steamer ALASKA passed down Tuesday morning for Toledo and was back here unloading Tuesday afternoon. As the skipper Capt. J.E. Mahon, is in the butcher business, taking the ALASKA for a load of coal is just like taking an afternoon off. He's there and back before one knows it.
- The Mullen Coal Co. steamer ALASKA discharged a cargo of steam coal at this port for the dredges and drillboats.
- Capt. Peter Laird, in command of M. Sullivan's dredge GLADIATOR, with his wife, has taken rooms with Mrs. Paul Desjardins.
- The tug LEROY BROOKS (Capt. J.S. McQueen) has its first towing job on Thursday, towing a big Canadian dredge up the river.
- Capt. Grant Duff is preparing to get his big cruising yacht launched for the season, after having been laid up at the Government supply depot.
- The M. Sullivan steel tug COLUMBIA (Capt. Harry Cook) has gone to Harbor Beach, where the dredge HERCULES has a job to finish up before coming down to the Livingstone Channel.
- The dredge GLADIATOR, of the Sullivan fleet, started to work in the Livingstone Channel on Friday. Capt. John Sullivan, Supt. of the dredges, expects to have good luck by starting work on Friday.

- The tug SAMUEL J. DARK brought down Dunbar & Sullivan's big steel dredge from Detroit, Thursday, to the spoils banks, where she is engaged in digging rock for their Trenton job and stone for their River Rouge crusher.

- The ferry PAPPOOSE (Capt. Felix Graveline and engineer Jos. Marks) has been fitted up for the season after being laid up behind the main Bois Blanc dock all winter. She is engaged carrying men to and from work on the Park.

- The tug ABNER C. HARDING (Capt. Thomas Hagen) and the tug OREGON (Capt. Grisdale) passed up the river Thursday bound for their stations at Detroit and Port Huron, respectively. They laid up in Cleveland last fall after a banner season.

- Capt. and Mrs. James McCauley have rented the waterworks residence and are giving it a general overhauling. This will make it very convenient for Capt. McCauley, as his tug, the EDWIN DENBY, ties for the night at the Company's office, and in case of quick action at the Livingstone Channel the tug can leave on short notice.

May 11, 1923

NEW WALKERVILLE FERRY

- The new Walkerville ferry WAYNE went into commission on her run between Detroit and Walkerville Tuesday afternoon. The handsome new steamer left the yards of the Great Lakes Engineering Company at 2 p.m. for Walkerville, the trip up being participated in by officials of the Company and friends. The ferry ARIEL, which has seen service for the company between Detroit and Walkerville for almost half a century, will be retired for sale. The new ferry WAYNE will accommodate up to 50 automobiles, having a circular deck-way permitting two lines of cars around the boat. Passenger capacity of the new steamer is about double that of existing boats and now running between Walkerville and Detroit.

- The Dunbar tug SHAUGHRAUN has gone to Detroit to get a new marine boiler installed.

- A shipment of powder arrived on Wednesday to be used by M. Sullivan on the Livingstone Channel.

A.M. BYERS MOVED FROM CHANNEL

- **Work Progressing** The Reiss steamship A.M. BYERS self-unloader was floated sufficiently on Tuesday afternoon to allow her to be moved from the channel in the St. Clair River to the Canadian side. The BYERS sank April 19 when she was rammed by the E.M. FORD, owned by the Huron Cement Company.

The contract for raising the ship was awarded to McQueen Marine Limited of Amherstburg and crews have been busy for weeks on the job. First, the large cargo of limestone was removed after which a rubber and canvas patch was put in place over a gaping hole in the BYERS' bow, and pumps were used to clear water from her hold. The patch will be more permanently secured before the ship is moved to Toledo for more major repairs.

May 18, 1923

- Clifford Wigle has given up his position on the tug HOME RULE to take a position in Grant's store.

- Capt. Fraser took a couple of wrecking steam pumps to Walkerville to be used on the new Ford concrete wharf.
- The Dunbar dredge BRIAN BORU has been put to work on the spoils bank, to take the place of the big dredge, which went to Sandusky this week.
- Capt. Jacques Bernard, master of the SOUTHEAST SHOAL lightship, arrived Wednesday to spend his furlough at his home in town.
- The steamer BROWN BROS. loaded with wet goods, grounded on Ballard's reef Sunday, and was released by the tug HOME RULE after a few minutes pulling.
- The steamer CISCO stopped at this port Sunday night loaded to the rails with wet goods. The boys along the dock get pretty thirsty when they see such a big cargo close by and not a drop to drink.
- A shipment of powder arrived on Wednesday to be used by M. Sullivan on the Livingstone Channel.
- The ferries COLUMBIA, STE. CLAIR and BRITTANIA are being nicely painted up ready for the Bob-lo Park run.
- With so much work around town and river front, and dredges there are very few if any men out of work.
- The Sullivan drill EXPLoder started to work on the Livingstone Channel on Wednesday, with three eight-hour crews.
- Westcott's marine office at Lime Kiln crossing has been fitted out for the season with Miss Eileen Kelly in charge.
- Capt. John Fox, of the Empire Engineering Corporation, Buffalo, N.Y., is in town turning over the Co.'s drillboat to the Duluth Superior Co.
- Mrs. (Capt.) John Pennock, of Rochester, N.Y., is a guest of her husband, who has charge of the big steel dredge of the Dunbar & Sullivan.
- Captains Hackett and Bertrand are fitting out the Lake Carriers patrol tug DESPATCH, at the Supply Depot, to be used in the Livingstone Channel and lower Detroit River.
- The tug HOME RULE brought down a pile driver for the Detroit & Windsor Ferry Co., from Detroit, Wednesday, and it will be engaged on Bob-lo Park dock building.
- Boarding houses are springing up like mushrooms all over town, and the drillmen and runners are well pleased with the treatment they are receiving from the citizens.
- The M. Sullivan steel four-frame drillboat DESTROYER pulled out on the Livingstone Channel Tuesday night with three eight-hour crews. This put a gang of idle men to work.
- The Ferry Co. has a gang of men at work tearing up the local ferry landing wharf, and pile drivers and dock builders will be urged to complete this big job before the end of May.
- The Dunbar & Sullivan Dredging Company have added the powerful tug DICKINSON to their equipment in the river, until their own tug SHAUGHRAUN comes out with a new boiler.
- Capt. Charles Sweeney, formerly with the Empire fleet, has arrived from Buffalo to take a position with the Sullivan fleet of drillboats. Mrs. Sweeney will arrive in a few days to take up residence here.

- The Mullen Coal Co. are installing a big steel derrick at the old Queen's wharf, which will be used in unloading slack coal for the B.M. Co. John Sullivan and Fred Renaud are in charge of this machine.
- The Duluth-Superior Dredging Co. are fitting out the steel five-frame drillboat of the Empire Engineering Corporation, which has been laid up at Gordon for the past two seasons. This drillboat will be taken to Sandusky to go on a big rock job.
- The Dunbar & Sullivan Dredging Company have leased the tug GIFFORD to tow flat scows from the Livingstone Channel to Trenton. Capt. Henry, Engineer James Bainbridge and Stokers John Carr and Atkinson are in charge. The crew makes this port their home.
- Engineer Eede, of Little Current, has arrived in town to take the position as engineer on the tug HOME RULE, to look after the tug's wrecking equipment.
- Capt. F.J. Trotter went to the wreck of the steamer GEORGE PARKER, Monday, and landed the job of raising the boat for his old business. Marine Diver Herman is doing the work under water.
- Lewis Langlois, of the drillboat DESTROYER opened the swimming season in the Livingstone Channel, on Thursday afternoon of last week, when he took an unexpected dive from the footboard.
- Fraser Sullivan, of the Sullivan Dredging Co., has moved from Detroit to the Schribner cottage, down the bank, and Capt. McCauley and family have settled in the waterworks building, Dalhousie Street.
- The small steamer GEORGE W. PARKER, sank at the entrance of the Mullen Coal Company's slip at Sandwich Sunday night, when she was in a collision with the steamer JAMES A. DAVIDSON. The tug HOME RULE with steam pumps and divers are at work on raising her.
- The Dunbar & Sullivan Dredging Company's dredge OMHADAUM left Tuesday in tow of the Company's new tug MARTIN J. GILLEN, for Sandusky, where they have a contract. A drillboat also went over last week. Capt. Edward Manning left with a gang of men to work there.

May 25, 1923

- Capt. John McLean of the Dunbar tug SHAUN RHUE, at River Rouge, spent Sunday with friends in town.
- Next Wednesday being Decoration Day, all the crews of the drillboats and dredges will be given a holiday.
- The new ferry dock at this port is well under way and will be finished in time for the ferry to land at next Wednesday.
- Capt. Frank Colton, of the U.S. engineer's office, has shipped as second master on the Dunbar & Sullivan Dredging Company's tug at River Rouge.
- Capt. Fraser, with his tug, HOME RULE, arrived back Friday from raising the steamer GEORGE PARKER, at Sandwich. The steamer was taken to a Detroit drydock.
- The old lake tug GLADIATOR, from Duluth, called at this port Saturday and towed the Duluth-Superior Dredging Company's drillboat NO. 1 to Sandusky. Tug captains looked the famous tug over while she was in port here.

June 01, 1923

- Paul Desjardins resigned the position of chef on the BAR POINT lightship and has joined the Bois Blanc forces.

- The Fraser Wrecking Co. examined the steamer TRENTON wreck at Algonac, and put in a bid to raise her.

- John Swatman, of Little Current, who took the position of chef on the BAR POINT lightship, became ill and was compelled to return to his home.

- A fleet of eight non-sinkable lifeboats passed up the river one day last week, bound for Lake Michigan from Baltimore, Md. The fleet left Baltimore on May 2nd. After crossing Chesapeake Bay, they went up the Hudson River, then through the Erie barge canal to Buffalo, then across Lake Erie to this port, about 1400 miles in all.

- The M. Sullivan Dredging Co. are putting a new roof on the old electric light plant at the foot of Richmond Street, which is being filled with motors and first class machinery for a machine shop.

- M. Sullivan's dredge HERCULES arrived this week from Calcite in tow of the tug COLUMBIA, and is being put to work on the Livingstone Channel.

- Harry Mickle had the misfortune to have a coal bucket hit him at Corrine's coal dock at Detroit, last week, which landed him in the hospital for a couple of days. He arrived home this week to remain for the summer.

June 08, 1923

- M. Sullivan is in town looking after the work of getting out his dredge HERCULES, which arrived Saturday from Calcite.

- Capt. John Bernard, Master of the SOUTHEAST SHOAL lightship, is home for his furlough. The Captain is suffering with the heat, while out in the middle of Lake Erie it is so cool.

- M. Sullivan may give the old waterworks dock a general overhauling if he can get it reasonably for the next four years. It will be used for his supply boat and tugs to land at and may be filled in with rock.

- Louis Mero, blaster on the Sullivan drillboat EXPLODER, cut his finger on a hook on the drillboat Saturday, which required the services of a physician.

- The steamer ALASKA is discharging a big cargo of slack coal for the Brunner Mond this week at this port.

- The tug SHAUGHRAUN arrived at this port Saturday, having received a new boiler, which makes her a first-class towing boat. She is towing flat scows to the River Rouge from the spoils bank.

June 15, 1923

- The steamer CANADIAN SOWER, of the Canadian Merchant Marine, Capt. Dineen, put into this port Monday evening to secure the services of a physician for a fireman, Robert Robertson, who was badly injured that afternoon by being struck in the head with an ash bucket. Dr. Park went aboard and found that the young man had the front bones of his skull broken, and was in a critical condition, and advised his removal to Hotel Dieu. He was taken there in Kemp Furniture Co.'s ambulance. Robertson shipped from Welland on Sunday as fireman. When the steamer was off the Middle Ground, Lake Erie,

Monday afternoon, he was removing ashes from the furnace and unfortunately looked up the ash chute to see where the steel bucket was, when it came down full force on his head.

D.&C. COURSES CHANGE TO AVOID STORM PERIL

New routes of D. & C. Co. boats have been established on the north and south passages between Detroit and Lake Erie ports, it is announced by A.A. Schantz, general manager of the line. This has been done, he says, to keep out of the paths of storms. When the wind is blowing off the Canadian shore, the boats run close to that side of the lake, and if it is off the Cleveland shore, the boats run around that side. The storms are less powerful near the shore from which they come, says Mr. Schantz, and he believes the new plans will cause less delay in the movement of the boats.

June 22, 1923

- Several American contractors have been in town looking over the ground at Bar Point, and plans and specifications at the U.S. engineer's office of the big contract to be let there next week. The job will amount to about one million and a half dollars.

- John P. Menzies, an old 'Burg contractor, is down from Detroit doing some work on the lake survey steamer TIPPIN, at this port.

- White bass are biting freely in the river these days and good catches are being made.

- The M. Sullivan Dredging Co. are building a couple of yawl boats at their repair yards at the old Queen's wharf.

- Capt. Grant Duff has taken charge of the Sullivan Dredging Co.'s supply boat PATSY, as pilot.

- Bert Fox, of the drillboat EXPLODER slipped and fell over some timbers Thursday and injured his back and thigh.

- Harry Cadarette has given up his position as truck driver for the Mullen Coal Co., to take a better job elsewhere. Lawrence Brush of Colchester South, has taken his place.

- Louis Mero, who injured his finger on Sullivan drillboat, has been able to resume his place on Monday.

- The next big holiday for river workers will be Wednesday, July 4th.

- Edward Darling, of the U.S. Lake Survey Office, Detroit, is here to look after the survey for the dredges and to set out all buoys in connections with the local engineer's office on the Livingstone Channel.

- The Dunbar tug SHAUN RHUE has been in the Great Lakes Engineering Works drydock for a week for repairs.

- Angus Borland has fully recovered from his recent serious illness, and has gone to Lake St. Clair as U.S. inspector on Grieling Bros.' dredge.

- Sunday being so warm, Bob-lo Park steamers were overtaxed and it was necessary to run a late boat. It was nearly nine o'clock before the last crowd was taken off. The PAPPOOSE was also busy all day.

- Officials of the Great Lakes D. & C. Co., from Chicago, were in town this week interviewing John G. Mullen regarding coal and repair dock space should they be successful in getting the big contract below the Sullivan contract on the Livingstone Channel.

- The Detroit & Windsor Ferry Co. are having the main ferry dock at Bob-lo Park overhauled.

- Al Hamilton, of Buffalo, an expert dredge operator, has arrived to take the position as engineer on the dredge GLADIATOR. Mr. Sullivan is securing the best dredgemen possible, and it looks like a record season on the Livingstone Channel.

- The U.S. survey steamer TIPPIN, in charge of Edward Lewis, has gone to Toledo harbor to do some survey work.

- Capt. S.K. Fraser, of the Fraser Towing and Wrecking Co., made a business trip east this week.

- O.E. Dunbar has been in Buffalo on business for the past ten days. He was accompanied home by his brother, O. Dunbar.

- Capt. J.S. McQueen, with his tug LEROY BROOKS and the Goodchild lighter left this week for Port Rowan to recover the boiler and engines from the steamer CITY OF DRESDEN, which foundered there last fall. Capt. Lewis Goodchild, Ray Sawyers and Hugh Wigle left with the wrecking outfit. They will be gone ten days.

June 29, 1923

OPEN NEW OFFENSIVE ON DETROIT RIVER TEAR GAS BOMBS AND RIFLES TO CHECK RUM-RUNNING FROM CANADA

- Equipped with tear gas bombs and armed with rifles and revolvers, their forces augmented by the arrival of 20 operatives from Toledo, Federal prohibition agents in the Detroit district established a 24-hour patrol of the lower Detroit River on Monday to stop the flow of liquor into Michigan from Canada. The new offensive by agents under direction of James R. Davis, Federal prohibition director, was undertaken upon orders from E.C. Yellowley, of Chicago, chief of operations in the Mid-West, following his tour last week of Canadian and American shores and study of conditions under which great quantities of contraband liquor are coming into the United States. The four motor boats placed in commission on Detroit River Monday are but the nucleus of a mosquito fleet being concentrated there from all parts of the coasts to wage relentless war on rum runners, it is declared. This fleet is expected to total 10 speed craft, when boats being sent from Florida arrive, Director Davis asserts.

- Mrs. Trembley, of Detroit, has come to town to reside with her husband, who is engineer on M. Sullivan's tug COLUMBIA.

- George Girardin, the grocer, has purchased the Smith boat house, back of John R. Hamilton's, and will enjoy the hot weather cooling off, when he isn't out fishing or motor boating.

- The number of steamers flying the Canadian flag, some big modern lake freighters, passenger boats and ocean going steamers is very noticeable, and we can see what it will mean when the Welland canal is finished, which will allow these Canadian boats to load at the head of the lakes and not break cargo until they reach Europe.

- The Fraser Tug HOME RULE stopped at this port Thursday night with three steel canal barges of the New York Canal and Great Lakes Transit Company (known as the Green Fleet) which were ashore at Conneaut with cargoes of sugar valued at \$180,000. The tug was on her way to Wallaceburg. The barges

were not injured to any great extent from pounding on the rocky bottom. The three barges and their cargoes were heavily insured, and about 70 per cent of the sugar cargo was saved, so the wreckers say.

- The Waterworks Park, the U.S. sweep scow anchored at Bob-lo Park, and all along the river front were crowded with bathers in an attempt to escape the terrific heat of the day.

- Bois Blanc Island was again busy Saturday and Sunday, and the steamers ST. CLAIR, BRITTANIA and COLUMBIA had to make a couple of trips each to take the people back. On Sunday morning the Ferry Company put on three steamers from Detroit, which was something rarely done. The PAPPOOSE also broke records for carrying patrons from Essex county, which included hundreds of small children who were handled with great care.

June 29 1923

- Proposals for dredging at Bar Point Shoals, lower Detroit River, were opened by Col. E.M. Mark, District Engineer, Detroit, Mich., on June 25th. The bids were as follows: Duluth-Superior Dredge & Dock Co., 49.4 cents per cubic yard; Empire Engineering Co., Inc., 65 cents; Dunbar & Sullivan Dredging Co., 65 cents; Central Dredging Co., 43 cents; Great Lakes Dredge & Dock Co., 40 cents; and John Breymann, 39.7 cents. The contract was awarded to John Breymann, of Toledo, Ohio, who will place his dredge, NO. 2 on the work about August 1st, to be followed by the dredge EUGENE or TOLEDO from the coast about a month later. The EUGENE is larger than any dredge on the Great Lakes and carries a 15-yard dipper. It is probable that our old friend Arthur Breymann will be on the job as superintendent.

July 6, 1923

- The scowmen of the M. Sullivan Dredging Co.'s dredge GLADIATOR are preparing to supply first-class dredgemen for the future, as Capt. Plant and Capt. Clevis Martin had sons arrive at their homes Friday and Saturday nights respectively; weighing 10 and 11 pounds each.

- Charles Anderson has shipped as chief engineer on the Dunbar & Sullivan Dredging Co. 's tug M.J. GILLEAN.

- Norbert Sullivan, youngest son of M. Sullivan, dredging contractor, has joined his father's dredging fleet.

- The Mullen Coal Co. are having their garage at the old Queen's wharf painted red and nicely lettered with the name 'Mullen Coal Co.'

- The Mullen Coal CO.'s new steamer, J.H. DEVEREUX, unloaded her first cargo of fuel at this port Saturday, and will continue to haul lump coal until the steamer ALASKA fills the contract for the Brunner Mond and the salt block at Sandwich.

- The tug COLUMBIA, of the M. Sullivan Dredging Co., at work on the Livingstone Channel, lost a pin from her propeller wheel early Saturday morning near Bar point lightship. Her steady blowing brought the tug HOME RULE to her assistance and the disabled craft was towed to the Great Lakes Engineering Works, Detroit, where repairs were made.

- The M. Sullivan Dredging Co.'s tugs are all running in hard luck amongst the boulders in the Livingstone Channel. During the low water one day last week, the tug EDWIN DENBY struck an

obstruction and bent her shaft and was at the Great Lakes Engineering Works, Detroit, for about ten days getting repairs.

- The Mullen Coal Co. steamer ALASKA discharged a cargo of slack coal for the Brunner Mond Friday.

- The Fraser Towing and Wrecking Co.'s tug HOME RULE arrived back from Port Colborne Saturday from towing a dredge from there to another Lake Erie port. The HOME RULE is kept busy lugging, and is still keeping up her reputation for power.

- Capt. John S. McQueen and his wrecking crew came up from Long Point Friday night with his tug LEROY BROOKS to get a lighter. Hugh Wigle, the marine diver, says that the ice has carried away the engine completely from the wreck of the CITY OF DRESDEN, and that only her boiler and hoisting rigs remain. They will be salvaged this week.

- The M. Sullivan Dredging Co.'s supply boat PATSY is receiving a new pilot house and cabins this week, making her a slick looking tug and Capt. Grant Duff will be a proud master when he gets his ship all painted up.

July 13, 1923

- Douglas Gott has shipped as engineer on Sullivan's supply tug PATSY.

- The Canadian lighthouse supply steamer GRENVILLE was in port Friday fueling up at Mullen's.

- The Pittsburgh Coal Co. are installing a very large coal hoist at their docks at Sandwich.

- Clevis Martin, of the Sullivan dredge fleet, who has been laid up for five weeks, reported for duty on Monday.

- The dredge GLADIATOR was in port Monday with a broken steel anchor, which will be repaired at their yards here.

- Capt. John Bernard, has returned to his lightship at Southeast Shoal after spending his week's furlough at his home in town.

- Capt. John Dickie, head of the drill workers, and Mr. Jones, head of the dredgemen's union, were in town on business several days this week.

- The U.S. engineer's steamer LYDECKER was down to the Livingstone Channel with Col. Markham aboard, in conference with Harry Hodgman, U.S. Chief Engineer here.

- The tug SHAUN RHUE, of the Dunbar & Sullivan Dredging Co., stopped here Friday while on her way to Sandusky to attend a dredge where the company have a contract.

- The M. Sullivan Dredging Company's machine shop in the Hydro-Electric building at rear of the post office, is being fitted out with electric motors and the company will be doing their rush jobs there.

July 20, 1923

- While proceeding from Pelee Island to Leamington Wednesday night of last week, the steamer PELEE was found to have sprung a leak and was in danger of foundering. There was a large number of

passengers aboard at the time, but all were taken off in safety by a fishing boat which was signaled, and the PELEE was enabled to reach Put-in-Bay, where she laid up for repairs.

- The Great Lakes D. & D. Co.'s big dredge COLUMBIA is on her way here to go to work on the lower end of the Livingstone Channel contract.

- Sunday afternoon Miss N. Mae Alexander left for New York City there to take the steamer LIMON for Belize, British Honduras. The LIMON will cruise along the coast, stopping at Jamaica and Cuba. Miss Alexander will visit for two months with her sister, Miss Ethel, who for the past year has been engaged in missionary teaching under Anglican church auspices.

- Capt. Joseph Marks is in command of the tug SHAUGHRAUN for a few weeks.

- John Sullivan, general manager of the Sullivan Dredging Co., who has been ill, is back on the job again.

- Several kegs of beer tossed overboard up the river Sunday when a bootlegger's crew got into a hot corner brought cheer to those who salvaged them at this port.

- Mrs. I.H. Kitchen, telegraph office, is local agent for the Canadian National steamer lines up and down the lakes. Time tables, tickets and all information can be obtained from her. Tickets for boat trips to Lake Superior and the St. Lawrence river via Northern Navigation Co. and Canada Steamship Lines can be secured from I.H. Kitchen, Canada National Telegraph office, who is the local agent.

July 27, 1923

- John Hallon has arrived from Syracuse, N., to take a position with the M. Sullivan drillboat fleet.

- The tug COLUMBIA, of the Sullivan Dredging Co., was in port Tuesday having her steering gear overhauled.

- The Great Lakes Dredge & Dock Co. are having piling at Bar Point so pipes can be laid to a pump, and a suction dredge will go to work along with the dipper dredge COLUMBIA.

- A large hydroplane en route from Cleveland to Detroit Friday, developed engine trouble while passing Amherstburg and descended alongside the PAPPOOSE dock at Bois Blanc. It took all afternoon to make repairs. Many persons inspected the aircraft with great interest.

- Mrs. Sarah Hanley, mother of Capt. Thomas Hanley, of the Sullivan drillboat fleet, passed away at home in Cleveland after a lingering illness, Tuesday at the age of 98 years. The remains were brought to Detroit and the funeral took place from the Jesuit chapel. Besides her son mentioned above, she leaves a daughter, Mrs. M.W. Brigg[s], of Cleveland.

August 3, 1923

- The *Globe's* marine reporter says in Saturday's issue: "The steamer VALDESE, formerly the old Rutland liner BENNINGTON, is due to arrive in Montreal Sunday from Seattle Wash., to join the Rutland Lake Michigan fleet operating between Ogdensburg and western lake ports. The VALDESE carried a cargo of 1,700 tons of sugar for Amherstburg, Ont. Capt. McQueen will board her at Ogdensburg and assume charge during the trip to Cleveland, where she will go on dry dock for repairs to fit her for river and lake traffic. The VALDESE increases the number of steamers operated by the Rutland Lake Michigan route to five."

- Work of widening the Livingstone Channel below the Detroit River lighthouse and out into Lake Erie will begin in a few days, according to Col. E.M. Markham, United States engineer in charge of the Detroit district. A contract for the work has been let and the widening should have begun before August 1st. With the completion of the widening project the channel will be 800 feet wide. This will make possible double traffic in the lower channel which was the intention when the channel was started. Widening is also being carried on in the upper section of the channel, which will be made 450 feet wide.

- The Great Lakes dredge COLUMBIA is expected here today (Friday) to go on the Breymann contract the Company took over on the Livingstone Channel. She will run two eight-hour shifts. Dredge NO. 9 will come on later.

August 10, 1923

- Capt. Clement, who was here fourteen years ago, is master on the Great Lakes D.&D. Co. dredge COLUMBIA, which is working at Bar Point.

- William Wilson, of Dresden, has given up his position as cranesman on the dredge TIPPERARY BOY to take a position as deckhand on the dredge COLUMBIA.

- E.N. King and R.W. Barrett, two young men from Detroit, have been installed as inspectors on the Great Lakes D. & D. Co. dredge COLUMBIA, by C.Y. Dixon.

- The United States lightship RELIEF, Capt. Con Christiansen and Engineer Albert Westaway, was in port Wednesday night, giving the two old Amherstburg boys a chance to renew old acquaintances.

- Capt. James McCauley, of the tug EDWIN DENBY, has shipped as master of the tug CHARLES E. WILLIAMS, which will work at Bar Point for the next two years attending the dredge COLUMBIA.

- Monday was civic holiday for nearly every town in Essex county, and it looked as if they held united excursions to Amherstburg and Bois Blanc. The little ferry PAPPOOSE was taxed to its utmost capacity all day, and the beauties of the island are becoming such a drawing card that the question of a larger ferry at Amherstburg is beginning to loom up.

- The Great Lakes Dredge & Dock Co. have leased Woods & Son's wharf, and are having a wareroom built there for their supplies and dredge repairs. Their offices will also be located there, while the dock has been leveled down and rebuilt with a solid stone front. The weeds on the lot are being trimmed, and this will make a very suitable place for the Company. The dredge COLUMBIA and tug CHARLES E. WILLIAMS went to work Monday on their contract, which was sub-leased from Breymann Bros., of Toledo. Another dredge is expected in ten days. They expect to finish the job by next mid-summer. Mr. Gaynor is the Superintendent of Construction.

- Thomas Lowe, inspector on the dredge GLADIATOR, tripped over a rope Tuesday and took an involuntary plunge into the river, but got out without difficulty, and was none the worse for his experience.

- Hon. Jacques Bureau, Minister of Customs, holds out hope that he will arrange for customs officials to be placed on the Detroit-Windsor ferries, to examine autos and thus speed up unloading, now delayed by the investigation of every automobile as it leaves the boat.

- A heavy blanket of fog hung over the lower Detroit River Tuesday morning, which kept all the large steamers blowing their fog signals and bringing many to anchor. The steamer A.T. KINNEY dragged her

anchor and sagged over on the head of Bois Blanc Island her full length. The tug HOME RULE went to her assistance and pulled on her all Tuesday morning. The dredge TIPPERARY BOY, ocean going tug GUARDIAN, Great Lakes tugs LOUISIANA and OREGON, and the tug DICKINSON, of Detroit, tried to release the steamer Wednesday night after the lighter RESCUE had removed part of her cargo, but their efforts seemed only to put her on harder. Other powerful dredges will attempt to pull her off today. The only steamer to navigate the river in the dense fog was the steamer CITY OF CLEVELAND III.

August 10, 1923

- Capt. S.K. Fraser is bringing out his tug HOME RULE with a bright new white dress with red trimmings and she'll hardly be known as she passes up the river. There isn't anything too good for her.

- Richard Cahill, chef on M. Sullivan's dredge GLADIATOR, will soon move into his handsome new stucco dwelling, opposite St. Anthony's school.

- The Empire Engineering Corporation has fitted out the derrick POWHATAN, which has been lying at Gordon, and it has been taken to Sandusky, where it will be used by the Duluth Superior Dredging Company.

- Edward Woods machine and blacksmith shop is a busy place these days, as much dredge repair work is coming in. From six to eight men are employed there and the steam hammer and air compressors are running steadily, as well as all the machines in the machine shop.

- A large scow equipped with a powerful Nova gasoline engine arrived at this port Friday for the Department of Marine and Fisheries, to replace the lighter PRESCOTT. The booms and equipment of the PRESCOTT will be placed on the new lighter, which is equipped with a gasoline hoisting engine.

- The former mine sweeper steel steamer NO. 22 arrived at this port Friday with her boiler in a dangerous condition. The steamer has been converted into one of the best equipped lightships on the lakes, and will be stationed at Gros Cap Reef, Lake Superior. She has a powerful propeller engine, an electric light plant, has hotel quarters for officers and crew, and fully equipped with life-saving apparatus. She draws 16 feet of water.

August 17, 1923

- Capt. Murphy, of Buffalo, N.Y., is the young skipper in charge of the Sullivan tug EDWIN DENBY.

- The Great Lakes D.&D. Co. dredge NO. 9, known at this port as STARKE NO. 9, will arrive tomorrow and go to work at Bar Point.

- The release of the steamer A.T. KINNEY from the place where it ran aground Tuesday off Bois Blanc Island, proved to be one of the most difficult wrecking jobs attempted in the Detroit River recently. The work was carried on until late Thursday before the vessel got off. Four tugs were required as well as a dredge and a lighter, that removed 400 tons of the boat's cargo before it could be floated. Tugs that were called to help in the work were the DICKINSON from Detroit, the OREGON from Port Huron, the LOUISIANA from Toledo, and the GUARDIAN of the Pringle Barge Line. The dredge TIPPERARY BOY of the Dunbar & Sullivan Dredging Co. and the lighter RESCUE were also used. The M. Sullivan dredge HERCULES was the craft that did the job. She broke every cable that was put out to her, and finally with a steady strain from this dredge the KINNEY came off the rocks. The tug COLUMBIA also assisted on the work.

- The *Detroit Free Press*, Monday had the following interesting item about an Amherstburg old boy: "Joseph King, local manager of the Great Lakes Towing Company and one of the best known marine men in the United States, returned from Cleveland Sunday morning on the D.&C. boat. He made the trip to Cleveland in the flying boat NINA Saturday afternoon and spent Saturday evening with his friends in the 'fifth city'."

- The Great Lakes D.&D. Co. dredge was in port Friday with a broken anchor spud, which was caused by the heavy seas at Bar Point.

- The McQueen Transit steamer LEROY BROOKS arrived last week with the boiler of the steamer CITY OF DRESDEN, which has gone to pieces off Long Point. The BROOKES also made a trip down Lake Ontario.

-The steamer HERKIMER and barges 213, 206 and 233, of the Green fleet sugar boats, were compelled to put into port here Sunday on their way from New York City to Wallaceburg, light.

- The steamer VESLA will sail from the Great Lakes Engineering Works at River Rouge on August 20th to inaugurate a regular service between Detroit and Norway. The boat is operated by the Lake and Ocean Steamship Company.

- Capt. Thomas Hagen has secured a nice job for his tug, the ABNER C. HARDING, towing steamers loaded with iron ore to the Ford smelter plant at River Rouge. Capt. Hagen wears a white suit on his job.

September 7, 1923

- Capt. Thomas Hagen, Windsor, was successful in releasing an ocean going steamer from the Southeast Shoal, Lake Erie, Friday. The steamer, belonging to the Tomlinson fleet, operating on the Great Lakes, struck the shoal early Tuesday morning of last week in a dense fog. The word was sent to Capt. Hagen who with the tug ABNER C. HARDING and the lighter RESCUE, of the Great Lakes Towing Co., arrived Tuesday night. The cargo taken off at once while Capt. Hagen started to pull on the steamer, and finally released her.

DR. A.R. HACKETT'S KNOWLEDGE OF NAVIGATION WINS HIM HIGH HONORS IN DETROIT YACHT RACES, UNDER HEAVY HANDICAP

- It has been proved out thousands of times that breeding tells. Descended from a long line of ancestors who followed the seas and lakes, Dr. A. Roy Hackett, of Detroit, son of Mrs. Andrew Hackett, Amherstburg, piloted his cruiser to win in the week end gold cup regatta races on the Detroit River, though he was under the handicap of being the thirteenth to be sent away. The Detroit Free Press sports writer, in his write-up of the race, says: "HYAC, Aaron Deroy's big motor yacht, and WHITEWOOD, the little cruiser owned and piloted by Dr. A.R. Hackett, after Saturday's heat of the Sallan trophy race had been tied for first place, each having 49 points in the scoring. Sunday, although his boat was the thirteenth to be sent away under the handicaps established by the judges, Dr. Hackett brought the WHITEWOOD across the finish line first and the 25 points this earned him made his total for the three heats 74. The HYAC, fifth to start, finished sixth and drew 69 points, or second place for the race. The WHITEWOOD made the river after the turn out around the lightship stakes in Lake St. Clair well behind. Six boats lead her as she straightened out in the three-mile Gold Cup course, but she overtook all of them before she had completed the one round of the short course and won by several lengths. Dr. Hackett, who carried away the Sallan trophy, a silver service, Sunday night, won first prize in the chance race, a chest of silver.

- The Lighter PRESCOTT is being dismantled at the government supply depot. The boom, a frame and hoisting boom is being placed on a smaller scow. After this is done the PRESCOTT will be put up for sale to the highest bidder.

September 14, 1923

WINDSOR FERRY PRESIDENT DIES **CAPTAIN W.E. CAMPBELL WAS PIONEER IN RIVER AFFAIRS**

- Captain Walter E. Campbell, president and general manager of the Detroit and Windsor Ferry Company, and one of the most widely known sailors on the Great Lakes, died Sunday morning at his home on Peche Island. He was 71 years old and had been ill for some time.

Captain Campbell was a native of Detroit. He began his life work as a collector of tickets on the old ferry line between Detroit and Windsor at a period when to own a couple of old sidewheelers was to be known as commander of the fleet.

His first command was the ferry boat FORTUNE which up to a few years ago was still in active service on the Detroit River. More than a quarter of a century ago Captain Campbell was elected as president and general manager of the Detroit, Belle Isle and Windsor Ferry Company, the name of which was changed a few years ago to the Detroit and Windsor Ferry Company. This position he held at the time of his death.

For years Mr. Campbell always stood at the foot of Bates street at 9 o'clock in the morning and at 3 o'clock in the afternoon to give the order to start the boat to Bob-lo Island.

Aside from his widow he leaves two daughters, Mrs. Stanley E. Vernor and Miss Esther Campbell. Funeral services were held Tuesday morning from Hamilton's chapel.

Mr. Campbell was a man of vision and recognize ability. His company took over Bois Blanc thirty years ago, when few but himself saw its possibilities as a playground for Detroit's countless thousands of men, women and children, and in that short time, under plans thought out and fostered by him, it has been transformed into one of the most beautiful summer picnic grounds in America. He put the profits of the Company without stint into its development, and today for beauty of scenery, artistic landscape gardening, conveniences, and places of amusement, it outrivals anything of its kind anywhere. It was Mr. Campbell's special pet scheme and all the splendid improvements bear the imprint of his personality. He greatly endeared himself to his employees by kindness and consideration of their comfort. No man ever applied to him in vain for a job of assisting in the care of the island, and the company has on its pay roll nearly all the old men in Amherstburg. Under his direction, the Detroit and Windsor Ferry Company kept pace with the tremendous development of the cities which they bridge with as fine a line of ferry steamers as can be found on the chain of lakes. Their Bois Blanc boats are the last word in passenger carrying steamers.

Mr. Campbell established life-long friendships with business men in Amherstburg, and many homes are mourning his death. Several old friends attended the funeral in Detroit Tuesday morning.

- The Gros Cap lightship NO. 22, which has been lying at the lower dock for six weeks with a disabled boiler, was taken to Detroit Tuesday to undergo repairs.

- Capt. John Bernard returned Wednesday to his lightship after spending eight days at his home in town.

- John Dickey, of Buffalo, N.Y., head of the Drill Workers Association, was in town a couple of days last week, visiting the local drillmen.

- Capt. William Tobin, mate on the steamer COLUMBIA, was down relieving Capt. Felix Graveline, a few days this week. Mrs. Graveline underwent an operation at Hotel Dieu, and Capt. Graveline has been at her bedside.

- The Fraser Towing and Wrecking Co. were the lowest bidders for raising the steel dump scow which sank in 20 feet of water at Bar Point in the storm Friday night. The tug HOME RULE with the Goodchild wrecking lighter, loaded with air compressors, started on their task Tuesday morning.

- The CORDEAUX, one of the passenger boats of the Aeromarine Service Company between Cleveland and Detroit, was forced to land in Lake Erie late Thursday night because of engine trouble. The coast guard from Marble Head rescued the eight passengers and two members of the crew. The airboat was towed ashore. The CORDEAUX was adrift for two hours in a fog before it could be located by the coast guard.

September 21, 1923

- The M. Sullivan Dredging Co.'s tug EDWIN DENBY came back from the Great Lakes Engineering Works at Detroit this week, and is now in shape for the fall weather on the Livingstone Channel.

- The M. Sullivan Dredging Co.'s dredge HERCULES was taken to the Great Lakes Engineering Works dry dock this week to be put in shape for the fall months, to work as late as possible on the Livingstone Channel.

- The new D.&C. steamer GREATER DETROIT, was launched at Lorain on Saturday. In general, the design follows the conventional side wheel steamer characteristics having a refined steel hull, carrying a great superstructure of wood supported by braces. It is interesting to note that these superstructure decks are each about three-quarters of an acre in area. The type of the stern is unusual, and has not been used before in this type of vessel, being of an unusual width. The length over all is 550 feet; the width of the hull is 58 feet; and the breadth over the guards in the middle is 100 feet. The depth of the boat is 23 feet 6 inches. Some idea of the exceptional size of this boat may be gained from a statement of the number of rooms on the various decks. On the promenade deck there is a total of 205 rooms, including 12 parlors and baths. Several others have showers baths. On the gallery deck there is a total of 24 rooms, including 12 parlors and bath rooms. On the upper deck there are 166 double berth rooms, and the entire boat has 650 rooms. The total number of passenger berths and beds numbers 1,200. An usual feature of the boat is seen in the fact that there are two rudders; one being at the bow and the other at the stern. The rudder at the bow is necessary to facilitate the handling of the boat in narrow waters at each end of the run.

- The M. Sullivan Dredging Co. have started to convert the dredge OLD GLORY, into a powerful derrick scow, at their repair yards here. The cabins and sleeping quarters will be taken off and put on their dock, to be used as warehouses. The Company is well equipped with the latest compressed air and electric augers and drills, and will keep their yard men busy, when no other work is in sight. The OLD GLORY may be pulled up on ways at the rear of the water works parks, where the work can be carried on till late in the winter, and a good job made on the hull, which is sound as a dollar.

September 28, 1923

- Supt. Dan Morrow, of Bob-lo Park, has a gang of men at work blasting the rock opposite Murray Street and filling in the PAPOOSE dock, which will be a concrete dock.

- Capt. Pat McDonald has arrived from Cleveland to take a master's berth on the tug CHARLES E. WILLIAMS, of the Great Lakes Dredge and Dock Co.'s fleet, at work at Bar Point, with Capt. James McCauley. Capt. McDonald was with Capt. Tom Hagen, last week, on the tug ABNER C. HARDING, when they sighted a canal boat loaded with a \$50,000 cargo of Sulphur off Morgan's Point, Long Point, Lake Erie, rolling in heavy seas, without a crew. Just as the HARDING was 100 feet away the canal boat dived, and down she went. At the same time the water boiled up as high as the post office, caused from Sulphur exploding. It almost gave Capt. Hagen heart failure to see such a valuable cargo go down into the deep a total loss. The tug OREGON, bound up, also sighted a similar craft, but with the aid of the HARDING put a crew aboard and took her safely into Port Colborne.

- The tug HOME RULE went to Pelee Island this week, and towed the Government dredge from there to Wallaceburg.

- Capt. J. Laframboise, who has been visiting his sister, Mrs. McFarland, Fort Street, left Sunday for his home in Los Angeles, Calif.

- Capt. John McLean, Master of the Dunbar & Sullivan Dredging Co.'s tug SHAUN RHUE, of Sandusky, spent Saturday and Sunday in town.

- Capt. D. Nicholson, commodore of the Detroit & Windsor Ferry CO., Mr. Mason and Mr. Gilchrist made an inspection of Bob-lo Park, Saturday.

- The U.S. engineers' steamer LIEUT. A.C. TIPPIN, in charge of Edward Lewis, arrived here Tuesday to do some survey work on the lake.

- Wm. Wilson, of Dresden, has taken up his position on the dredge COLUMBIA to take a job as hoisting engineer at Ford.

- Reports come from Pelee Island that the heavy frost which did so much damage in Essex County last week, passed over the island. Both corn and tobacco are being harvested in good condition.

- During the dense fog Tuesday morning the Canadian steamer GLENBRAE ran out her full length on the channel bank, just north of the waterworks dock on the soft mud. The tug HOME RULE released her in a few hours.

October 5, 1923

- Michael Sullivan, dredging contractor, is spending much time here with his fleet on the Livingstone Channel.

- Capt. Fred J. Trotter made a trip on the steamer WILLIAM H. WOLF, with his old friend, Capt. A.C. Callam, this week.

- The steamer COLONEL ran hard aground on Southeast Shoal Thursday night. The tug A.C. HARDING and lighter RESCUE released her Saturday morning.

- The steamer ALASKA unloaded a big cargo of lump coal for the Mullen Coal Co., and a cargo of slack coal for the Brunner Mond Canada, Ltd., at this port, this week.

- The Fraser Towing & Wrecking Co.'s tug HOME RULE went to the Thames River this week to assist in raising a tug and towing a Government dredge to Wallaceburg.

- President Gilchrist, of the Detroit and Windsor Ferry Co., with Mr. Mason, made a flying trip of inspection to Bob-lo Park Friday. Nothing was given out about further improvements.

October 12, 1923

DEATH OF CAPT. JAMES LAFRAMBOISE

- A telegram was received in Amherstburg Tuesday forenoon by relatives announcing the death of Capt. J. Laframboise, which occurred at Los Angeles on Monday. It came as a melancholy surprise, though it was known that he was in a critical state of health even while visiting in Amherstburg a few weeks ago. The funeral took place at Los Angeles. Capt. Laframboise was a son of the late Capt. Jacques Laframboise, well-known marine, and was born here 60 years ago. He early took to the waters and rose to command some of the finest steamers. A year ago while in charge of the steamer CLEMSON, he was exposed to a storm for forty-eight hours and contracted a severe case of influenza, which left him in poor health, and he was never able to overcome the weakness that followed the attack. A few years ago Capt. Laframboise left Cleveland to make his home in California. He is survived by his widow and one daughter, Ruth; also sisters, Mrs. John McFarland, Fort Street, Amherstburg; Philip and Ada, Mrs. Thomas Braund, of Cleveland, and Daniel, of Osakis, Minnesota.

- While the Mullen steamer, J.H. DEVEREUX (Capt. Recor) was coming across the lake Sunday, she developed engine trouble by the crank pin becoming loose. She managed to get to Bar Point, sailing slowly, where she was picked up by her sister ship, ALASKA (Capt. J.E. Mahon), and towed to Sandwich for repairs.

October 19, 1923

RIVER MAN SUICIDES

- A most deliberate case of suicide was uncovered when the body of James Troy, an employee of the Sullivan Dredging Co., was found cold in death with his throat cut from ear to ear in his bedroom upstairs in the Amherst House, Wednesday, forenoon about 10 o'clock. Troy, who has been employed on the river here for 15 years or so, is said to have come from Louisville, Ky., or South Chicago. He was around as usual Tuesday and Tuesday evening, but about 10 o'clock Wednesday morning his door was found to be locked on the inside. Mrs. Burns called her husband, who suspecting something wrong as he was unable to get a reply from the occupant, notified Chief of Police Timmis, who broke in the door and was horror-stricken to find the man's body stiff and stark in a pool of blood on the bed. Coroner Park was notified and decided that it being a deliberate case of suicide no inquest was necessary. The deed appeared to have been committed about 18 hours before with a jackknife, which Troy had stropped to a fine edge on his razor strop. So far as known he was a single man, and the body is being held for burial to see if word will come from his relatives.

- The dredge HANDY ANDY, of the Dunbar & Sullivan fleet, is digging sand at Sugar Island channel, Lake Erie, which is being taken to Slocum's Island in the Trenton channel, for a bathing beach there.

- Miss Margaret Hanley, of Cleveland O., is visiting her father, Capt. Thomas Hanley, Supt. of the M. Sullivan drillboat fleet.

- The Fraser Towing & Wrecking Co.'s tug HOME RULE has arrived home after being absent three weeks attending a dredge at Wallaceburg.

- Capt. Fred Trotter arrived home Saturday from a ten days trip up and down the lakes in the steamer WILLIAM H. WOLF, with Capt. A.C. Callam.

SIX FOREIGNERS DROWN, STEAMER STRIKES BOAT

- Five of six Armenians in a launch, piloted by Frank Gignac, son of Napoleon Gignac, of Petite Cote, were drowned in the Detroit River, between River Rouge and Ecorse, Mich., early on Monday when an unidentified steamer struck the small craft and precipitated its human cargo into the water. Gignac also was drowned. Abedes Godoshian, 40, of Delray, Mich., was the only one saved. The dead are: Elmas 22; Ozisanma, 18, and Hasgart, 18, children of Abedes Godoshian, and Haig, 14, and Vageney, 1, children of Godoshian's brother, and the Petite Cote pilot. U.S. immigration authorities and Ecorse police expressed the belief that the Armenians were being smuggled into the United States from Canada. The lake steamer was moving down the river when the accident happened; the boatman in the fog thinking danger was past, did not notice that a tow was attached to the steamer, and was run down by it. The launch was travelling without lights and was undistinguishable in the dense fog that hung over the water. The boat struck the launch and hurled its occupants into the waters, apparently unaware of the accident. Abedes Godoshian was pulled from the river. The bodies of the others have not been recovered.

- Capt. Gordon Colborne is giving his residence, Ramsay Street, a coat of paint.

- The Mullen Coal Co. is stringing electric lights along their docks to expedite night fueling.

- Capt. and Mrs. Albert Bailey are moving into the Pike house, on Sandwich Street North, which they are purchasing from Grant Duff.

- A heavy blanket of fog hung over the river early Monday morning so thick that even the dredge tugs were unable to go out to their work with the drill crews, and all lake steamers came to anchor.

October 26, 1923

- The Great Lakes tug CHARLES E. WILLIAMS, in command of Capt. Jas. McCauley, left Sunday for Cleveland with two dump scows, returning on Tuesday. She then towed the dredge COLUMBIA to Buffalo for repairs and when she returns will go to Duluth to tow a drillboat to Chicago, and from there to Milwaukee with a dredge before returning to her home port.

November 2, 1923

CAPT. LEWIS BELLECOURS DROWNED

- The town was deeply saddened Wednesday night, when it became known that Capt. Lewis Bellecours, native son of Amherstburg and one of our best known lake seamen, had been swept off one of Dunbar & Sullivan's scows in the Livingstone Channel and drowned. It seemed like a stroke of fate, as Capt. Bellecours had been employed days, and only went out that night to instruct two new employees from Detroit in their duties. Eye witnesses state that a cable became fast and when he reached down to release it, the line came up and struck him in the chest, knocking him overboard. He was heard to cry "I'm gone", and sank from sight. Capt. Bellecours was a son of the late Capt. Andrew Bellecours, being one of a family of eleven, one of whom died in infancy. The others are: Henry, of Detroit; Joseph and James, of town; George, of Buffalo; Mrs. Kate Talman and Mrs. Harry Bell, of Toledo; Mrs. Jas. I. Ouellette, Mrs. Charles Clifford, and Mrs. Judson Bratt, of Amherstburg. He grew up in town and early took to the lakes, which he followed all his life. Of late he had been in the employ of Dunbar & Sullivan. 'Cap' by which name he was best known, was a general favorite and had scores of friends. He was twice married - first to Elizabeth Ouellette, daughter of the late Luke Ouellette, of Malden, and they had one daughter, Elizabeth, now Mrs. McDermott, of Detroit. His second wife was Miss Bertha Secor, niece of Jere Mailloux, former

proprietor of the corner hotel. She survives him with a son Lewis and infant daughter, Margaret Mary. He is also survived by his aged mother, who feels very keenly the loss of this first important break among her children. After several hours search the body was recovered at noon yesterday (Thursday).

- Capt. Frank Colton has shipped as pilot on one of Dunbar's scows while men are so scarce.
- The tug ABNER C. HARDING, Capt. Thomas Hagen, laid here a few days this week while waiting weather to assist in towing the Great Lakes D.&D. Co.'s dredge COLUMBIA to Buffalo.
- The small whaleback steamer PROGRESS, upbound with coal from Ashtabula to the Canadian Soo, ran hard aground opposite the Mickle farm, Bar Point, late Monday night, and the lighter RESCUE had to take out a full lighter load before the tug ABNER C. HARDING pulled her off late Wednesday morning. The tug OREGON, Capt. Grisdale and Engineer Griebing was sent down from Port Huron to assist on the work if she was needed.
- Capt. John Bernard, master of the Southeast Shoal lightship FALKEN, is home on furlough.
- Arthur Bennett and Don Yeoman undertook an expedition to Grosse Isle in a motor boat a few days ago. They were well on their way when the engine refused to operate and Don became very excited. He said rough weather sailing with a good engine wasn't so bad, but drifting into the lake didn't appeal to him, so Arthur had quite a time pacifying Don. After a complete research investigation for the trouble, the motor of the good ship was again started, and Don once more smiled a smile of content. Upon reaching their destination they immediately located a phone and called the pumphouse to tell their experience and have a lookout on duty for the return trip. Chas. Kelly, of the Westcott marine office, perched himself on his parapet with his trusty field glasses and followed the seafarers all the way across the high seas, but there was no break down, and the sailors landed safely home. Don gave a sigh of relief at the dock and said if he had many more trips like that one he would be a nervous wreck.

September 7, 1923

BORDER RUM-RUNNING CHECKED BY OTTAWA

- An order has been issued by the Department of Ottawa, directing that no clearance papers should be issued to vessels under 250 tons for carrying liquor to a foreign port. This order applies only to liquor in bond, the Minister added, as the Department of Customs, has no control over duty' paid liquors. It is understood that the purpose of this order is to fix a standard of vessels to which clearance papers may be granted. In the past, it is stated, very small boats, even row boats, have taken out papers for the transport of liquor to ports to which it would be impossible for them to navigate. The order is expected to put an end to this practice, and to limit the issue of clearance papers to vessels capable of making a bona fide voyage.
- The new office and store room for the Great Lakes Dredge & Dock Co., on Woods' wharf is completed.
- The M. Sullivan tug COLUMBIA went to Buffalo, N.Y., this week and brought up a dump scow to be used on the Livingstone Channel.
- The dredge OLD GLORY, on of M. Sullivan's oldest dredges, was brought down from Sandwich Saturday, and after the cabins are taken off will be converted into a modern derrick scow.
- The large pontoon which was built on the waterworks river front, to be put under the drillboat EXPLODER to prevent the jar of the boat when blasts are set off, was launched this week.

- The work of rebuilding and putting the derrick scow in shape at the Government Supply Depot, is going on rapidly.

November 2, 1923

- Capt. Joseph Bellecoure has been very ill the last three weeks at his home, Dalhousie Street.

- Danny Harkness, of the tug SHAUN RHUE, was called to his home in Waterford, N.Y., on account of the serious illness of his sister.

- There was considerable excitement on the river Wednesday night of last week when a row boat broke adrift from a drillboat. Wesley Beacom and Earl Renaud went after it but became lost in the fog on Lake Erie and were picked up hours later by the Great Lakes tug OREGON, which happened to hear the whistles for a tug. Another boat was sent out in search of them with Gilbert Morencie and Russell Brown as pilots, but he couldn't make the grade against the current and were picked up by the supply boat DENBY.

November 9, 1923

- The body of the girl picked up on John Parks beach, Malden, on Wednesday of last week, was identified Saturday by Detroit relatives as the fourteen-year old Godoshian girl, one of a party of six Armenians who were drowned when a freighter ran down the rowboat in which they were crossing the river on the night of October 6th. Her brother's body, a 20-year old lad, was found floating in the river opposite Ojibway, Thursday.

- While fishing near Fighting Island, Tuesday morning, Albert Laframboise, Petite, Cote, found the body of Godoshian Caghinay, 30 years old, one of the Armenians drowned in the Detroit River two weeks ago. Identification was made from a Canadian passport issued at Halifax.

- The Dunbar & Sullivan tug SHAUGHRAUN sprang a leak from a seacock early Tuesday morning and sank at her dock, foot of Richmond Street, in 20 feet of water. James Martin, who was sleeping aboard her, had a close call, and was awakened just in time by the swish of the water. That evening the tug HOME RULE, with its steam pump and divers, raised her without trouble, and found she hadn't been damaged by the immersion.

November 16, 1923

- George Hunt, blaster on M. Sullivan's drillboat EXPLODER, broke a small bone in his right foot Saturday night when he jumped on the deck, and has since been using crutches.

- The Dunbar & Sullivan tug SHAUGHRAUN has returned from the Great Lakes Engineering drydock at Detroit, to be inspected, after her dive at the foot of Richmond Street, last week.

- The M. Sullivan Dredging Co. are having the old derrick scow hauled out on the beach at Waterworks park. A cargo of timber has arrived and she will be given a general overhauling.

November 23, 1923

- The steamer MAPLEBORO was in port for several days loading 12,000 cases of canned tomatoes from the local factory for England.

- The Department of Marine and Fisheries have delivered a large derrick scow at this port to be used in bringing in the gas buoys and aids to navigation on the lower Detroit River.

- Capt. S.K. Fraser, of the Fraser Towing and Wrecking Company, purchased the wooden barge, W.L. KENNEDY, formerly of the Sulphite Transportation fleet, and brought her to this port. He has not yet decided whether he will dispose of her or convert her into a modern drydock.

- The Great Lakes Dredge & Dock Co.'s tug CHARLES E. WILLIAMS, in command of Capt. James McCauley, has just returned from a remarkable month's trip, taking in all the Great Lakes but Ontario. The tug left here a month ago for Buffalo with the dredge COLUMBIA and towed a drillboat to Milwaukee, then back to Chicago with a dredge, then back to Amherstburg.

November 30, 1923

LEAPS TO HIS DEATH FROM FERRY BOAT

- Despondent because of long illness, Charles Leo Fitzpatrick, 30 years old, farmer of Maidstone, ended his life Monday afternoon when he leaped into the river from the Walkerville ferry boat, the ESSEX. Shouting "good-bye" to other passengers standing near, Fitzpatrick jumped to the rail and then into the wake of the boat. His body was recovered an hour later by the Detroit harbor master. Fitzpatrick is survived by his mother, six brothers, and two sisters. Dr. H. Crassweller, coroner, held an inquest Tuesday morning.

- The Fraser Towing and Wrecking Co. have placed their big new barge, the KENNEDY, alongside of the barge ATLAS, at the dyke of the Livingstone Channel.

- Pending a definition from Ottawa of the measurement of the 'three-inch mesh' for Lake Ontario fishermen, over which a controversy is now raging on Lake Erie and Lake Ontario between the Department of Fisheries and the fishermen, the Ontario Government will permit nets now in use by the fishermen that are thought to be too small, to be used until the question is finally settled by Ottawa, where the jurisdiction rests.

FERRY CO.'S FIRE

- Fire which started from an overheated stove in the Ferry Co.'s office at the foot of Woodward Avenue, Detroit, about 4 o'clock Wednesday morning, resulted in damage to their property and adjoining buildings of nearly one million dollars. There has been much inconvenience since landing passengers in Detroit at this busy season. Immediate temporary repairs will be made.

December 7, 1923

- Windsor will urge the Detroit & Windsor Ferry Company to build docks on both sides of the river of a type that will permit loading of passengers and automobiles at the same time.

- The hull of the new passenger Str. GREATER BUFFALO passed up the river in tow of the two ocean going tugs, GUARDIAN and CUSTODIAN. The BUFFALO which was built at Lorain, will be finished up at Detroit and will be ready for the passenger traffic between Detroit and Buffalo at the opening of the

1924 season. The sister ship, GREATER DETROIT, is also at Detroit having her engines and boilers installed. She will also be ready next spring.

- Capt. Dave Hackett has had a small scow with cabins built at the old Queen's wharf, to be used in duck shooting expeditions.

- The Mullen Coal Co.'s steamer DEVEREUX has finished her season and has gone to the shipyard at Detroit to be overhauled this winter.

- The American Government lighthouse tender ASPEN is taking in the U.S. gas buoys, as a sudden cold snap may cause a lot of extra expense in retrieving them.

- George Hunt, who has been with the M. Sullivan Company's drillboat fleet all season, has gone home to Buffalo for the winter. A few drillmen have taken positions at the glass factory.

- The Great Lakes Dredge & Dock Co. dredge NO. 9 and tug CHARLES E. WILLIAMS suspended work on Bar Point shoals contract Saturday and have pulled to the Great Lakes Engineering Works, Detroit, for the winter.

- The steamer ALASKA loaded a full cargo of fuel coal at this port and took it to Sandwich this week. The steamer is now through for the season.

- Capt. Michael Mahon, of the steamer SENATOR, and Capt. James M. Kelley, mate on the steamer WILLIAM P. SNYDER Jr., have arrived home for the winter months.

December 14, 1923

- Carl Shaw and Cecil Brown have returned home after sailing on the steamer BYERS all season.

- The steamer ALASKA, of the Mullen Coal Co., is going into winter quarters at this port after a very busy season.

- Capt. C.R. Hackett is busy picking up and putting in winter quarters the floating aids to navigation on the lower Detroit River.

- The Southeast Shoal lightship FALKEN came in from her exposed station Thursday of last week and was immediately ordered back, but only Capt. Bernard, of the crew, was willing to undertake returning to the hazardous station. The question of a larger and safer lightship for the Southeast Shoal will likely engage the attention of the Department before navigation opens next spring.

December 21, 1923

- The little ferry PAPPOOSE has gone into winter quarters at the back on the main ferry dock at Bois Blanc Island.

- The sand steamers GUNNELL and HARSEN were wind bound here Saturday and Sunday, on their way to Cleveland from Detroit.

December 28, 1923

- Capt. Charles R. Hackett is laying up the tug JOHN E. MONK, the lighter and all aids to navigation at the Supply Depot.

- The Fraser tug HOME RULE has been placed in winter quarters and Engineer Eade has gone to his home in Little Current.

- Freemont Nelson, who has been chief on the steamer, HARRY W. CROFT all season, is home to spend the winter in Anderdon.

- The Great Lakes Towing Co.'s OREGON stopped at this port Sunday on her way to Toledo to be employed during the winter breaking up ice jams should any floods occur.

- The Southeast Shoal lightship FALKEN and Bar Point lightship have arrived in from their stations and are being put in their winter berths at the Government Supply Depot.

- William H. Bush, who has been chef on the steamer HOMER WILLIAMS all season, has arrived home for the winter.

- Capt. John S. McQueen is laying up his steel tug LEROY BROOKS, at the Riverside Flour Mills wharf.

- Capt. Alex Callam, master of the steamer WILLIAM H. WOLF, has arrived home to spend the winter with his family after a very successful season.

- After spending Christmas with his brother Ted, Jack Tunnicliffe, of the Bar Point lightship, left for St. John, N.B., where he will sail for his home in England. He expects to return in about three months.

Excerpts from
The Amherstburg Echo
1924

February 8, 1924

- The M. Sullivan Dredging Co. are pushing the work of overhauling their dredging fleet at this port. The new derrick scow is ready to be launched as soon as ice conditions will permit. The hull of the drillboat EXPLODER is practically being rebuilt and she will come out as good as new as early as possible. The new steel drillboat being built at Detroit is about completed, while the drillboat DESTROYER is at Detroit receiving some repairs. These three drillboats will employ a big gang of men next summer. The dredge HERCULES' "A" frame and boom have been torn down and will be rebuilt from the hull up. The dredge GLADIATOR's engines and hoisting machinery are being torn apart and all weak pieces replaced, and when this work is completed this dredging plant will almost be equal to new.

March 14, 1924

- Capt. S. K. Fraser has fitted out his tug HOME RULE for the season.
- The boiler, engine and equipment from the Empire Engineering Corporation derrick scow was shipped to New York this week.
- The boiler from the CITY of DRESDEN was shipped to Kingston this week, Capt. McQueen having sold it to harbor contractors there.
- The M. Sullivan Dredging Co. have put the supply boat PATSY in commission and they are rushing the fitting out of the drillboats EXPLODER and DESTROYER, to be put to work on the Livingstone Channel as soon as possible.

March 21, 1924

- The removal of the big boilers from the Str. CITY of DRESDEN at the lower dock to the M.C.R. station for shipment to Kingston caused considerable interest as they were skidded along the street, the motive power being two of Drifford Bertrand's teams. The job was accomplished without a hitch.

April 4, 1924

- George Hunt has arrived from Buffalo to take a position on one of Sullivan's drillboats.
- Bois Blanc Island lighthouse and all shore range lights are in commission for the season.
- The steamer PROGRESS, loaded with autos, arrived here Thursday night from Cleveland, bound for Detroit.
- John Hanlon, of Syracuse, N.Y., has arrived in town and will take a position on the Sullivan drillboat fleet

- Owing to ice conditions in Cleveland harbor, the D. & C. Navigation Company cancelled their spring sailing schedule and will wait till the conditions are more favorable.
- James Boxall has shipped as chef on the Great Lakes D. & D. Co. DREDGE NO. 9.
- The Department of Marine and Fisheries are fitting out their two lightships for Bar Point and the Southeast Shoal.
- Capt. John McLean and Engineer William Shewfelt have gone to Detroit to fit out the tug SHAUN RHUE. The plant will be brought to the spoil banks as soon as the Dunbars can get their outfit ready.
- The M. Sullivan tug EDWIN DENBY has been fitted out with Capt. Henry Cook and Engineer Paddy Welsh in charge. The tug brought down the two drillboats, DESTROYER and EXPLODER, from Detroit this week.
- Capt. James Kelly left Tuesday for Cleveland to assist in fitting out his boat, the WM. P. SNYDER.
- John Sullivan, who has been with the Mullen Coal Co. for a year as engineer, is moving to Detroit to look after his real estate holdings.

April 11, 1924

- Capt. John McQueen, the tugman, was in Kingston on business.
- George Maguire has arrived in town to take a foremanship on M. Sullivan's new drillboat, which came down to this port this week.
- Fraser Sullivan, business manager for the M. Sullivan Dredging Co., and family have moved to their home, river front, from Detroit, for the season.
- The United States Government survey gang has commenced to drive stakes in the Livingstone Channel, to be used as ranges by the Sullivan drillboat fleet.
- The little ferry PAPPOOSE, which has been laid up behind the main ferry dock all winter, has been fitted out and is carrying the men to and from work at Bob-Lo. Capt. Felix Graveline is in charge.
- A powerful stationary light has been installed at the Bois Blanc lighthouse which will require no attendance. The light keeper's residence, occupied by the Hackett family for 50 years, will not be kept up and Capt. Charles Hackett is moving his household effects to his own residence on the mainland.
- Capt. Thomas Hanley, Supt. M. Sullivan drillboat fleet, returned to town last week and is preparing to establish new records with his fleet on rock work this season.
- The Woods machine shop has been working overtime making repairs on dredge and drill machinery to enable the boats to make an early start on their lower Detroit River contracts.
- The Great Lakes Dredge & Dock Co.'s DREDGE NO. 9 (Capt. Munson), and tug CHARLES E. WILLIAMS (Capt. McCauley) left this port Monday for Huron to do a small harbor job before starting to work on their Bar Point contract.
- The D. & C. steamer WESTERN STATES opened navigation between Detroit and Cleveland Monday morning. The boat passed Amherstburg in one of the season's heaviest snow storms.

April 18, 1924

- Capt. Bert Bailey left last week for Port Arthur to fit out the steamer THOMAS BARLUM, on which he will be mate this season. The BARLUM will come down with a cargo of grain.
- Canadian engineers are making a survey of the local harbor in view of deepening it along the docks, and when a Government dredge comes along the Supply Depot slip will also be cleaned out.
- Wm. Adams has shipped as chef on M. Sullivan's dredge GLADIATOR.
- A big shipment of dynamite has arrived for M. Sullivan, to be used by the drillboats in blasting rock in the Livingstone Channel.
- Capt. Alex Callam has gone to Buffalo to fit out the steamer WILLIAM H. WOLF, on which he will sail as master again this season.
- The Mullen Coal Co. steamer JOHN MULLEN (formerly the *J. H. DEVEREUX*) arrived at this port from Cleveland with the first cargo of coal of the season. During the winter the steamer MULLEN has had a thorough overhauling at Cleveland, and her hull painted a bright iron ore color.

April 25, 1924

- Richard Cahill has shipped as chef on Dunbar's dredge TIPPERARY BOY at Detroit.
- The Southeast Shoal lightship FALKEN, Capt. Renaud, went to her station on Saturday.
- The Dunbar tug SHAUGHRAUN has arrived to tow stone scows to the River Rouge from the spoils bank.
- Capt. Charles R. Hackett has the tug JOHN E. MONK fitted out and is placing the aids to navigation in their position.

May 2, 1924

- The Southeast Shoal lightship left the Government dock Saturday morning for its hazardous station in Lake Erie under command of Capt. Achille Renaud, who was successful in obtaining a master's license that gave him the privilege of sailing vessels from the upper lakes to the Gulf of St. Lawrence. Young Capt. Renaud is a son of Mr. and Mrs. Barth Renaud, and was raised on the front, Anderdon, within sight and sound of the rolling billows of the Canard.
- The M. Sullivan Dredging Co. have put their dredge GLADIATOR to work, running three eight-hour shifts while the tug EDWIN DENBY is carrying three crews.
- The United States Government is making a careful survey of the channel opposite town to see that there are no obstructions which may have been caused by the ice during the winter.

May 9, 1924

- Capt. Jeff Stockwell, with the tug WINNER, is towing oil barges from Toledo to Sarnia this season.

- Sullivan's new drillboat T.N.T. went to work on Friday. She carries about 50 men, working in three 8-hour shifts.

- M. Sullivan's supply tug PATSY was squeezed by the tug DENBY on Saturday night and sank at the dock, but was raised Sunday.

- Capt. C. R. Hackett put out the Grubb reef buoys on Monday, using the tug LEROY BROOKS for the work.

May 16, 1924

- John Sullivan, Supt. Of the Sullivan Dredging Co., has moved his family from Detroit to the Ellenstein residence, Dalhousie street north.

- The McQueen Transit Co. has leased its steel tug LEROY BROOKS to the Sullivan Dredging Co., to be used towing its fuel lighter, running the drillmen and other handy work around the drills and dredges.

May 23, 1924

- Much interest was taken in the passage up the river Monday of the British Convict ship "SUCCESS," in tow of the tug HARDING (Capt. Thomas Hagen). The oldest ship afloat was taken to Belle Isle where it is on exhibition. It is touring the principal ports of the world as an education object lesson. She marked the beginning and the end of England's monstrous penal system, and aboard her are shown in their original state all the fiendish inventions to subdue the felons who were transported on her to Botany Bay, Australia.

May 30, 1924

- The steamer FRANK C. BALL struck the bank in the Livingstone channel, Friday, diverting all steamers to the east channel. The tug HOME RULE went to her assistance and stood by until she was released.

June 6, 1924

- The Fraser Towing and Wrecking Company has purchased the powerful tug DUNBAR, now lying at Quebec, and Capt. S. K. Fraser leaves in a few days to bring her through to this port.

- The M. Sullivan dredge HERCULES went to work on the Livingstone Channel Monday for the first time this season and ought to be able to make some new records, as she is in A1 condition after being given a general overhauling.

- The Mullen Coal Co.'s derrick broke an axle Thursday afternoon of last week, while in operation, but luckily fell away from the river towards the coal pile, and Saturday was hoisted up by the dredge HERCULES until the base was blocked and made ready for repairs. Engineer Mayville, who was running the derrick at the time of the accident, was uninjured.

June 20, 1924

- DREDGE NO. 1, Canadian Department of Public Works, arrived here on Saturday to carry out the work of dredging the harbor to a sufficient depth to allow the landing of the largest vessels without fear of grounding. As it is, the steamer COLUMBIA scrapes the river bottom almost daily since the period of lower water. NO. 1, which is a first-class dredge, has modern steel dump scows attending and is in tow of the ocean-going tug PEEL. No doubt when it gets working along the Queen's old wharf another harvest of cannon balls of 1812 and shrapnel will be raised and gathered by the ever present small boy.

June 27, 1924

- Canadian Government DREDGE NO. 1 is rapidly completing its job along the water front, leaving a depth of 25 feet of water, which should be sufficient to accommodate any vessel landing at our docks.

- Capt. Foley, of Chicago, head of the Dredge Workers' Union, and John Dickey, of Buffalo, Grand President of the Surface Rock and Drillboat Workers, made a trip to this port Sunday, having been in conference with contractors at Detroit on Saturday.

July 4, 1924

- Mrs. Alex Callam and two daughters left Sunday for a trip up the lakes on the steamer WILLIAM H. WOLF, of which her husband is master.

- John Fraser and Shep Carnahan have been in New Brunswick bringing the tug C. E. DUNBAR to Montreal. A local crew left this week to bring the tug through to this port from Montreal.

- Canadian DREDGE NO. 1 with dump scows left for Windsor on Wednesday to dredge out the Government slip, after digging two cuts along the local wharf.

July 11, 1924

- The M. Sullivan Dredging Co. have started their first derrick scow making grade after the dredges on the Livingstone Channel.

- Capt. James Kelly, mate on the steamer WILLIAM P. SNYDER, was home a few days last week before going on another boat replacing the Snyder, which is being laid up.

- The M. Sullivan Dredging Co.'s steel tug COLUMBIA, which has been in Detroit since last fall getting her boiler and engines rebuilt, arrived at this port this week and will go to work attending a dredge in the Livingstone Channel.

GIANT LAKE VESSEL IS GIVEN FIRST TEST Owned by D. & C. Will Run Between Detroit and Buffalo.

- Out on the broad expanse of Lake Erie, the Detroit & Cleveland Navigation Company's new steamship, the GREATER DETROIT, the largest sidewheel passenger steamship ever launched on the inland waters of the United States was undergoing her builder's trial trip Monday. She passed Amherstburg very slowly, seeming to take up the whole river. Out on Lake Erie while going through her

manoeuvres, she broke a wheel and had to return to Detroit for repairs before she could continue her 36 hours' test on Lake Huron. Tuesday she was put through her paces up the St. Clair River into Lake Huron, where her machinery and driving power were thoroughly tested at a speed of 21 miles an hour. Capt. Simpson, general manager Detroit & Windsor Ferry Co., was in charge. The GREATER DETROIT and her sister ship, the GREATER BUFFALO, also nearing completion, are being constructed at a cost of \$3,500,000 each. They are 550 feet in length, 100 feet beam and contain rooms for 650 passengers. Some conception of the magnitude of the new ships is conveyed in the assertion it will take 50 painters about 10 days to paint the exterior of the big vessel. The giant steamers are to be operated on the route between Detroit and Buffalo.

July 18, 1924

THE "BETTY D" ARRIVES AT AMHERSTBURG

- The BETTY D, the steel tug recently purchased by the Fraser Towing & Wrecking Company, arrived at this port last week, after her long trip from Bathurst, New Brunswick. The tug is a neat appearing craft of powerful capacity. She is 95 feet keel, 23 feet beam, has triple expansion engines and a speed of 12 miles. She was built in Buffalo for the Dunbar Contracting Company and was originally named the "C. E. DUNBAR." For some years she was engaged towing scows in the Buffalo River, but of late years has been towing rafts of logs in the Bay of Chaleurs. Her load was a raft of one million feet, which she dragged along at 2 miles an hour. The BETTY D. was taken over at Bathurst two weeks to a day before her arrival here by John Fraser and Shep Carnahan, who assisted the salt water crew composed of Capt. Harris, First Engineer Richard Crane and Second Engineer Jacob Deyong, to bring her to Montreal. They encountered a 60-mile gale in the Gulf of St. Lawrence, which blew for 16 hours and threw them out into the Gulf 18 miles off their course. The two Irishmen and one Holland Dutchman didn't turn a hair, but the Amherstburg men neither slept nor ate until the wind sank and they were able to come back within sight of land. Their trip down the river was very interesting and at Montreal they were met by Capt. S. K. Fraser, who took charge and brought the tug up the lakes to the 'Burg.

GREATER DETROIT

- Great interest has been manifested here in the builder's trial trip of the mammoth sidewheeler GREATER DETROIT, which has just been built for the Detroit & Cleveland Navigation Company by the American Shipbuilding Company. The boat will be given another tryout soon, called the owner's trial trip, when the furniture will be on board and many invited guests of the company will be permitted to enjoy the trip. It is expected that in about 15 days after the trials the GREATER DETROIT will be ready to take her place on the run between Detroit and Buffalo. The work of completing the GREATER BUFFALO will be rushed. Over 3,000 artisans have been employed constantly on the big boats since the launching, not to mention the hundreds of workmen employed in the large shops of the shipbuilding plant at the foot of Orleans Street, Detroit. The GREATER BUFFALO, the sister ship, will also soon be ready for a trial.

- The Sullivan Dredging Company is bringing over from Sandusky a new drillboat, COLUMBIA, to be put to work on their contract here. This will mean the employment of an additional sixty men here and an earlier completion of their contract than was anticipated. A further widening of the old channel is being talked about, and it is hoped that this may prove to be a fact.

- The steel 5-frame DRILLBOAT NO. 1 of the Duluth-Superior Dredging Co. arrived at this port Tuesday from Sandusky in tow of the tug COLUMBIA, and as soon as she is fitted out will go to work for the Sullivan Dredging Co. on the Livingstone Channel. This will make four drillboats now on this

contract. Capt. Edward Koeppell has charge of the new drillboat with several expert drillboat men from Buffalo, N.Y.

THE LARGEST FRESHWATER SIDEWHEEL STEAMER IN AMERICA
Will Pass Amherstburg Daily on Detroit-Buffalo Route - Fulfills Every Expectation of her
Builders in Grueling Test on Lake Erie

- GREATER DETROIT, the largest sidewheel passenger steamer ever launched upon the inland waters of the United States, left her dock in the yards of the Detroit Shipbuilding Company on Thursday morning for a builders' trial trip in Lake Erie, and after a number of grueling tests including a run at full speed from Point Pelee to Point Abino, a distance of 184 miles, she returned to her dock late Friday.

Frank E. Kirby, marine architect who designed GREATER DETROIT and her sister ship, GREATER BUFFALO; Herbert C. Sadler, professor in the Department of Naval Architecture and Marine Engineering, University of Michigan, who is associated with Mr. Kirby in an advisory capacity, and several representatives of the American Shipbuilding Company who have the contract for the construction of the boat, were on board, and all declared that GREATER DETROIT performed admirably and proved herself a wonderful ship. The breaking of two radius arms and a few minor difficulties incident to the operation of a mass of new machinery delayed the trial, but on the whole the new ship met the highest expectations of designers and builders.

Captain Fred. J. Simpson, General Manager of the Detroit & Windsor Ferry Company, was invited by the officials of the American Shipbuilding Company to act as master of the new liner on this very important test trip. Captain Simpson, prior to assuming direction of the Ferry Company, was a captain and marine superintendent in the service of the Detroit & Cleveland Navigation Company for 34 years and had commanded in his time the CITY OF DETROIT III and all the large steamers of the line, and it was a big holiday for the captain to get out of his office and take his old place on the bridge of the largest and speediest passenger steamer on all the lakes.

As the GREATER DETROIT swung from her dock and headed down the river towards Lake Erie, the booming whistles of all the boats on the river roared out a welcome to the big newcomer that overshadowed the huge bulk freighters and made the ferry boats look like launches. Towering above her surroundings the new steamer seemed to dwarf the river itself as the skyscrapers dwarf Grand Circus Park.

Old vesselmen pointed out that the great bulk of the steamer did not seem to greatly disturb the water as she hastened majestically down the river. The water in her wake appeared to be practically as smooth as before she passed and no great swells rolled toward the shore.

As soon as the minor adjustments are completed in the engine room and the decorators complete the finishing touches in the interior, the work of laying carpets, hanging the draperies and placing the furniture will begin. This in itself is a huge job and will require at least two weeks' time to complete.

In the new steamer GREATER DETROIT, now being completed for the Detroit & Cleveland Navigation Co., Mr. Kirby has embodied all the ideas regarding sleeping accommodations that he has accumulated in his many years of successful passenger boat planning. The GREATER DETROIT has more sleeping rooms than the largest of the ocean-going passenger vessels. The rooms are smaller than the state rooms on the LEVIATHAN, but as Mr. Kirby explains, it is not necessary to have as large a room for a one-night trip as for a voyage lasting several days where your room is your home.

The GREATER DETROIT has the usual staterooms, containing two berths, upper and lower, and stateroom deluxe with twin beds and bath, but in addition to these the new boat has many rooms containing only one berth - an innovation on the lakes.

Every available means has been employed to insure perfect ventilation of all the rooms, and each is flooded with fresh lake air. To prevent the brilliant lighting of the corridors from shining through the ventilators of the rooms and bothering the guests, Mr. Kirby has installed on the GREATER DETROIT a

system of foot lights on the stairs and along the halls that afford ample light for passengers to find their rooms when the main lighting system is turned off for the night.

The berths are fitted with the finest mattresses that money can buy, and when the passenger retires for the night surrounded by every creature comfort, he falls asleep lulled by the rippling of the water and the soft feathering of the wheels that are hurrying him on to his journey's end.

July 25, 1924

- C. W. Everett, of Pontiac, Mich., is on the second shift as inspector with Capt. A. Borland and R. M. Roberts on the dredge HERCULES. T. Lowe is inspector of drills and Sullivan's sweep and derrick scow No. 3. E. Pineau is in charge of sweeping for the M. Sullivan Dredging Co. The dredge GLADIATOR has finished digging in the mud. The dredge HERCULES has made a record in the rock, digging over 20,000 yards in the last ten days.

August 1, 1924

- Capt. S. K. Fraser, wrecking master for the Fraser Towing and Wrecking Co., had his first big job with his tug BETTY D when he was dispatched to the head of Belle Isle with a complete wrecking outfit on Saturday, to raise a barge which had met with a mishap there.

August 8, 1924

- When the steamer PUT-IN-BAY tried to make a landing Monday at the foot of Murray Street the strong wind caught her and swung her bow against the coal schutes, tearing off the railing and endangering the lives of some boys who were bathing off the schutes.

- The Sullivan supply launch OGANEE was set on fire by the engine backfiring Saturday night and burned to the water's edge. The crew was taken off in safety.

- The tug HOME RULE left this week for Port Colborne to be used by the Fraser Towing & Wrecking Co. as a harbor tug there. The tug BETTY D will take her place at this port.

- Capt. Thomas Hanley, of the Sullivan drillboat fleet, spent a few days in Cleveland this week.

August 15, 1924

- Capt. James T. McCarthy has shipped on the Pringle tug CUSTODIAN, running between Port Huron and Toledo, for the balance of the season.

August 22, 1924

- Fred Haggerty, an employee on the Empire DREDGE NO. 1, working for M. Sullivan Co. on the Livingstone Channel, had his left leg crushed Monday morning by a machine falling on it. He was brought into port on the tug COLUMBIA and taken to Dr. Teeter's surgery, where the injury was repaired. Mr. Haggerty is a Sandusky man.

August 29, 1924

- The dredge GLADIATOR of the Sullivan fleet, which has been in Detroit the past week getting a new "barn door" on her spud, came down this week and has gone to work digging rock again.

- The M. Sullivan Dredging Co.'s new derrick scow is completed and as soon as a crew is secured she will be taken to the Livingstone Channel to clean up the rocks and make grade after the dredges.

- The new U. S. Government survey boat E. S. WHEELER arrived this week to take the place of the boat DON, which has been taken to Detroit to be sold to the highest bidder. The future route of the DON will likely be to Cuba and return.

- The launch of the E. S. WHEELER, just built for the U. S. Government for use by the local U. S. officials in connection with the improvement of Lower Detroit River, arrived at Amherstburg on Tuesday. The WHEELER was designed by J. G. Purdy, of the Purdy Boat Co., of Trenton, Mich., and built by the Richardson Boat Co., at North Tonawanda, N.Y. It is 45 feet long and has a beam of 11 feet and a draft of 3 feet 8 inches. She is very staunchly constructed, being planked with 1 3/8" Philippine mahogany, and has commodious cabin, engine and toilet rooms and a large cockpit covered with a fly awning. The cabin is of mahogany and has a very pleasing appearance. The boat is powered with a six-cylinder, four-cycle Standard marine motor developing about 80 horsepower at 350 revolutions per minute. The boat developed a speed of about 11 miles per hour during her trip from North Tonawanda. Harry Hodgman, local engineer in charge of the lower Detroit River improvements, accompanied by his daughter Flora, Cook Wright and Engineer Maxime Lapierre, brought the WHEELER from North Tonawanda, making stops at Buffalo, Ashtabula, Cleveland and Kingsville. They had good weather and a pleasant trip.

- Thomas Gallagher, of Cleveland, Ohio, a tug fireman well known around this port, was washed overboard from Dunbar & Sullivan's tug SHAUN RHUE, off of Erie last week in a storm and was drowned. His body was recovered a short time afterwards by the life savers. The SHAUN RHUE arrived here Thursday night with the dredge EMPIRE after a stormy trip across Lake Erie.

- Steamer GREATER DETROIT, the new passenger ship just completed by the American Shipbuilding Company for the Detroit & Cleveland Navigation Company, which during the past month has been receiving its finishing touches in Detroit, entered upon her duties last Thursday evening and passed Amherstburg at 6.30 on her first trip between Detroit and Buffalo.

The new ship is said to be the largest and speediest passenger steamer ever put in commission on the Great Lakes, being 550 feet long and containing 650 rooms for passengers. The GREATER DETROIT has more rooms for passengers than the LEVIATHAN, one of the largest passenger steamers in the trans-Atlantic service.

Captain Fabian B. Noel, travelling inspector, United States steamboat inspection service, Washington, D.C., was in Detroit on Monday and gave the new ship its final inspection which, according to the regulations, must be made with all the furniture and supplies on board and everything in place ready for the first trip.

Captain Eugene Hayward, who has been in command of the D. & C. Flagship CITY OF DETROIT III, has transferred his flag to the new GREATER DETROIT. During 43 years of service on the Great Lakes, Captain Hayward has never figured in a collision or wreck of any kind and none of his passengers has been lost. He first sailed on the steam barge ALPENA at a time when the ruling depth on the Great Lakes was only 12 feet. At that time the ALPENA scraped her bottom whenever she passed out of Detroit River into Lake Erie over the same route along which he will now take the giant Greater Detroit. The ruling depth now is 21 feet.

September 5, 1924

- The U. S. Government tug LIEUT. A. C. TIPPIN , in charge of U. S. engineer Edward Lewis and assistants, has arrived at this port to do some survey work in Lake Erie and Livingstone channel.
- The Fraser Wrecking Co.'s tug HOME RULE left for Port Colborne this week, to be used as a harbor tug. A crew came up to take her down the lake. The steel tug BETTY D replaces her at this port.
- W. F. Fitch has taken a position as U. S. Inspector on Sullivan's dredge GLADIATOR in the Livingstone Channel.

ENGINEER BAR POINT LIGHTSHIP DROWNS

- George Mollon, aged 30 years, was drowned at 7:40 o'clock Friday morning when a row boat in which he was riding capsized. It is the custom of the sailors of the lightship to get tows from passing steamers to Amherstburg. It appears that Mollon had signalled the U. S. Shipping Board boat ONONDAGA for a tow. According to wireless despatches from the captain of this steamer, the rope of the smaller boat caught, upsetting the boat and throwing Mollon into the water. The lifeboats of the ONONDAGA were lowered but were unable to save the unfortunate man. Mr. Mollon came to Amherstburg from England a short time ago and it was only last week that his wife and two small children reached this country. They reside on Park Street.
- The Great Lakes Dredge & Dock Co.'s DREDGE NO. 9 and tug WILLIAMS arrived at this port Saturday in tow of the tug BETTY D, from a Lake Erie port, and will be employed the rest of the season on the Livingstone Channel work at Bar Point.
- The M. Sullivan Dredging Co.'s big new DERRICK SCOW NO. 7 went to work on the Livingstone Channel on Wednesday with W. Roadhouse in charge; Hector Barron, engineer; Richard Fortier, diver; Capt. Joseph Bellecours, tender; Harry Burk and T. C. Langlois, seamen, and others.
- When the GREATER BUFFALO was passing Amherstburg on Wednesday on her trial trip to Lake Erie, a water glass exploded and badly injured an eye of one of the oilers. The boat blew a distress signal, the injured man was brought ashore by the steamer TIPPIN and in twenty-eight minutes, Esrias Fox's taxi had him at the Windsor ferry dock on the way to a Detroit hospital.

September 12, 1924

ANOTHER BIG DREDGE FOR BAR POINT

- The United States Engineering Department's hydraulic dredge steamer BURTON coaled at Mullen's on Saturday and left Monday morning for Bar Point to be employed dredging the high spots in the channel to Toledo. The BURTON carried three eight-hour crews and can dredge 1,000 yards an hour with two large suction pumps in her hull, and after it is loaded she steams to a deep part of the lake where pockets in her hull are opened and material dumped. She carries about 50 men and makes her headquarters at this port for provisions.
- **Trial Trip** A new queen of the Great Lakes was crowned Wednesday of last week when the steamer GREATER BUFFALO, sister ship of the GREATER DETROIT, left her dock at the foot of Orleans Street for her builder's trial trip. For nearly two full days the GREATER BUFFALO manoeuvred on the waters of Lake Erie, covering nearly 500 miles and putting her engines and navigating machinery to every conceivable test that they may ever be called on to meet in actual service. Sirens and bells saluted the GREATER BUFFALO when she steamed slowly down the river on her way to the lake. The dimensions and capacities of the GREATER BUFFALO are identical with those of her sister ship, the GREATER

DETROIT, which is now in active daily service, leaving Detroit for Buffalo on every odd date during September, and leaving Buffalo on even dates on the return trip. In fact, on the GREATER DETROIT's voyage Wednesday night she paused to salute her sister ship when the two ships crossed each other's paths in the night on the placid waters of Lake Erie.

September 19, 1924

- The Southeast Shoal lightship FALKEN returned to her station at the shoal on Sunday after undergoing repairs to her hull at Detroit. The ocean going tug MARY STEWART, which relieved her, arrived here Sunday night for orders.

- Walter McQueen, young son of Capt. J. S. McQueen, had a close call for his life aboard the Government derrick scow Thursday, when he got mixed up in the hoisting cables which broke an arm and bruised his head and body.

- The steamer LYDECKER called at this port Monday with Col. Markham, Major C. Y. Dixon, of Detroit, and several other U. S. engineers from Ohio ports, making a visit to the local office while looking over local improvement schemes.

October 3, 1924

TWO WOMEN DROWNED IN LIVINGSTONE CHANNEL

(Excerpts only from a very long article)

- Capt. Frank J. Hackett, of the Livingstone Channel patrol office effected the rescue of Fred Jarr, a U. S. state trooper, from what seemed imminent death in the Livingstone Channel Sunday about midnight, but two women, Mrs. John Gorsuch, 38 years old, of Gibraltar, and Mrs. Daisy Crater, 24, of John R. Street, Detroit, who were with Jarr when the motor speed boat BLUE GOOSE, in which they were having a ride struck a submerged rock on the dump ground and sank before Mr. Jarr could fasten the life preservers around his companions, were lost. They were swept away to sudden death by the swift flowing stream while he was carried against a dredge stake and clung to it with the energy of desperation for four hours before the captain of the steamer GLENFINNAN, upbound, discovered his plight and reported to the Lake Carriers' patrol office. Captain Hackett went to Jarr's rescue in a motor boat but Jarr was so stiffened through cold and exposure that he was unable to lose his hold on the spar. A line was passed about his body and he was dragged loose. When manoeuvring his boat to clear the stake after getting Jarr aboard, Capt. Hackett ran on to the ill-fated BLUE GOOSE, which had capsized and struck the stake. Later when he went to reconnoiter the spot, the boat had disappeared. Jarr was brought to the patrol office, was attired in dry clothing and put to bed till morning, when he was taken to Grosse Isle and from there to the home of Lieut. E. S. Masters of the State Police in South Rockwood, Mich., to recover from the effects of his exposure.

October 24, 1924

- The Duluth-Superior DRILLBOAT NO. 1, which has been working for the last few months for M. Sullivan on Livingstone channel, has been pulled in and taken to River Rouge to lay up.

November 7, 1924

- The Great Lakes D. & D. Co.'s DREDGE NO. 9 is rushing her contract at Bar Point shoals, and it is expected if she gets about 20 more good days the job will be completed.

- Capt. Thomas Hanley, Supt. Of the M. Sullivan drillboat fleet, was in Port Colborne this week, looking over the rock jobs there, and may take a gang of his local drillboat experts there for the winter.

- DREDGE NO. 1, of the Bechill fleet, was wind bound at this port for a few days this week, on her way to a Lake Erie port.

- Sullivan's dredge GLADIATOR broke a spud Monday night and as the dredge HERCULES is keeping the drillboats busy blasting rock for her, the GLADIATOR will go into winter quarters at once.

- The steamer ANDASTE caused a lot of excitement at Mullen's coal dock Sunday morning when she unloaded 1,500 tons of lump coal in a few hours with her conveyor. This is the first self-unloader that ever discharged a cargo at this port.

- Eight members of the crew of the tug ALBATROSS, of the American Construction Co., of Cleveland, owe their lives to Capt. Joseph E. Mahon of the steamer JOHN MULLEN who, at midnight Saturday, hearing distress signals in the vicinity of East Sister Island while crossing from Amherstburg to Sandusky, went to the rescue of the tug and towed her to Sandwich, arriving there at 4.30 Sunday morning. The ALBATROSS was bound from Detroit to Cleveland, having the derrick scow ADMIRAL and two other scows in tow.

At 6 o'clock Saturday morning the fleet left Amherstburg and arrived off West Sister about 3.30 Saturday afternoon. An hour later the seas broke the scows away from the tug but they were picked up after some difficulty. Soon after the pipe lines to the boiler of the ALBATROSS let go and the tug began to fill with water. The crew bailed with buckets until repairs could be made. By the time that the pumps were working once more, the ALBATROSS was on the verge of sinking. As soon as the water was pumped from the boat it was found that the scows in tow had broken the rudder from the tug. At 8 o'clock Saturday night the tug cut loose of the scows to keep from sinking. The seas were pouring over the tug and the scow ADMIRAL and members of the crew feared they would perish. The ALBATROSS floundered around in the sea until picked up by the MULLEN. Meantime the derrick scow had dropped anchor and settled down to battle the seas. The tug YALE arrived from Sandusky about 8:20 Sunday morning and picked up the ADMIRAL's crew and towed the scow to Sandusky, arriving there about 2:45 Sunday afternoon. The other two scows were left at anchor and sank off the Sister Islands.

November 14, 1924

- The M. Sullivan tug EDWIN DENBY has gone into winter quarters and the forward watch has been transferred to the COLUMBIA.

- Great Lakes dredge NO. 9 has shipped a crew of extra men and will work 20 hours a day trying to complete the Bar Point shoal contract this month

- Robert Haskins, spudman on the dredge TIPPERARY BOY, had one of his limbs fractured Monday afternoon when a cable slipped. He was brought to his home on Murray Street and the fracture reduced by Dr. Teeter.

- Ed Rabideau and Walter Sherrill left Monday evening for the Panama Canal to take charge of a drillboat working on a contract for the U. S. Government there. There is a likelihood that several more expert drillers from this community will also be employed there during the winter.

November 21, 1924

- The Detroit city council the other day made a very strong protest against the diversion of water from the Great Lakes to the Chicago Drainage Canal, in the following words: *"It has lowered the level of the Great Lakes by approximately six inches, thereby reducing the carrying capacity of a lake fleet of 600 ships, which reduction, translated into money values, means an annual loss to lake commerce of over \$3,000,000. While the United States Government alone has spent on a conservative basis over \$160,000,000 on construction and maintenance of the inner harbors and certain channels of both American and Canadian waters, the Chicago diversion has so lowered lake levels as to cause an injury which is conservatively estimated at \$20,000,000."*

November 28, 1924

- The gas buoys of the Department of Marine and Fisheries at Grubb's reef and the Dummy bell buoy have been brought in for the winter.

- The steamer ADAMS, upbound with coal, ran hard aground at Bar Point late Friday night in the dense fog and it was necessary to take off a full cargo of the lighter RESCUE before she was released Sunday night.

- Maurice Mayville, chief engineer for the Mullen Coal Co., had his troubles on Saturday when both coal derricks went out of commission when all the steamers grounded in the river and wheelbarrows were used to coal the wrecking tugs which needed fuel.

- The steamer PARKS FOSTER, upbound with hard coal, broke her steering gear while coming up the river Saturday noon, and ran hard aground on the rocks just below the main Bois Blanc Island dock. The Fraser Towing & Wrecking Co.'s powerful tug BETTY D worked on her from the time she grounded and released her early Sunday morning.

December 5, 1924

- The Great Lakes Dredge & Dock Co.'s big dredge NO. 9 met with a serious accident when she lost the foot from one of her spuds at Bar Point on Tuesday. She was rushed to the Great Lakes Engineering drydock by the tugs BETTY D and CHAS. WILLIAMS, and ought to be back on her job today.

- Charles Snyder, the well-known instrument man of the U. S. Engineer's office here, and Mrs. Snyder, celebrated their 42nd wedding anniversary yesterday. Mr. Snyder has been with the U. S. engineers here for 31 years and he doesn't look a day older than the day he arrived. Mr. Snyder says he fell in love with his wife at the launching of the passenger steamer UNITED EMPIRE, which is now lying behind the Livingstone Channel dyke, and Mr. Snyder can recall the days of his youth by looking at the old hull.

- What is declared in marine circles to be the largest cargo of lumber ever transported on the Great Lakes reached Detroit on Sunday evening when the Fort Motor Company's steamship BENSON FORD arrived at the Rouge plant. The boat carried 5,177,000 feet of mixed lumber, comprising hardwood and hemlock. Prior to arrival of the BENSON FORD, the largest lumber cargo ever recorded at Detroit was when the HENRY FORD, sister ship of the BENSON FORD, and the ONEIDA, which now is on a voyage to South America with Ford products, reached Detroit two weeks ago carrying 5,055,000 feet.

- The U. S. Govt. survey steamer TIPPIN, in charge of Edward Lewis, arrived from Port Huron on Tuesday to do some local surveying.

- A United States Government gas buoy broke away from near Bar Point last week, and the tug BETTY D was sent out to recover it.

- The steamer PROGRESS, loaded with autos, ran aground near Monroe on Friday. The tug A. C. HARDING came down from Detroit and released her.

- The big pile of slack coal on Mullen's fueling docks is going to keep the Brunner Mond busy this winter. The steamer JOHN MULLEN discharged her last cargo of this order this week. The Co.'s trucks and derricks will be kept busy nearly all winter on this cargo.

- All floating aids to navigation are being brought in and laid up for the winter.

- Owing to approaching cold weather, the U. S. War Department's survey steamer WHEELER, pile driver, etc., are being placed in winter quarters.

- The Fraser tug HOME RULE released the steamer NIAGARA from Long Point after she had been given up by the owners. The HOME RULE took her safely into Port Colborne.

- The Great Lakes D. & D. Co.'s dredge NO. 9 will finish up her contract at Bar Point early next week and will go to Detroit to lay up. The tug CHARLES E. WILLIAMS will winter in Cleveland.

- A sad fatality occurred on Great Lakes D. & D. Co.'s dredge NO. 9 at the Woods dock on Thursday evening of last week about 7 o'clock, when Melville Colbeck, a scowman, plunged headfirst down a stairway to the deck below and was instantly killed. Coroner Park found on investigation that his skull was fractured by hitting a steel cable and his neck was broken. As it was purely accidental, an inquest was not considered advisable. It appears that the unfortunate man arose from sleep and going out appears to have missed his footing on the top step. His remains were prepared for burial and sent to the home of his sister, Mrs. Cummings, Detroit, and later shipped to his old home at the Soo for interment. Mr. Colbeck was a member of Ionic Lodge, No. 474, Detroit, and was also a member of the Soo Oddfellows. He was a man of very quiet and industrious habits. George Freeborn, Inspector for the M. Sullivan Company, was his uncle.

December 12, 1924

- The steel tug LEROY BROOKS was called to Wallaceburg on Thursday last to break out a fleet of motor boats which had become stuck in the ice there.

- Capt. S. K. Fraser went to Port Colborne on Friday to make a survey of his tug HOME RULE which was badly broken up in a collision with the steamer MIDLAND PRINCE in that harbor Thursday night.

December 19, 1924

- The steamer JOHN MULLEN is discharging a cargo of six-inch lump coal at this port, after which she will go into winter quarters.

- William Bush, who has been chef on the steamer WILLIAMS all season, returned home this week to spend the winter.

- With the arrival of the Sullivan dredge GLADIATOR and tug COLUMBIA in port to lay up, the whole fleet is now being put into winter quarters.

- The Great Lakes D. & D. dredge NO. 9 has finished her contract at Bar Point and has gone to River Rouge to lay up. The tug WILLIAMS will go to Cleveland to lay up and will receive repairs while there.

- Joseph Fox, who was on the S. S. lighthouse tender GRENVILLE which went on the rocks in Georgian Bay a few days ago, returned home on Sunday to spend the winter with his parents, Mr. and Mrs. Wm. Fox, Rankin Avenue.

- Capt. Kenneth Fraser found on going to Port Colborne that his tug HOME RULE was a total loss, having been forced up on the shore by the steamer MIDLAND PRINCE, which she was towing, and badly broken up. The RULE and JOSEPH H., of Port Colborne, were towing the steamer in the harbor when a tow line became wound up in the steamer's wheel and she careened before the wind, carrying the RULE before she could get out. Capt. Fraser decided to leave her there until spring when, if conditions are favorable, the boiler and machinery will be salvaged. The HOME RULE died in the same harbor where she was born 34 years ago. She was built there for Welland Canal trade, and later came up the river when she was purchased by the late Capt. F. B. Hackett. His estate sold her to James Whalen, of Port Arthur, who used her a few years, later disposing of her to the Canada Steamship lines, and she spent 1914 and 1915 in Toronto harbor. Capt. Trotter bought her in 1920 and brought her back to Amherstburg, and in 1923 she was acquired by Capt. Fraser, who had her working in the Welland Canal since September.

December 26, 1924

- Capt. A. C. Callam returned home to spend the winter after laying up the steel steamer WILLIAM H. WOLF at Buffalo, N.Y.

- The steel tug BETTY D of the Fraser Towing & Wrecking Co., has gone into winter quarters, and Engineer Eede left for his home near Sudbury.

Excerpts from
The Amherstburg Echo
1925

January 2, 1925

- Captain Thomas Hagen - The tug HARDING, of which Capt. Hagen has been master for some years, is spending the Christmas holidays bucking ice in Lake St. Clair, trying to break a path for the steamer SQUIRE, the last of the grain fleet. Captain Hagen, though up in the 80's, is able to bear all kinds of hardships and has to his credit some wonderful marine exploits. Another Amherstburg old boy, Capt. John McCarthy, is in command of the Str. ESSEX, which is assisting the HARDING.

January 16, 1925

- Under the direction of H. C. Hodgman, Chief of the U. A. C. Engineers, and his staff, a survey is being made through the ice of the bottom of the Livingstone Channel at the Bar Point shoals, where the Great Lakes D. & D. Co.'s DREDGE NO. 9 finished up last fall. Nearly fifty men are employed on this job. They are taken to and from their work morning and afternoon, on E. Fox's sleigh to the location, which is nearly eight miles from land. If present ice conditions continue the job will be completed in from ten days to two weeks.

February 6, 1925

- Capt. Ed. D. Gatfield has been appointed Master of the Str. N. H. McGEAN, of the Pioneer Steamship Co. (Hutchinson & Co., managers), for the season of 1925.

- Captain Duncan Nicholson, for nearly a quarter of a century superintendent of Detroit & Windsor Ferry Company fleet, and widely known master on the Great Lakes, retired on Saturday from active service, according to announcement made by the Detroit & Windsor Ferry Company. His successor has not yet been named. Capt. Nicholson has been a sailor for 60 years, two-thirds of which was spent on the lakes. Before joining the Ferry Company, he was shore captain for Adams and Farwell Transit Company fleet, of Cleveland. Capt. Nicholson, during his active career on the lakes, was a resident of Amherstburg, where he is still retained in the warmest and friendliest feelings. The late Mrs. Nicholson was a sister of the Kolfage brothers. The Nicholson family is comprised of three members: Mrs. John Eberlein, of Cleveland; Garry Nicholson, of Erie, Pa., and Miss Lillian, who lives with her father in Windsor.

February 13, 1925

- The M. Sullivan Dredging Co. has started a gang of men to work overhauling steel spuds at their local repair yards here, while the carpenters have started on repair work. It will not be long before the dredging plants pull out to the Livingstone Channel.

- Capt. Harry T. Cook, Master of the M. Sullivan Dredging Co.'s tug COLUMBIA, who has been working at the Great Lakes Engineering Works all winter, met with a bad accident Saturday when he got mixed up in a cable in some manner and had his arm broken. Capt. Cook has been employed with the Shipbuilding Co. on repair work.

- Sugar Island, which the White Star Line has owned and operated as a summer resort and recreational spot for years, was sold Thursday of last week to the Wark-Gilbert Co., real estate dealers, Detroit. The 28½ acres of the island, with all buildings, row boats and other resort property, brought \$300,000. The purchasers will sub-divide the land, Bruce Wark, president of the Wark-Gilbert Co., announced. A motor launch service will be provided to Grosse Isle, Hickory Island and the American mainland. The island has 5,000 feet of shore line. The Pottawatomi Indians ceded the island to Alexander and William Macomb in 1781.

- Stephen Autin, one of the old-time employees on Bob-Lo Park, was quite severely injured one day last week when he fell off a wagon, landing on his back on the hard ground. He was brought home for medical attention but was able to return to work a few days afterwards. Mr. Autin, who is now 65 years of age, was one of the crew of M. Sullivan's drillboat DESTROYER which blew up on Ballard's reef 16 years ago, and still carries scars received in that accident.

February 27, 1925

- Capt. S. K. Fraser will fit out his steel tug BETTY D as soon as a wrecking or towing job shows up.

- The M. Sullivan Dredging Co. have fitted out two derrick scows with air drills and riveters, for repairing or rebuilding spuds and dredge dippers.

- Ice has disappeared from the lower Detroit River, and Lake St. Clair ice is due to run any time now. Motor boats are now in operation on the river.

- The White Star Co. sold the steamer WAUKETA to the Detroit-Port Huron Steamship Company and she will be operated this season on the Port Huron-Flats run.

- The annual report of the Lake Carriers' Association discloses the fact that 1924 was a black year in marine circles, the losses being the greatest in any year since 1913 - the "big storm year." Three men went down with the wooden steamer ORINOCO May 17th, and two others died of exposure. The steamer CLIFTON went down in Lake Huron September 22nd with her crew of 24. The greatest monetary loss resulted from the sinking, October 29th, of the Canadian grain and coal carrier GLENORCHY, in collision with the LEONARD B. MILLER off Harbor Beach in Lake Huron. Her carrying capacity was 6,000 gross tons. The gross tonnage loss for the 1924 season, as computed by the Lake Carriers' Association, was 16,460.

March 6, 1925

- John H. Campbell has returned to Amherstburg to assist in fitting out the Dunbar supply boat JOHN C, after spending most of the winter in marine hospital. Mr. Campbell has recovered his usual good health.

- Orion Barron, Louis Mero and Orville Sinasac, representing Drillmen's Local No. 1, were called to Detroit this week to confer with contractors on wage scale for 1925.

- Arthur Eade returned to town Thursday night after spending the winter at his home in Little Current. He will have charge of the engine on Capt. Fraser's tug BETTY D again this year. Mr. Eade has every appearance of having wintered well in this neck of the North land.

March 13, 1925

- How have the mighty fallen. The famous old tug DALTON McCARTHY, which when in her prime could make the trip to Port Huron on a ton of coal, and which for some time has been lying in the slip near the mill, is being dismantled and the hull will be used for the storage of beer.

- Capt. Clyde Tobin will be in command of the Nicholson Transit steamer SENORA the coming season. During the winter months Capt. Tobin has been spare captain on the car ferries running between Windsor and Detroit.

- Capt. Frank D. Root, 75 years old, for 23 years manager of the Soo office of the Great Lakes Towing Co., and one of the best known tug men on the Great Lakes, died suddenly of heart trouble at his home there Friday. Prior to going to the Soo, Capt. Root had sailed the Great Lakes for more than 30 years and when he resigned to take a shore position was in the employment of the Minnesota Steamship Co. which was later purchased by the Pickands-Mather Co.

March 27, 1925

- Capt. Edward Tobin, an old Anderdon boy, has been appointed master of the steamer ROUMANIA, to carry autos from Detroit to Cleveland and Buffalo.

- Capt. Harry T. Cook and Engineer Tremblay have fitted out M. Sullivan's tug COLUMBIA for the season. Capt. Cook, who broke his arm a few weeks ago, is able to be at work again.

-The steamer SULTAN passed down Saturday afternoon with autos from Detroit to Cleveland. As she was the first steamer on the river she was given a rousing salute.

- Capt. Charles R. Hackett is looking after the gas buoys and floating aids to navigation. A carload of carbide arrived this week for the buoys.

April 3, 1925

- The tug JOHN E. MONK is being fitted out at the supply depot to set out the gas buoys and other boating aids to navigation of which Capt. C. R. Hackett is the contractor.

April 17, 1925

- The steamer JOHN MULLEN has gone on her run for the season and delivered her first cargo of coal to Sandwich on Monday.

- The Sullivan dredge GLADIATOR and tug COLUMBIA went to work on the Livingstone Channel this week.

April 24, 1925

TWO AMHERSTBURG MEN DROWNED
Well-known Drillmen Lose Their Lives in Mohawk River
At Schenectady, N.Y. Friends Here Mourn Loss.

(From a very lengthy article in this week's Echo)

- Details of the fatalities were reported in a letter to John Theobald of the Denike Drug Company (Amherstburg) from Gordon Clark, as follows:

"Dear John, _ I'm d___ lucky too that I'm here tonight writing to you and not under the cold water of the Mohawk River. Red Murphy and Charlie Brown were drowned last night crossing from shore to the drillboat. We're on the night shift this week and leave the city here about 11:15 p.m. and go by motor truck to a spot on the river bank opposite the drillboat. Last night there was quite a wind blowing upstream, making the water very choppy. Red Murphy rowed over from the drillboat for us in a flat-bottom boat, and nine of us got in it and started back to the drill. About 75 feet from shore in the middle of a 7 or 8-mile current, the boat shipped water and capsized. I headed upstream against the current, but of course didn't make any headway, but got away from the struggle so that no one would grab me and take me down too. Jack Hassett was alongside of me afraid that I was going to grab him, and me afraid he was going to grab me. Six of us swam to shore safely. The six were Hassett, Bus Meloche, Charles Morency, Clarence Gibb, Scotty Burck and myself. Glen McCutcheon and Ray Pickering hung on to the boat and were picked up down river about 1,000 feet away. Charles Brown, who is our fireman, and Murphy drowned within 10 feet of shore we believe, but of course it was pitch black and no one could see very far. The gang are all O.K. today with the exception of Scotty Burck is a bit sick tonight. I'm O.K. myself, thanks to the fat I believe, as I don't really remember feeling the chill of the water. All I can remember is what I told you when I was swimming alongside Hassett. Must close now. Will write you again soon. Write and let me know about things in the 'Burg."

The Schenectady paper also covered the fatality...."Two men lost their lives and seven others were rescued from the Mohawk river at Vischers Ferry early this morning, when they were thrown out of a flat-bottomed boat on which they were being taken to a dredge 75 feet from shore. The fatality occurred about 1,200 feet below the new state hydro-electric station now in process of construction at 12:20 o'clock a.m. The drowned men were Charles Brown, 44, no address and having no near relatives, and E. J. Murphy, 34, of Boston. Both men were employed by the Dunbar & Sullivan Dredging Company of Buffalo. Their bodies had not been recovered up to a late hour. Murphy's nearest kin, as given by him when employed, is Mary J. Murphy, 67 Mevricks Square, Boston. She was notified today of his death."

Others Rescued

The other seven men were rescued. The dredging company operating crews in eight-hour shifts, is excavating a channel 1,800 feet long, about 100 feet wide and 12 feet deep, in which a free flow of water will be allowed from the turbines. The dredge is now equipped with a battery of steam drills, making holes in the rock river bed preparatory to dynamiting. The present job started April 7th, and the workmen have reached the scene of operations by going to Vischers Ferry and using the old canal tow path. At midnight last night, the crew of nine men were passing from the shore to the dredge in a heavy flat-bottom row boat. The distance is only 75 feet and there is a cable stretched from the shore to the drilling dredge. Midway from shore, through some unexplained means, the nine men were tumbled into the turbulent water. The south wind hits the swift current at that point, causing a choppy condition. Seven of the men, including John Hassett, foreman, succeeded in swimming to shore or to the barge, where they were rescued. Hassett and the other men board at 433 Liberty Street, this city.

None Can Give Details

None of the survivors appeared to be suffering today from their tragic bath, although none could relate with coherence the details of the harrowing event. No one appeared to know whether or not Brown

or Murphy could swim, although it was stated on the scene that the accident happened with such suddenness that, even if they could, once thrown into the swift current, their most heroic efforts could not be depended upon to save them.”

May 1, 1925

- Captain Martin A. Swain, who died suddenly of apoplexy Thursday night of last week at his home, spent many active years as a Great Lakes navigator and master of wrecking tugs, salvaged 358 ships of various kinds, valued at \$75,000,000. Shipping men recall that Capt. Swain salvaged more wrecks from the shoals and reefs of Lakes Michigan and Huron than any other man, and never lost a ship he contracted to salvage. He was 82 years old when he died, and had retired from the lakes 20 years before. His wrecking tug, the SWEEPSTAKES, was one of the famous craft of the Great Lakes. Among the best known wrecks he salvaged were the E. M. PECK, which sunk below its decks in the St. Mary's river, and the IDA KEITH, which was grounded on a shoal off Ashland, Wis.

- Capt. John Campbell has had his supply boat the JOHN C thoroughly rebuilt during the winter, and a new Gray 4-cylinder engine installed, and she can make 15 miles an hour now.

- Capt. Edward Munn and Engineer Hebert left Monday to fit out the dredge BRIAN BORU of the Dunbar fleet, which will go to work on the spoils bank in a couple of weeks.

- DERRICK NO. 3 and tug EDWIN DENBY have been laid up at Sullivan's repair yard.

- The tug BETTY D took the gas buoys to Grubbe's reef and Middle Ground on Sunday for Capt. C. R. Hackett.

May 8, 1925

- The dredge HERCULES, owned by M. Sullivan, left Tuesday morning for the Great Lakes drydock for overhauling and repairs.

- M. Sullivan has purchased the derrick JUPITER from De Rosch of the Soo, Mich., which is now operating in the Livingstone channel, lower Detroit River. DERRICK NO. 3 is now being used as a fuel scow.

SAND SUCKER KELLY ISLAND CAPSIZES... NINE OF CREW DROWNED

- The hulk of the sandsucker KELLY ISLAND, which capsized two miles off Point Pelee (on) Saturday afternoon, is lying in 25 feet of water. It is anchored by its loading gear, which adds to the danger of its breaking up in the high seas running around the point. The boat had almost completed gathering its load of sand when Captain Stackford started to return to Sandusky. Two waves broke over it as the sand hose was withdrawn, the water rushed through the aperture, filling the hold, causing the cargo to shift. Most of the trapped men were in the sleeping quarters. Only the body of Capt. Stackford was recovered.

May 22, 1925

- The self-unloading Cleveland Cliffs steamer FONTANA discharged 2500 tons of lump coal and 2500 tons of slack coal at this port Saturday for the Mullen Coal Company. Many people witnessed the novelty of the unloader which, though not the largest of its kind on the lakes, is a very efficient machine. Unfortunately, two accidents marred the trip of the steamer to this port. A wheelsman was struck by a capstan which broke, and was quite badly injured, and when the steamer was leaving the wharf that night she swung around, tore down some piles, and struck the Mullen Coal Company's schutes, knocking them down and completely wrecking them.

May 29, 1925

- A steel steamer, bound down with pulp wood, struck the Lime Kiln crossing, Monday. The tug BETTY D went to her assistance, but after her steering gear was repaired she released herself and proceeded on her way.

June 5, 1925

- Captain Edward Tobin, son of Captain Richard Tobin, of this town, master of the Str. ROUMANIA, fell a distance of eighteen feet from the pilot house to the main deck as his vessel was in Lake Huron, Monday afternoon, and is in a serious condition at Alpena.

June 12, 1925

- George Mallett and Martin Welsh have gone to Bay City to operate the Dunbar & Sullivan dredge EMPIRE, on a contract there, and will later go to Mackinaw city.

- The sandsucker KELLY ISLAND, which went down off Point Pelee some time ago, has been raised by the Reid Wrecking Co., of Sarnia, and towed to a point a short distance west of Sturgeon Creek. The boat lies about sixty rods from shore, bottom side up, and cannot be righted until the wrecking company secures the necessary equipment from Sarnia.

- R. M. Roberts, U. S. Inspector, has been sent to Port Huron by the U. S. War Department to take an inspectorship on the Duluth-Superior Dredging Co.'s dredge there.

June 19, 1925

- The Dominion Government has decided to build a lighthouse on the Southeast Shoal, for which plans have been drawn up for one of the largest beacons on the chain of lakes. The construction is to be of steel and concrete, with a crib base 70 feet square and the tower 70 feet high, with housing quarters at the top next to the lantern. The Southeast Shoal is one of the most treacherous reefs on the lakes, as it is on the main channel and has always been marked by a white light on a lightship. The lightship SOUTHEAST SHOAL NO. 18 is a small ship 70 feet in length and carries a crew of five men. Capt. A. Renaud, of Amherstburg, has charge of the little vessel, stationed seven miles east of the Pelee Passage light and eleven miles east of Pelee Island, which is at the mercy of all easterly gales, getting the full sweep of the lake. Those who have been stationed on the little ship during her service in this position tell some hair-raising experiences.

June 26, 1925

- Mrs. James Kelly and daughter, Miss Marian, are taking a trip with Captain James Kelly on the steamer WILLIAM P. SNYDER, JR., to Duluth this week.

- Wreckers at Leamington salvaging the sandsucker KELLY ISLAND, which overturned off Point Pelee May 2nd with a toll of nine lives, parted a steel hawser while at work on Friday, causing the vessel to slip back. An iron safe containing money and valuables valued at \$2,000, owned by the captain and crew, was raised and the contents found intact.

July 3, 1925

- The M. Sullivan dredge GLADIATOR was taken to Dunkirk, N.Y., by the tug COLUMBIA. They have a contract there.

- Mrs. (Capt.) A. C. Callam and daughters have gone up the lakes for a trip with her husband, on the Str. WILLIAM H. WOLF.

July 17, 1925

- The tug ABNER C. HARDING, while on her way to drydock, stopped at this port and gave Capt. Thomas Hagen a chance to visit all his old friends.

August 14, 1925

- The Dunbar-Sullivan Dredging Co.'s tug SACHEM and a dredge were in port here Saturday on their way to Buffalo, to enter on a contract there.

- The ocean-going tug MURRAY STEWART, loaded with lighthouse supplies stopped here last week to supply the caretakers of range lights, lighthouses and lightships.

- The M. Sullivan Dredging Co. have secured a contract at Sugar Island reclaiming a large part of the marshes below the island with rock and mud from the dumping grounds back of the Livingstone channel.

- Capt. Frank J. Hackett, Park Street, who has been on the Lake Carriers patrol tug DESPATCH in the Livingstone Channel for several years, has retired and will operate his own motor tug on small jobs in the river. Capt. Hackett holds some very good pieces of real estate near the River Rouge Ford plant, which will occupy a good deal of his time.

August 28, 1925

SUGAR ISLAND RECLAMATION SCHEME

- The M. Sullivan Dredging Company has been awarded the contract for an extensive stone revetment wall around a part of Sugar Island. This is the beginning of a reclamation scheme, which will add nearly one hundred acres to this island resort. W. W. Wright, engineering from the Public Works Department, Ottawa, is here making a survey of the proposed work, which will require an immense amount of material

pumped up from the surrounding river bed, or towed there on scows and dumped from river improvement schemes.

September 4, 1925

- Captain Edward Tobin, formerly of this place, was in port on Monday with the tug ANNIE MOLLES, to tow the steamer ALASKA to Toledo.

- The Cleveland Cliff steamer FONTANA, while coming into port early Sunday morning with a cargo of coal for the Mullen Coal Co., struck her keel on a boulder and her bow swung round, sending her hard aground. It required until late Sunday evening for the tugs BETTY D and ABNER C. HARDING to release her. After being released she proceeded to the dock, where she unloaded her cargo of coal.

- Two men were drowned and a third, missing. Believed to have been drowned as a result of the burning of the excursion steamer COLONIAL within two miles of Barcelona harbor, near West Field, N.Y., Tuesday morning. Coastguard tug chasers and fishermen rescued 28 men and women who leaped overboard and floated about in life preservers and on wreckage. The Colonial was carrying no passengers, but was on her way from her home port, Erie, Pa., to Dunkirk, N.Y., to take an excursion party to Crystal Beach, Ont. The vessel had a carrying capacity of about 1,000 passengers and was chartered frequently to take moonlight excursions from various ports near Erie. She was owned by the Western Navigation Company of Cleveland. The M. Sullivan Dredging Company's tug COLUMBIA, Capt. Harry T. Cook and Engineer Tremblay, located the steamer later in the day and towed it into Dunkirk, where it is now tied up.

- The M. Sullivan Dredging Co. have secured a contract from the Dodge estate, Detroit, to dig a slip at Grosse Pointe, Mich., for their yacht DOLPHINE.

- The demand for crushed stone at Detroit is so great that the Dunbar & Sullivan Dredging Co. are compelled to work Sundays and overtime to meet it. The stone is taken from the spoils bank at the Livingstone Channel to their crusher at the Rouge.

September 18, 1925

- Old residents of Amherstburg were interested to learn of the death in Detroit, Saturday, of Captain Thomas McGowan, aged 82 years, one of the oldest pilots on the Great Lakes and a native of Amherstburg. His parents came here nearly one hundred years ago when British pensioners were settled in the third ward. Captain McGowan early took to the lakes and piloted some of the best-known tugs of his day, such as the GLADIATOR, ANDREW J. SMITH, CRUSADER, etc. Until recent years he held the record for bringing the largest fleet of tug tows through the Detroit River, eleven vessels carrying an average of seven hundred tons were brought from Buffalo to Detroit by Captain McGowan, 40 years ago. He was a man of outstanding personality and was one of the well-known coterie of lake captains who resided here, comprising Captain Hutton, Captain Girardin, Captain Ted Gatfield, Captain C. C. Allen, and others who have for some years been deceased. He is survived by his widow and two children in Detroit; Sisters Margaret, Mrs. (Capt.) William Cook, of Walkerville, and Mrs. (Capt.) William Hatt, of Windsor. One sister, Rose, Mrs. (Captain) John Wilkinson, died some years ago. His funeral was held Tuesday afternoon.

September 25, 1925

- Dunbar & Sullivan Dredging Company have received a contract at Toledo. Their clam shell derrick has been put on the job.

- The dredge HERCULES is back working on the Livingstone Channel, having been three weeks at Detroit working for the city at the old bridge, making original river bottom.

October 2, 1925

- The self-loading steamer FONTANA discharged 4,000 tons of slack coal for the Mullen Coal Company on Wednesday night.

- Capt. Thomas Hanley, Supt. Of the M. Sullivan Dredging Co.'s drillboat fleet, has a gang of men at work dismantling the famous old drillboat EXPLODER. After she is stripped her hull will be used on some other kind of work.

October 9, 1925

- While downbound Monday morning, the Steel Trust steamer OLCOTT broke her steering gear and ran hard aground just at the end of Bois Blanc Island, punching several of her plates in on the rocks. The Steel Trust wrecking master arrived from Cleveland Monday night and with the lighter RESCUE and tug HARDING and barge SIDNEY THOMAS, released her early Tuesday morning with much surprise, as she was so firmly embedded on the rocks.

October 16, 1925

- Chicago's diversion of water from the Great Lakes for its drainage canal cost lake freighters \$6,000,000 and forced freight boats to make 1,000 additional trips in 1925, an official of the Lake Carriers' Association has announced. The extra trips necessary were due to a drop of six inches on the lake level, he said. Lake vessels this year displace 18 feet 6 inches of water. In 1921 the displacement was 21 feet. There will be no increase of tonnage over 1924 when the shipping total is announced, he declared, but 1,000 extra trips will show on the record.

November 6, 1925

- The M. Sullivan Dredging Co.'s dredge GLADIATOR with a full crew of men has gone to Detroit to dig a slip for Dodge Bros.

- The M. Sullivan Dredging Co. are fitting out their drillboats DESTROYER and T.N.T. at this port and in a few days from forty to sixty men who can stand cold weather will be put to work and the drillboats will be taken to Alpena, where the company has a large rock contract to be finished by next spring. The wages paid the workmen is from \$6 to \$8 for an 8-hour shift, and if the drillmen can stand the severe weather of the north, they will have steady work from now till the 1st of May.

November 13, 1925

DEATH OF CAPT. DON J. DUNCANSON

- Many old friends of the family in Amherstburg and vicinity were stricken with sorrow to learn of the death of Capt. Don James Duncanson, which occurred at Harper hospital, Detroit, Thursday of last week, following an operation for stomach trouble, from which he had been suffering for several months. Capt. Duncanson was 62 years of age and was born in Amherstburg. His father, the late Captain John Duncanson, was commander of the first vessel to sail direct from Chicago to Liverpool carrying freight. The clipper ship THOMAS F. PARKE cleared the port of Chicago August 1st, 1860.

Capt. D. J. Duncanson took to the lakes at an early age from his home in Amherstburg and for forty-eight years was master of some of the most important vessels in these inland seas. For the past eight years he was master of ships owned by the Cleveland Cliffs Company. He was obliged to leave his last command, the GRAND ISLAND, in July. He was a charter member of Detroit Lodge No. 7, International Shipmasters' Association; also of Monroe Chapter, Zion Lodge, A. F. & A. M., under whose auspices the funeral services were conducted Monday afternoon, at his residence, 320 Tuxedo Avenue, burial being in Evergreen cemetery. Captain Duncanson is survived by his wife, Edith, a son, Donald; two brothers, Captain Joseph and Captain John A. Duncanson, and one sister, Mrs. F. P. Scratch, of Amherstburg.

November 20, 1925

- Capt. Frank (Gale) Hackett has his big lighter in dry dock at the foot of Gore street, giving it a general overhauling to be ready for the fall work.

- M. Sullivan Dredging Co. dredge HERCULES finished her work on the Livingstone Channel on Saturday and will leave in a few days to go on another contract at a U. S. port.

- The United States Engineer's survey steamer LIEUT. A. C. TIPPIN is making a survey of the channel abreast of town to see that no obstructions are there.

- The drillboats T.N.T. and DESTROYER were taken to Port Huron by the tug BETTY D, last Wednesday, and from there they were taken to Alpena by the tug OREGON.

- Dunbar & Sullivan Dredging Co. are working their dredge BRIAN BORU at the Livingstone Channel spoils banks full time, digging rock for the Belle Isle breakwater, and will keep a couple of tugs busy towing flat scows up the river for a couple of weeks.

December 4, 1925

- The steamer GLENCAIRN loaded 5,000 cases of choice tomatoes at the local dock Saturday, consigned to Winnipeg wholesalers.

- M. Sullivan Contracting Co. completed their contract on the lower Detroit River and took their plant to Alpena, where they have considerable work to do. Some sixty Amherstburg dredge and drillmen are employed by the firm. Mr. Sullivan's extensive reclamation scheme at Sugar Island will not be started until next season.

December 11, 1925

- Geo. McCurdy, chef, and James and George Brooks have returned home after sailing all season on the Steel Trust steamer GEORGE F. BAKER.

- Capt. Charles Hackett, Canadian buoy contractor, has started to bring in all the Canadian gas buoys and floats for the season. Navigation is rapidly coming to a close and in a few days all steamers will be in winter quarters.

- Carl Shaw, of the steel steamer FIELDS, has arrived home for the winter, the steamer having gone into winter quarters at Ashtabula. Cecil Brown and Lloyd Bates, of the same steamer, have also returned home for the winter after a very successful season.

- The steel sand steamer HYDRO, of the American Sand & Gravel Co.'s fleet, Chicago, Ill., on her way to Sandusky, was in port Saturday wind bound. This sand boat is the best equipped for that purpose on the lakes, and has two self-unloading derricks. She has been sold to Sandusky parties.

- The Southeast Shoal lightship FALKEN has been stripped of everything movable, and Gordon Colborne has had charge of crating them and shipping the fittings to Sorel, Que., this week. The excellent boiler and engines which now remain in the FALKEN will be sold to the highest bidder by the Government, with the hull thrown in, which will make a fine outfit for some local mariner.

- M. Sullivan's big derrick scow JUPITER will leave within a few days for Alpena, Mich., where it will be put to work with the rest of the Sullivan fleet. She carries a big deck load of empty oil drums.

December 18, 1925

- The HALCYON, new ferry boat built at the River Rouge yards of the Great Lakes Engineering Works for the Walkerville & Detroit Ferry Co., was launched on Saturday. The HALCYON is designed as a sister ship of the steamer WAYNE, but is somewhat larger, and will alternate with the WAYNE on the route across Detroit River between the foot of Jos. Campeau, Detroit, and Walkerville. The HALCYON will have capacity for 500 passengers and 50 automobiles on each trip.

December 25, 1925

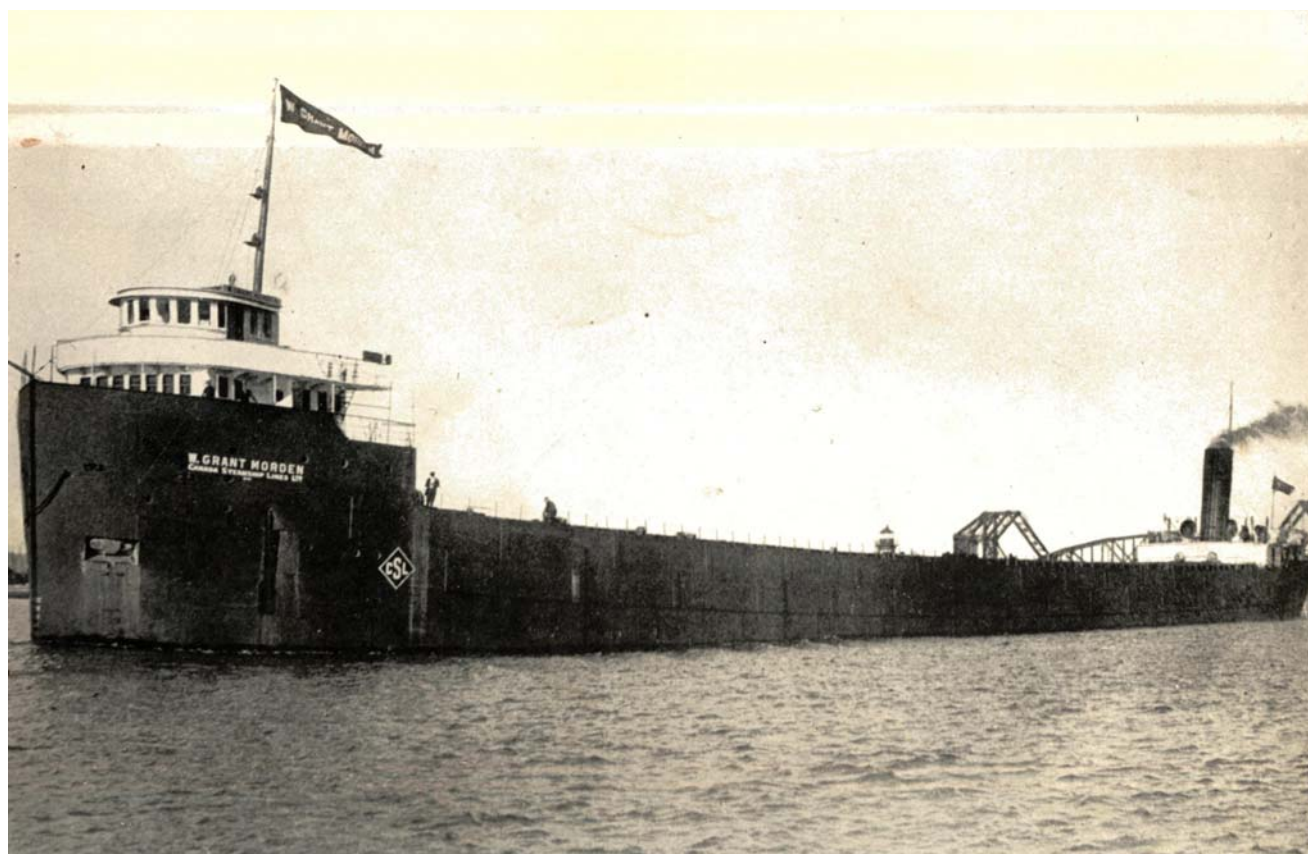
- Joseph Fox returned last week for the winter after spending the season on the steamer FITCH, which was placed in winter quarters at Fairport.

- Capt. H. C. McCallum, veteran of the Great Lakes, died at Port Huron on Monday, aged 69 years. He spent the greater part of his life on the Great Lakes, and was an outstanding figure. He had rescued no fewer than 53 men from death. He was acclaimed through the Great Lakes region for his heroic action when in 1895, while master of the steamer MANOLA, he saved the lives of 49 persons imperiled by a collision between the steamers CAYUGA and the J. L. HURD in Lake Michigan.

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**Tipperary Boy (dredge) and Shaughraun (tug)**  
*Marsh Collection Society P1189*



**Steamer W. Grant Morden**  
*Parks Canada- Fort Malden NHS Collection*

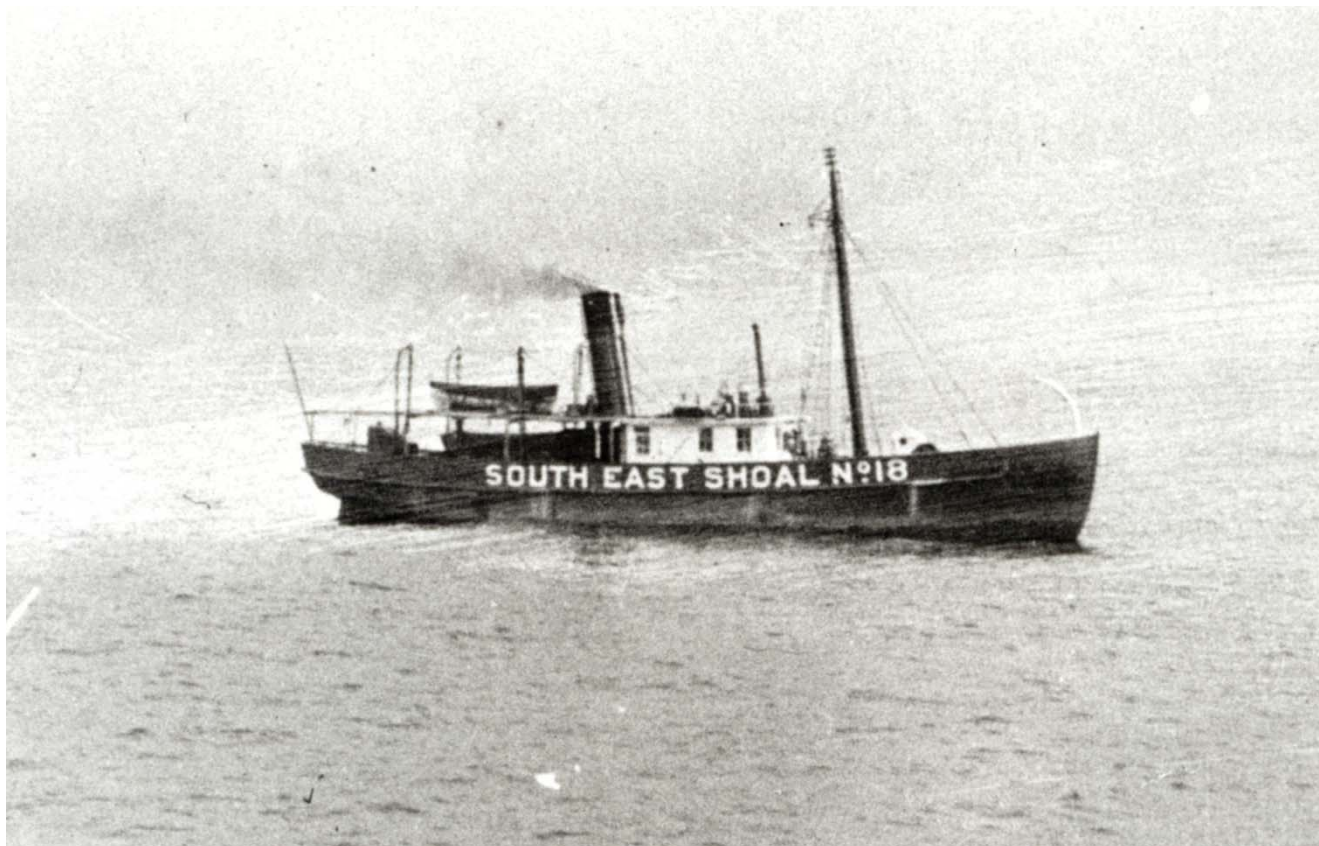




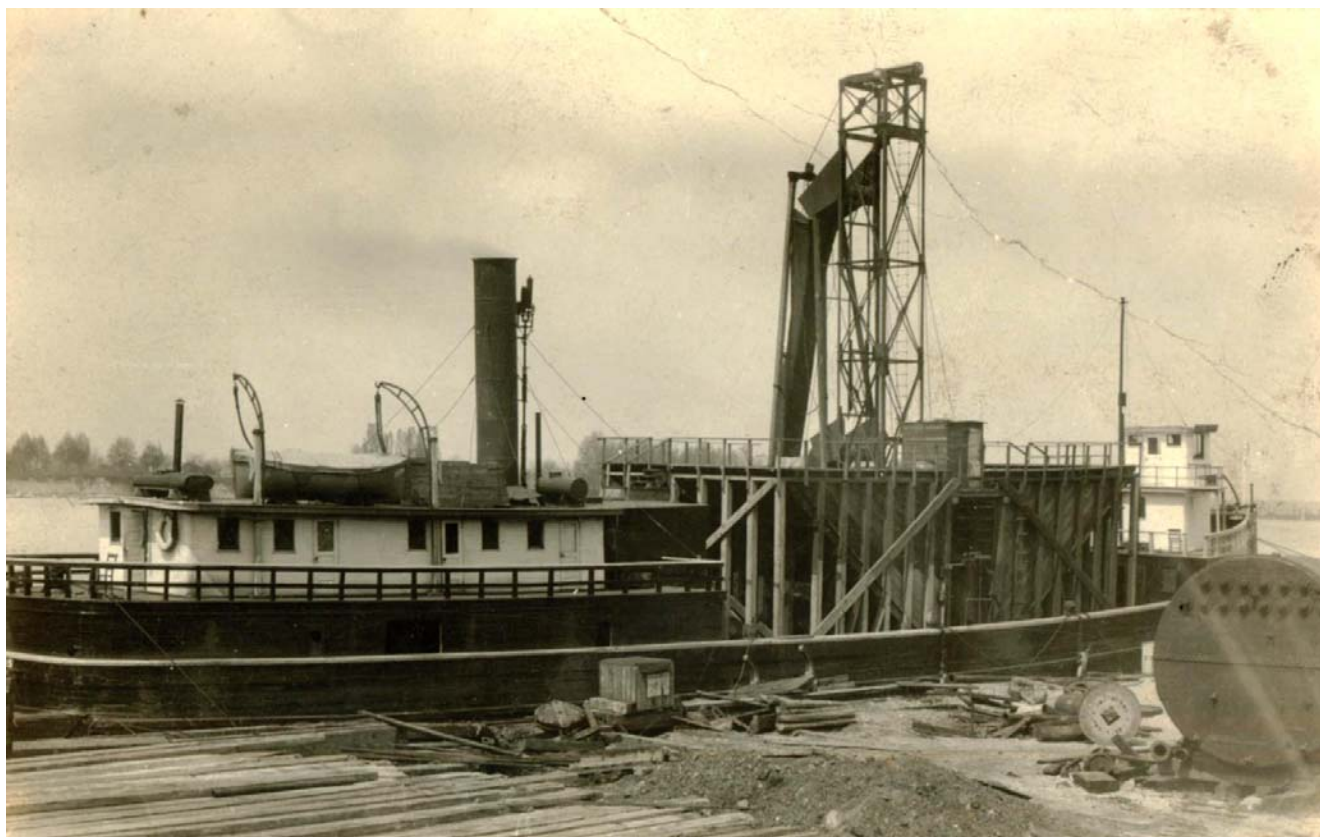
**Tug John E. Monk**  
Laying telephone cable to Bois Blanc Island, 1924  
*Parks Canada- Fort Malden NHS Collection*



**Steamer James E. Davidson**  
*Parks Canada- Fort Malden NHS Collection*

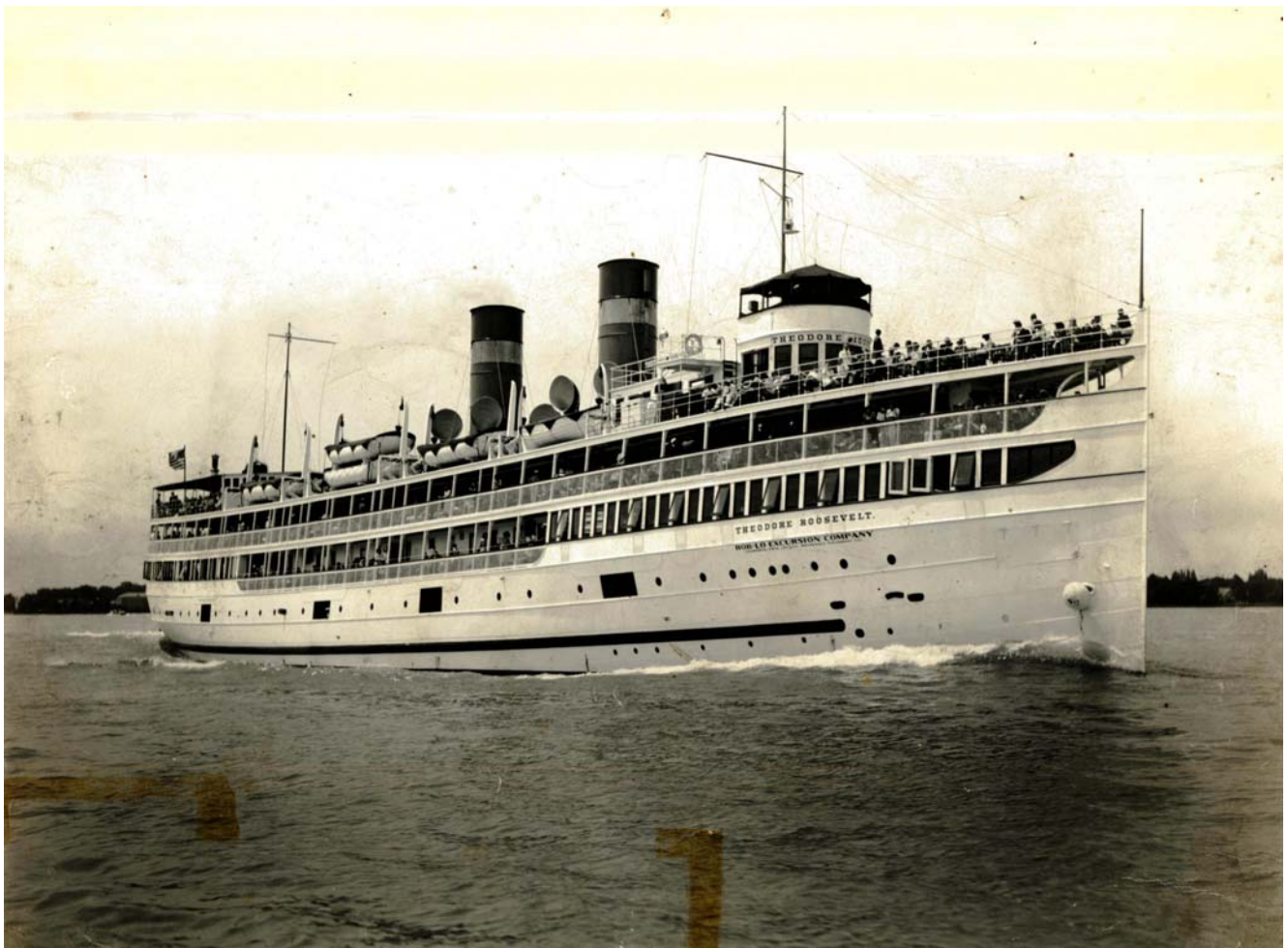


**(Falken) Southeast South No.18 (lightship)**  
*Marsh Collection Society P1883*



**John Otis (fuel lighter)**  
*Parks Canada- Fort Malden NHS Collection*





**Steamer Theodore Roosevelt**  
*Parks Canada- Fort Malden NHS Collection*

*Excerpts from*  
***The Amherstburg Echo***  
*1926*

February 5, 1926

-News that H. C. Hodgman, Chief of the U. S. Engineering Corps at Amherstburg, is shortly to be removed to some point in Missouri to look after improvement work in the Missouri River, brings to Amherstburg people the knowledge that lower Detroit River improvement schemes are for the time-being completed. While the deep waterways movement is being discussed and may develop more quickly than one anticipates, it looks at present as if there is in sight no further extensive scheme of improvement of international waterways between the Soo and the mouth of the Detroit River, for the next year or two at any rate. Of course, if the difficulties now in the way of the St. Lawrence River development and the consequent deepening of the strait channels are removed, as Perimuster might say, this is another thing again.

-With the water level in the Detroit River three feet lower than it has ever been before, ferry service between Walkerville and Detroit is being operated under great difficulties, and the company is suffering serious financial losses, according to Robert L. Daniels, assistant secretary to the Walkerville and Detroit Ferry Company. This is mostly caused by the ice blockade at Port Huron, and shows how a retaining wall would affect the level of the rivers and lakes.

February 12, 1926

**ANOTHER RUM RUNNING TRAGEDY**

-Lower Detroit River was the scene early Thursday morning of last week of another death by drowning of a man engaged in running liquor from the port of Amherstburg to Monroe, across the river. The body was recovered late Friday afternoon by Harry Atkinson, diver for the Fraser Towing & Wrecking Co., and proved to be that of Norman Willets, of Monroe. Coroner Park viewed the remains and issued a permit for burial, and they were shipped to Monroe next day.

The details of the tragedy reveal the fact that preceded by a pilot car driven by a friend, Willets set out about 4 o'clock Thursday morning in a Ford sedan across the ice. To evade detection on the Michigan side these cars run without lights, and in some way appears to have missed the other car and when quite a distance out on the river turned back. He failed to follow his own course back, but struck out at an angle towards the lake. Before he realized it, the car plunged over the edge of the ice into an immense air hole and he never had a chance to get out. His body when found was staring with wide open sightless eyes out of the rear window of the car. The victim was a young man of 27 and besides a wife and little child, leaves his parents and other relatives. He was accustomed to making frequent trips across the river.



March 12, 1926

-M. Sullivan Co.'s drills completed their contract at Alpena on Thursday last, and the men from here who were employed on them have arrived home.

March 19, 1926

### DEEPENING INTERNATIONAL WATERWAYS

-The United States Congress again has the question up of improving the international waterways and it has been proposed that the Great Lakes be dredged to a channel "project depth" of 20 feet. General Taylor, chief of the Army Engineers, says this would be a waste of money. He believes the depth should be considerably greater, to provide for larger vessels, and as this larger project will have to come up in a very few years, the relatively small deepening now proposed would consequently be uneconomical. He suggests that the proposed appropriation should not be made at the present time, but that in the meantime his report on a proposal to deepen all connecting channels to a depth of 25 feet be dealt with shortly. The survey on which Gen. Taylor's report is based was the work of Col. Rufus W. Putnam, formerly engineer officer at Detroit, and the engineer's chief conclusions are those of the same officer, whose years of experience on the lakes made him an authority on lake transportation. Speaking editorially in this matter, the Detroit News says: *"Some decision should be taken, and taken at once. The money that is being lost each year because of shallow channels would provide interest on an enormous fund, far more than it would take to construct a 25-foot channel. Indeed, the additional earnings of vessels large enough to clear a 25-foot channel would in themselves be sufficient to justify the improvement. The reasons for a 25-foot channel are obvious. The Welland canal is being built for ships drawing 25 feet. The plans for the St. Lawrence waterway are calculated for a 25-foot draught in the beginning and eventually for a 30-foot draught. All indications point to the economical necessity for a 25-foot channel within a few years. The time to start this work is now. It is within the power of Congress to adopt a Great Lakes program and stick to it. That program calls for a 25-foot channel and a depth of 25 feet of water in that channel, no matter what the stage of the Lakes may be. The shipping interests of the Great Lakes, and the millions of people who benefit by Great Lakes shipping, are entitled to a fixed and definite Great Lakes policy. It is of far greater importance in the economic life of this country than any other traffic improvement that has been suggested."*

April 2, 1926

Work on the construction of a lighthouse at the Southeast Shoal will begin early this spring. This is being built by the Canadian Department of Marine and Fisheries and will replace the lightship which has been maintained there for years.

April 9, 1926

-Capt. C. R. Hackett received this week a carload of 35-foot pine poles from Northern Ontario, to be used as buoy poles for the lower Detroit River lighting service.

-Wreckage picked up in Lake Erie on Saturday told mutely the story of another tragedy of the transportation of liquor across the lower Detroit River. On Wednesday afternoon of last week, three men set out for Toledo in a gasoline launch from the Amherstburg dock, right in the teeth of one of the worst gales this spring. They were warned against making the attempt but felt confident that they could weather the gale. The boat was a cabin cruiser about 35 feet long and carried a crew of three men with a quantity of beer and hard liquor. The cruiser's progress was watched in its fight against the elements and succeeded in going a short distance beyond Bar Point, when she was seen by James Moore to take a dive and disappear. The top of the cabin, with anchor attached, gas tank and red row boat were washed ashore at Pigeon's Beach, Colchester, but there is no hope that any one of the men escaped alive as the water was so cold and the sea running too high to permit them to make land. Owing to ice conditions, it was impossible up to Tuesday to search the lake, but since then a close watch is being kept up along the shoreline from Bar Point to Colchester in hope of picking up the bodies. A launch with two men aboard was picked up Thursday by Dewey at Monroe, Mich., after spending all night on Lake Erie. The same gale Wednesday night, March 31<sup>st</sup>, swamped four men in Lake St. Clair and all were lost.

April 16, 1926

-R. M. Roberts is the U. S. Government inspector on the sandsucker HOUSLER\*, which is digging in Black River for the Port Huron Sulphite & Paper Co. Angus Borland is his side partner.

\* *The HOUSLER rolled over in 1929 and was to be converted to a lighter. Source: St. Ignace Enterprise, November 06, 1930.*

-The proposed Illinois River canal project and the survey of a route for an all-American canal from the Great Lakes across New York to the ocean were strenuously opposed in a minority report filed at Washington on Saturday by the house committee on rivers and harbors. The Illinois project, the report stated, "*would lower the level of the Great Lakes 27 inches and would practically destroy ...unreadable...which Government had made in improving the Great Lakes.*"

-The steamer JOHN G. MULLEN, of the Mullen Coal Co., left on its first trip Monday, bound for Sandusky.

-George McCurdy and James Conway left early this week for Toledo to take charge of the kitchen on the boat on which they sail this season.

-Joseph Holbert left this week to fit out the kitchen of the steamer ROCKEFELLER, of which he is chef. Lorne Hurst is one of his staff of four men.

April 30, 1926

The bell placed by the American Government on a gas buoy above the Livingstone Channel, which rings so mournfully every three minutes, twenty-four hours a day, is the source of a good deal of annoyance to citizens on this side of the river, and it wouldn't be surprising if history would repeat itself in some such "Sir Ralph the Rover" exploit as happened at the Inchcape Rock. The bell is rung by an automatic arm, controlled by the same mechanism that governs the flashing of the light. But as it is a contraption in American waters, the best advice The Echo has to offer is to grin and bear it. Before long, music of the bell will become an old song and pass unnoticed.

May 7, 1926

### **RIVER GIVES UP ITS DEAD**

The body of an unidentified boy aged about 13 years was picked up in the Detroit River on Thursday morning. It was floating near the head of the Livingstone Channel when sighted by Frank Plant, an employee on the dredge BRIAN BORU. The corpse was brought in to Amherstburg and viewed by Coroner Park. It is thought that it is the body of one of the two small lads who disappeared from their homes in Detroit last winter. Word has been sent to the Detroit authorities.

-The water at the head of the Livingstone Channel was black with small boats over the weekend, fishermen from Detroit and surrounding districts having come to enjoy their annual campaign on the lower Detroit River perch and pickerel. They were rewarded by large catches.

-William Wilson, an old employee of Dunbar & Sullivan, died in Detroit on Saturday evening as a result of injuries sustained during the afternoon of the same day when a heavy chain broke while lifting a spud and struck him a terrific blow. His companion who was in the boat with him, escaped. Mr. Wilson was a native of Chatham and lived in Amherstburg for some years while he was runner on the TIPPERARY BOY.

June 4, 1926

### **DERELICT BURNS IN LIVINGSTONE CHANNEL**

-The barge KENNEDY, which for the past two years has been occupying a berth in the marine boneyard on the rocks west side of the Livingstone Channel, caught fire Tuesday evening and burned to the water's edge. The blaze evidently originated from a cigarette carelessly thrown by a fisherman, many of whom use this hulk as a camping ground while on their outings. The KENNEDY was quite a boat when in her prime. She is best remembered as the steamer UNITED EMPIRE, then the SARONIC. She got into trouble in the Soo trade; her engines and machinery were removed and she was rebuilt into a barge and renamed the KENNEDY, (W. L.). When she was abandoned by her owners, the Fraser Towing & Wrecking Company towed the hulk to her last resting place off the Livingstone Channel.

-Sunday evening, townspeople were interested in watching the first of Ford's junk fleets towed up the river by the tug BALLCOURT. There were two steamers, the LAKE FRENCHTON and the LAKE ELIZABETH. They had a very rusty appearance but were manned by men in smart uniforms.

-The Str. N. GRAMMAR sank in Lake Ontario, Monday, after a collision with a C.N.R. steamer in a dense fog. The steamer WILLIS L. KING of the Interlake Steamship Company, was sunk Monday, following a collision with the steamer PONTIAC, of the Cleveland Cliffs Iron Company. The accident occurred in St. Mary's River abreast of Iroquois Point, in a dense fog.

June 11, 1926

-The Bois Blanc season is now in full swing, though the crowds are rather small due to the cool weather and also to the fact that schools are not yet out. The island is a bower of beauty and by the end of the month every flower bed and lawn will be in perfect shape. The PAPPOOSE is making half-hour trips regularly except on big days when it runs as fast as it can load and discharge its passengers. Charles Odette is in charge at the Amherstburg dock and Capt. William McTaggart at the Bois Blanc side. The big ferries stop at Amherstburg on their way to Detroit at 11.15 a.m. and on the afternoon run from Detroit, arriving here shortly after four o'clock.

-A large derrick scow belonging to the U. S. Government arrived at this port last week, and will be put to work levelling the dump on the Livingstone Channel to a depth of five feet of water. This is in accordance with an agreement between the U. S. and Canadian Governments, to permit the passage of yachts and smaller vessels without mishap in Canadian waters through which the dump ground runs. The work will take a double crew of six men each, in charge of U. S. engineers, the next three months to complete, as the dump is about 1500 feet wide and two and a half miles long.

July 2, 1926

-The HANDY ANDY has completed the job of making a cut in the Livingstone Channel rock pile to allow tugs to get in, and has gone to Harbor Beach.

-Capt. Kenneth Fraser has the contract for the tug BETTY D to tow Sullivan's scow JUPITER to transport 12,000 tons of stone to the new Southeast Shoal lighthouse this season.

August 13, 1926

-Capt. Henry Cook, who has been on the tug DENBY all season at Alpena, has joined his son Harry on the tug COLUMBIA at Grosse Pointe for the rest of the summer.

-William Gibb and James P. Gibb have removed the large houseboat from the slip on Fred Woods' water front and located it on the lot. They are now dredging the slip longer and deeper and will run the rail track out to deep water so that boats of moderate size can be hauled up into dry dock for repairs. This is the nucleus of a large dry dock for which this property is eminently suitable.

## **THRILLING ESCAPE**

-Ten Amherstburg men employed on the forenoon shift of the U. S. Government sweep had a narrow escape from drowning Wednesday noon when they were being brought in on the Woods gasoline launch, which is carrying these Government employees while the U. S. launch is being repaired. Shortly after the boat took on her passengers and pulled away from the sweep scow, she ran on to a range stake pulled over at an angle by last winter's ice and submerged enough to be invisible. The stake impaled the launch and pierced right through to the upper works. Water gushed in the hole and in a short time the boat was in a sinking condition. Fortunately, a rowboat was being towed and two men - Capt. F. J. Hackett and "Bud" Bellecoure - who were riding in it, proceeded to pick off the men and take them back to the sweep, while William Wilson and David Lowe jumped in and swam back. The launch was in charge of Douglas Gott, and those with him were Thomas Lowe and son David, Capt. F. J. Hackett, James Bertrand, William Wilson, Achille Renaud, Orion Ouellette and Judson Bratt.

September 3, 1926

-Marine men were interested in the maiden trip of the Canadian steamer LEMOYNE, which passed down to Port Colborne this week, with 530,000 bushels of wheat, the largest cargo ever carried by any lake steamer. The LEMOYNE was built at Midland by the James Playfair Company, and is the largest steamer afloat on fresh water. She is 633 feet long, with 70 foot beam.

September 10, 1926

The Dunbar & Sullivan Dredging Co.'s dredge EMPIRE (Capt. Martin Welsh) is making a channel along the outside of the spoils banks of the Livingstone channel.

-The steamer WILLIAM H. DANIELS, down bound with pulpwood, ran hard aground on the west bank of the Livingstone Channel early Saturday morning in the heavy rainstorm, but was released by the tug HARDING and lighter RESCUE late Saturday afternoon.

September 17, 1926

## **WINDSOR STEAMER SINKS OFF PELEE**

- The steamer HARSEN, of Windsor, owned by the Cadwell Sand & Gravel Co., sprang a leak in the vicinity of Pelee Island on Sunday and capsized. The crew of 10 men was taken off after water commenced pouring into the hold and the officers decided the vessel could not be saved, according to a message which reached the company's offices at Windsor. The men were taken aboard a tug which accompanied the HARSEN. The HARSEN was more than 100 feet in length and was valued at \$75,000. The company had used it for hauling sand and gravel.

September 24, 1926

-The level of Lake Michigan is showing a surprising rise, and marine men predict that the seven-year cycle in the lowering and rising of the water is holding true. *"The lake level is rising gradually,"* says Capt. William Rosie, of the GENERAL MEADE, government dredge at Ludington. *"It is a steady rise that appears likely to continue. The level has risen four or five inches since last spring. It is about the same as one year ago at this time. The level continued drop last year, however, and it was the lowest in history during January, February and March of this year. But following the period of low level the lake started to rise."* Old marine men say that for some reason as yet unexplained, the level of the Great Lakes changes in cycles of seven years. The level continues to decrease for seven years and then comes back. Figures prove this to be true, but no one has been able to discover the cause. The lake, during the present cycle, reached a new low level. The cycle was reached a year ago and the increase should have started at that time. Capt. Rosie has been operating the dredge at the Ludington channel at present. The depth of the Ludington Channel should be 21 feet. The shallowest places found were 18 feet below the lake level. The captain says that in all the channels dredged this year it has not been necessary to remove as much sand as in former years.

November 19, 1926

-S. Kenneth Fraser, of Amherstburg, bid \$560 for the right to remove the barge GEORGE B. OWEN from the channel at the northeasterly side of Grosse Isle in the Detroit River, it was announced by Col. F. J. Dent, United States district engineer. Three Michigan companies made bids which would require the Government to pay them more than \$7,000 for the removal of the barge. The GEORGE B. OWEN was built in Bay City, Mich., in 1893, and sank in the Detroit River on October 4<sup>th</sup> last. The owner was Capt. H. N. Jex, of Toledo.

November 26, 1926

Joseph D. Holbert, steward on the FRANK D. ROCKEFELLER, of the Pittsburgh Steamship Line, has returned home, having laid up the boat at Cleveland.

December 3, 1926

-One of the interesting phases of the proposed St. Lawrence River improvement project - which, it is estimated, would take some seven or eight years to complete - is that dealing with the Chicago water diversion and plans to meet the deficiency thus created. To restore the effects of the famous Windy City "steal," it is recommended that \$1,350,000 be spent in works at the outlet of Lake Huron, \$400,000 at the foot of Lake Erie, and \$4,608,000 at and below Montreal. The effect of the diversion on the levels of Lake Ontario would be removed by the works projected for the improvement of the river. The work proposed for the Niagara River consists of a dyke half a mile long, above Fort Erie, connected to the Canadian shore by a pier. This would regulate the lake level adequately, the board believes, and the cost

would be \$2,700,000 and improvements of channels between Lake Superior and Lake Erie to a depth of 25 feet at a cost of \$44,700,000 also are recommended.

December 10, 1926

#### **AMHERSTBURG DRILL MAN DROPS DEAD**

- Friends in Amherstburg received a clipping from the Canal Zone (Panama) paper last week which contained an account of the death of Edward Rabideau, former resident of Amherstburg and member of the Great Lakes and M. Sullivan Drilling outfits. The remains were shipped from the Canal Zone on November 28<sup>th</sup> and will be taken to Alpena for burial. Walter Sherrill, writing from there, ends a lengthy detailed account of his death by saying that when the pain came on the boss told him to change his clothes and he would take him to shore. After changing his clothes he sat down on a stool and just then the boss walked in and said, "*Come on, Ed.*" He looked at the boss and rolled off the stool and when picked up he was dead. Ed Fox and Jack Hassett are other Amherstburg men who are working at the Canal Zone. The newspaper account is as follows: "*Edward Rabideau dropped dead last evening on the drill barge TOREDO on which he was working in Balboa harbor. He fell over while at work and fellow employees rushed with him to the Balboa dispensary, but he was already dead. Although an autopsy has not yet been made, it is believed he died from heart trouble. Mr. Rabideau went to work yesterday afternoon (Nov. 17<sup>th</sup>) at three o'clock. About 6:45 he complained of a pain in his chest and as he raised his hand he dropped dead. He was 45 years old and a blaster and driller by trade. He came to the Isthmus in 1909 and remained until 1915 when he left for the States. He returned in 1924 and had been in the employ of the Canal ever since. Mr. Rabideau came from Alpena, Mich. He is survived by a brother, Frank Rabideau, who is employed in the quartermasters' department at Balboa, and a sister who resides in Detroit, Mich. The body will be taken to the States for burial. Mr. Rabideau was well known in the Canal Zone and was liked for his staunch character and genial disposition.*"

*Excerpts from*  
***The Amherstburg Echo***  
**1927**

January 21, 1927

-Two Lake Passenger boats, the OWANA and the CITY of TOLEDO, which for many years have plied between Detroit and Toledo, will be sold at auction under libel proceedings January 27<sup>th</sup>, on the order of Judge Arthur J. Tuttle, of the Federal Court, Detroit. The ships, which were formerly owned by the Anchor Line, were operated by the Guardian Trust Co., of Detroit, holders of a mortgage for \$125,000 on them. The trust company, as receivers, urged the sale of the ships to satisfy their claim and those of a number of Cleveland and Toledo merchants.

February 25, 1927

-Capt. Henry T. Kelly, who has been visiting relatives in Windsor for the past ten days, spent Tuesday last calling on relatives and old friends in this vicinity. Capt. Kelly will command one of the Steel Corporation's large steamers, the PETER A. B. WIDENER, the coming season, and is another old 'Burg boy who has made good in his chosen career.

March 11, 1927

-Detroit and Windsor Ferry Company officials are studying plans for a new large automobile and passenger ferry steamer to be operated between Detroit and Windsor, according to Capt. Fred J. Simpson, vice-president and general manager of the line. "The new ferry will be built along the general lines of the automobile carrier LASALLE which has proved to be one of the most successful boats of her class on the Great Lakes, not only as an automobile and passenger ferry, but as an ice crusher as well," said Capt. Simpson. "The hull and main deck arrangements will be the same as in the LASALLE, but several innovations will be introduced in the upper deck plan to facilitate the loading and unloading of passengers from that deck in order to leave the main deck free for the handling of the huge and growing automobile traffic between American and Canadian points. The construction of the new ferry will probably be begun in the late summer to insure her readiness to be put into commission by the first of next year. The work on the new steel and concrete, two-storey addition to the ferry waiting room on the Windsor side, built to permit passengers to board and land from the upper decks of the LASALLE and BRITANNIA, has been completed and the new landing was put into operation Sunday, March 6<sup>th</sup>. With the completion of this unit the plan adopted by the company last season of loading and unloading passengers from the upper deck of the automobile carriers leaving the main deck free for the handling of automobiles will be in full operation and will enable the company to operate the ferries on the fastest sailing schedule ever put into effect on the line between Detroit and Windsor.



March 25, 1927

- Capt. James Kelly left on Tuesday for Buffalo, to fit out his steamer.
- The SOUTHEAST SHOAL LIGHTSHIP fueled yesterday and proceeded to her station in Lake Erie.
- The BAR POINT LIGHTSHIP NO. 21, Capt. S. A. McCormick, went on her station Wednesday.
- The Colchester lighthouse displayed her light for the first time this season Tuesday night.
- The tug BETTY D left yesterday to resume work on raising the wreck of the barge OWEN at the upper end of Grosse Isle. The OWEN was loaded with coal.
- The steamer SANDLAND, of the Cadwell sand and gravel fleet, called at this port on Tuesday to discharge some buoys for Capt. Chas. Hackett, which she picked up in Lake Erie last fall, but was unable to unload them on account of ice conditions.

April 22, 1927

- The American Engineering sweeper TIPPIN has come to the Lower Detroit River, where she will be employed for the next six weeks, sweeping the Livingstone Channel. Her headquarters are at Amherstburg.
- Louis Mero, local diver and marine man, located a coupe on Good Friday, in the channel out from S. O. Johnston's residence about fifty feet below where it went down through the ice last winter. It was standing straight up on its wheels and will be raised this week.

April 29, 1927

- Plans to erect a suitable monumental memorial to William Livingstone, first president of the Lake Carriers' Association, and who served in that capacity for 25 years, took concrete shape at the annual meeting of the association last week at Cleveland, when the association adopted a resolution, presented by Harry Coulby, expressing the sense of the organization that it bear one half of the cost. According to the plan, the memorial will consist of a lighthouse of stone to serve as a range light, a life size monument of Mr. Livingstone in Bronze, and tablets listing the donors. The memorial is to be placed at the eastern end of Belle Isle, Detroit. Original plans called for placing it in Livingstone Channel. Mr. Coulby explained that if placed in the channel the memorial would be visible only to those plying the channel. The total cost is estimated at \$100,000. There are 2,000,000 tons represented in the carriers' association and it was suggested that 2¼ cents a ton to be levied over a period of three years would raise the association's half. The other half will be raised by popular subscription in Detroit.

May 6, 1927

-Captain Henry Pocock and Wheelsman Joseph Dory, of the D. & W. Str. LASALLE, with Captain Robert Brown and Engineer Joseph Marks, of Windsor, went to Wallaceburg Wednesday for the Str. PAPPOOSE, and brought the steamer down to Windsor to be fitted out for service at Amherstburg and Bob-Lo. The PAPPOOSE was thoroughly rebuilt at Wallaceburg last winter, receiving practically an entire new hull, and now floats as high and gay as a balloon. Capt. Robert Brown and Engineer Marks, of Windsor, will have charge of the PAPPOOSE this season.

-The steamer GEORGE B. OWEN which sank last fall at the head of Grosse Isle, was raised this spring by the Fraser Towing and Wrecking Company, and was brought to Amherstburg, where the coffer dam was removed, and then she was towed by the tug BETTY D. to the Detroit Waterworks, and is now unloading her cargo of coal there. The wrecking of this steamer was a very interesting job and enterprising pictorial men took some fine views which are now being shown on the screen of the Capitol Theatre, Detroit. Several citizens of Amherstburg were much interested to see their own town men in the movies Sunday.

-The Detroit & Cleveland Navigation Company is preparing to start regular daily service on the route between Detroit and Buffalo on Monday, May 16<sup>th</sup>, from Detroit, and Tuesday, May 17<sup>th</sup> from Buffalo. The drifting ice fields in Lake Erie have practically all disappeared, so there is no chance that the opening date of the route will be delayed by (ice from) the eastern end of the lake as has happened several times in past seasons, according to A. A. Shantz, president of the company. *"The big, new steamers GREATER DETROIT, FRED H. PAULS and GREATER BUFFALO, Capt. Lee C. DeNike, will be operated on the Buffalo division from the opening date to afford adequate capacity to care for the increasing freight and passenger business on this division,"* writes Mr. Schantz. *"Our advance bookings indicate that travel by water between the east and west will be unusually heavy this season. Our Detroit and Cleveland boats which have been operating now for about a month and a half are carrying far more passengers than at the same time last year, and the large automobile shipments reflect the prosperity of Michigan's greatest industry."*

-Capt. S. K. Fraser's tug BETTY D. has been chartered for the season by a pulpwood company at Port Arthur, and left for Lake Superior yesterday.

May 27, 1927

-The steamer PUT-IN-BAY opened the excursion season yesterday with a special excursion from Detroit to Sarnia, given by the Knights of Columbus. The first excursion to Put-in-Bay and Sandusky will be next Sunday, and every Sunday in June. The regular daily service will begin Sunday, June 11<sup>th</sup>.

June 10, 1927

-The steamer SIERRA ran aground with coal at the Lime Kiln Crossing and is two hundred feet out of the channel. The lighter RESCUE and tug HARDING are working on it.

-Capt. Fred Bailey, wrecking master, Cleveland; Mr. Donaldson, representing the owners; Mr. Riley, representing the American Bureau of Shipping, and Capt. Morrison, representing the Insurance Company, have been here this week in connection with the steamer SIERRA which went aground at the Lime Kiln Crossing, Monday night.

-Maps have been issued showing the International boundary line in the Detroit River as located and adopted by the International Waterways Commission under Article IV of the treaty between the United States and Great Britain. One noticeable feature of the new boundary line is that the "dry cut" of the Livingstone Channel, including the spoil pile is all in the United States except a very small portion of the lower east bank. On the other hand, the line strikes west below Bois Blanc, leaving the U. S. lightship at Bar Point fully a mile within Canadian waters. All the aids to navigation from Mamajuda down to a mile south of the Bar Point lightship show in Canada.

-Capt. S. A. McCormick and crew left last week with the SOUTHEAST SHOAL LIGHTSHIP for their station on Lake Erie for the season.

-The steamer OGILVIE upbound with coal, grounded on Pêche Island, Detroit River, Monday, but was released by Great Lakes Co. Wrecking Master Grisdale with a tug and lighter, Wednesday morning.

-A lot of old friends were glad to greet Capt. Hagen, Capt. Grisdale, Johnny Hale and Charles Paddington of the tug HARDING, who were in town this week.

July 29, 1927

-The huge size and splendid equipment of the passenger steamers plying on the Great Lakes is quite well known to the residents of our inland states due to the thousands of tourists who come to Michigan during the summer months from every state in the Union to enjoy a cruise over the big lakes, but few even among those who live in the states bordering on the lakes know much about the size of the bulk freight ships and the huge amount of freight that is transported during the season of navigation, declared E. H. McCracken, general passenger agent of the Detroit & Cleveland Navigation Company which operates a large fleet of passenger and package freight vessels between Detroit, Cleveland, Buffalo and Chicago.

-During the season of 1926 the bulk freighters of the Great Lakes carried 121,289,502 net tons of iron ore, coal, stone and grain," said Mr. McCracken. *"The standard lake freight ship is 600 feet long, 60 feet wide and 32 feet depth of hold; they are designed to carry immense loads in shallow water. The freighter LEMOYNE last season on one trip carried 15,415 net tons of soft coal, and on other trips she carried 516,000 bushels of wheat and a mixed cargo of 551,415 bushels of barley, rye and wheat. The annual saving in cost of transportation of grain, iron ore, coal and stone by lake and rail as against all rail far exceeds the total Federal expenditure for river and harbor improvements during the past 100 years, aggregating in the neighborhood of \$125,000,000. Most of the freighters and passenger steamers on lake runs carry wireless telegraphy outfits, but so heavy is the traffic on the lakes that it is seldom that passengers on the tourist steamers cannot see from two to half a dozen ships in their vicinity at any time, so a freighter wishing assistance could summon aid by a blast on the whistle as easily as by wireless.*

*During the summer a vessel passes Detroit either downbound or upbound every fourteen minutes day and night."*

August 12, 1927

-The tourist steamers sailing on the Great Lakes are roomy, safe and speedy. Steamers EASTERN STATES and WESTERN STATES, now making three round trips a week between Detroit and Chicago by way of Mackinac Island and St. Ignace, are running on the fastest schedule ever maintained on the long run around the lower peninsula of Michigan over Lake Huron and Lake Michigan, according to E. H. McCracken, G.P.A., Detroit & Cleveland Navigation Co. In spite of the high speed maintained, the schedule is so arranged that the most picturesque sections of the route like the Straits of Mackinac, St. Clair River, the St. Clair flats and the Detroit River are sailed through during the daylight hours. The round trip, including a three hour stopover at Mackinac Island on both the upbound and downbound runs, requires four days to complete and is one of the most popular of the short lake tours. Passengers wishing to extend the voyage can proceed from Detroit across Lake Erie to Buffalo, which is an overnight run, with the privilege of stopping over at Niagara Falls as long as the tourist desires. Steamers GREATER DETROIT and GREATER BUFFALO on the Lake Erie run are the largest sidewheel vessels afloat on the inland waters of the world. The broad decks of the lake cruisers are turned into playgrounds for the tourists and there are facilities for all sorts of games in which young and old may participate, even to a putting green for the golf enthusiast. Scattered about the main deck are little tables where bridge fans may indulge in their favorite diversion, and in the ballroom dancing in the afternoon and evening help to keep everybody in good humor. The hostess whose duty it is to see that everybody has a good time, arranges entertainments in the ballroom in the evening, and the program generally is made up of community singing with orchestra accompaniment, soloists and monologists. A surprising amount of talent is found among the passengers, and these impromptu entertainments are generally one of the most pleasing features of the voyage.

August 19, 1927

### **Windsor Ferry Rammed By Freighter**

-Three hundred passengers on the Windsor bound ferry BRITANNIA had the thrill of their lives Tuesday night at 9.30 o'clock when the big ferry was struck by the down bound freighter, JAMES D. FERRIS. There was somewhat of a panic but only one woman was hurt, and nearly all the passengers were taken off the BRITANNIA by the ferry boat PONTIAC and the FERRIS and the fire boat BATTLE. The BRITANNIA was able to proceed to Windsor under her own power. The accident seems to have been due to the failure of the ferry's signaling system to function properly. The damage to the ferry boat was negligible. Investigation on Wednesday disclosed that the signal bell cord broke after two rings. The decision of the investigators will not be known for another week.

-A shipment of 4,000 cases of tomatoes was made from the local canning factory Monday. These went by one of the Canada Steamship Company's boats and will be distributed from Port Arthur to Winnipeg, Saskatoon and other places in the west. Another shipment of from 5,000 to 6,000 cases will be made within a week or two. When these are gone there will yet remain in storage here 20,000 cases of last year's pack.

-Capt. S. A. McCormick was a passenger on the ferry BRITANNIA when she was struck by the steamer FERRIS in midstream between Detroit and Windsor on Tuesday night.

September 2, 1927

-The Canadian lighthouse tender steamer GRENVILLE, Capt. Smith, called at this port on Friday on her way down the lakes and picked up a big gas buoy at the Marine Depot, which she is taking to Port Maitland on Lake Erie, where it will be converted into a gas and bell buoy at the entrance to the newly improved harbor there. The GRENVILLE also took aboard coal to supply the lightships and lighthouses on the way down. She stopped at the Middle Ground to get the assistant keeper there and take him to the new lighthouse on the Southeast Shoal, of which he has been appointed light keeper.

September 23, 1927

-It is rumored that Dunbar & Sullivan Company have sold their stone crushing plant at River Rouge, and will locate at Stoney Island, where they will erect machine shops, new stone crushing plant, etc. Dredges are already at work making a slip for their boats to get in and out. The huge pile of rock remaining at the Livingstone Channel will be crushed into road building material and distributed to Detroit and Cleveland.

-Capt. McLeod, of the D. & W. Ferry Co., who was found guilty of negligence in the matter of the collision between the ferry BRITANNIA and freighter FERRISS, has entered an appeal.

-The ocean steamer DELIA, of Halifax, called at this port last week and picked up several thousand cases of tomatoes from the local factory for transportation to Quebec and Halifax. There was considerable labor trouble when loading as local men refused to work for forty-five cents an hour, so the vessel authorities secured a bunch of men from Windsor to do the work. Even these struck after they had worked ten hours, and they finished loading with their own crew. The DELIA is a large steel vessel built on the Clyde, which came across from Glasgow last May with a load of liquor for Quebec. Then she was bought by Halifax marine interests and is being used on Upper Lake and coast trade. Captain Davidson is Master of the boat.

October 7, 1927

-Surveyors employed by the United States and Canadian governments at work in the St. Clair River at Port Huron said they were establishing the probable cost of a 30-foot [depth] river channel from

Port Huron to Montreal. Members of the party said that their findings probably will indicate that the plan to connect the ocean with the St. Clair River, admitting ocean craft to its waters would without a doubt be practical. The ... (illegible)... by the Great Lakes Waterway board, with headquarters in New York and Washington...

### **AMHERSTBURG MAN DROWNED**

-A sorrowful blow was struck at the home of Jacob Drouillard, Simcoe Street, Amherstburg, Tuesday afternoon, when word was received that he had disappeared from one of Dunbar & Sullivan's scows being towed in Lake St. Clair from Gaukler's Point about 11 o'clock in the forenoon and apparently was drowned. It seems that when the tug with Capt. Cook set out to tow the scow to the dumping ground, both Mr. Drouillard and his co-worker, Wm. Hare, of Detroit, were aboard. When the signal was blown to loose the line there was no response and an investigation disclosed that the men were missing and are believed to have fallen from the scow. Dragging for the bodies was at once begun but without results. Mr. Drouillard was a native of Anderdon and would have been 58 years of age in November. He was born on the 7<sup>th</sup> concession, a son of Denis B. Drouillard. His father is living, also one brother, D. P. Drouillard, and three sisters - Mrs. Denis Bastien and Miss Lucy, of the 7<sup>th</sup> concession, and Mrs. Armand Clouthier, of Windsor. Mr. Drouillard was married to Miss Eva Laframboise, daughter of the late Pauline Laframboise, of Anderdon, and she survives him with a family of two daughters and two sons - Miss Edna, of the Brunner Mond offices, Roy and Alonzo, at home. Mr. Drouillard and family moved to Amherstburg about eight years ago. He was a quiet, highly respected, hard-working man, and his family have the sympathy of the whole community in their sad bereavement.

October 14, 1927

-The Dunbar Dredging Company are rushing the work of digging a channel to their new headquarters at Stoney Island, and another derrick came down from Detroit to assist with the work.

November 4, 1927

-After being adrift in a disabled motor boat in Lake Erie for more than 13 hours, two Detroit men, William Taylor and James Dorsey, were sighted by the lookout on the big Detroit and Cleveland passenger steamer WESTERN STATES at daylight on Saturday and were taken aboard. The men's story is that they were piloting their launch from Kingsville to Amherstburg when a back fire started the craft blazing from stem to stern. They managed to extinguish the flames, but the engine was too badly damaged to be repaired and the boat drifted in the rough waters of the lake until they were sighted by the passenger boat, which was en route to Detroit. Several vessels passed them during the night, but Taylor and Dorsey were unable to attract their attention, they said. The rescue was effected off North Colchester.

November 11, 1927

-The longest car ferry in the world took its place in the Detroit River last week at Windsor when the PERE MARQUETTE NO. 12 was put into operation by the Pere Marquette R.R. The huge craft arrived in Detroit from its voyage from Manitowac, where it was constructed. It has a length of 100 feet, a beam of 53 feet, and its gross tonnage is 2,729 tons. Its three tracks accommodate 27 cars of 42 feet. The cost of the ferry approximates \$630,000. The ship is driven by 3,800 horsepower engines, having twin screws at each end. In length the PERE MARQUETTE exceeds by 20 feet the MANITOWAC of the Wabash line, hitherto the world's largest car ferry. The Pere Marquette now operates a fleet of twelve car ferries.

-Capt. Melvin Bezaire, of the Str. REISS, met with a streak of hard luck when he dropped anchor in the channel opposite town Thursday night of last week to pay a visit to his mother, Mrs. Adolphus Bezaire, Dalhousie Street, who is seriously ill. The anchor dragged and his ship came up on the west bank and required the services of the tug HARDING for several hours to release her.

-The small passenger steamer ALGOMA, en route from Sault Ste. Marie to Sorel, Quebec, was in port a few days this week awaiting suitable weather to proceed across Lake Erie.

November 18, 1927

-Capt. John Hassett is negotiating with a dredging company who have a big contract near Havana, Cuba, and is planning to take a local crew there to work during the winter.

December 16, 1927

-Samuel Sutter, 22 years old, of Alpena, was struck by a dredge bucket on one of the Dunbar & Sullivan dredges at Stoney Island on Monday and was hurled into the river and drowned before fellow workmen could rescue him. A deputy coroner gave the verdict of accidental death. Sutter had been employed by Dunbar & Sullivan for some little time.

*Excerpts from*  
***The Amherstburg Echo***  
**1928**

March 09, 1928

-The Detroit and Windsor Ferry Company has let a contract to the Great Lakes Engineering Works for the reconstruction of the steamer PLEASURE, one of the largest of the passenger ferries plying between Detroit and Windsor, according to Capt. Fred J. Simpson, general manager of the lines. The PLEASURE will be converted into an automobile carrier along the lines of Steamer BRITANNIA, and will have all steel arch construction between decks and new steel guards. The cabins will be removed from the main deck and passengers will be carried on the upper deck only. The boat will have a capacity for 40 automobiles. The reconstructed Steamer PLEASURE together with the new automobile carrier now under construction will give the ferry company a fleet of four automobile carriers of the largest type. The new automobile carrier now under construction for the ferry company in the River Rouge yards of the Great Lakes Engineering Works will be launched Saturday, March 10<sup>th</sup>. The new ferry will be called the CADILLAC and will be the largest boat of her type on the inland waters of the United States. A large party of ferry company officials and employers will attend the launching on one of the company's steamers which will leave the foot of Woodward Avenue at 11 a.m. Mrs. Ivah Ruth Simpson-Green, will christen the new boat with a bottle of water taken from a famous old spring located near the blockhouse on Bob-lo Island.

March 23, 1928

-Navigation on Lower Detroit River and Lake Erie opened Wednesday morning, March 21<sup>st</sup>, when the Steamer CORALIA, Capt. Clyde Tobin, made its first trip from Detroit to Toledo with a big load of automobiles. The D. & C. Steamer CITY OF DETROIT III sailed to Cleveland the same morning, saluting the town as she passed. Lake Erie is practically free of ice. This is one of the earliest openings of navigation in several years.

-It is understood that the Dunbar interests have sold their property at the River Rouge and will establish their crushing plant at Stoney Island, where their machine shop has already been in operation for several months. The Company will reclaim a considerable area of the low lying land around the island, enlarging it by forty or fifty acres. This in time will be a very important depot on the Lower Detroit River, and be ready by the time work on the deep water channel is undertaken.

March 30, 1928

**Tunnel Dredging Contract Signed**

-The contract with the M. Sullivan Dredging Company to dig the trench for the proposed tunnel between Windsor and Detroit was signed on Saturday and it is expected that work will be commenced in about a month. This is an important piece of work as the Sullivan Company will excavate a trench at a mean depth of seventy-five feet from the top of the water for the immense tubes which will be laid for this tunnel. These steel tubes, have a diameter of nearly thirty feet, are to be put down in sections of



considerable length. They are surrounded by wood and the concrete will be poured in between the wood and the steel. The first one will be 290 feet from the shoreline and will be connected up by a shield boring from the proposed entrance to the tunnel at Ouellette Avenue, underground to this first section. This construction work is similar to that of the Michigan Central tunnel.

April 13, 1928

-The ferry PAPPOOSE is very busy these days towing scow loads of building stone from the Brunner Mond dock at Gordon to Bois Blanc, for the new amusement building now under construction.

April 20, 1928

-Capt. J.S. McQueen sold the Southeast Shoal lightship he purchased last year from the Marine & Fisheries Department, to the Carling Brewery Company, who will use her in connection with their export business.

April 27, 1928

### **FERRY CADILLAC IS ON THE JOB**

-The new automobile ferry CADILLAC under construction for the Detroit & Windsor Ferry Company, has just been completed in the River Rouge yards of the Great Lakes Engineering Works, and was placed on the run between Detroit and Windsor at the end of the week, according to Capt. Fred - Simpson, vice-president and general manager of the ferry company. The new ferry has a carrying capacity of 75 automobiles and 2500 passengers per trip, and is claimed to be the largest vessel of her type on then the commodious hold of the new boat every provision has been made for the comfort and health of the engine room crew; the engine room and boiler room are unusually spacious and well-ventilated and washrooms with shower-baths have been provided. Metal lockers for every member of the crew have been installed in this section of the boat. On the upper deck there is a large smoking room at the forward end of the boat and a passenger cabin extending the full length of the ship aft. The cabins are trimmed in oak and the ceilings are done in blue and gold, with tile floors. Passengers will enter and leave the boat from the upper deck. The passenger ferry, PLEASURE, which is now being built at the River Rouge plant to increase her automobile carrying capacity, is also nearing completion, and if there are no delays will probably take her place on the Detroit-Windsor run early in May.

-The CADILLAC, the latest addition to the Detroit and Windsor Ferry Company fleet, made her maiden run on Thursday of last week from the River Rouge yards, where she was built breasting four-foot waves, in the Detroit River whipped by a howling westerly gale. Under Captain A.J. Bain, a veteran member of the Detroit and Windsor Ferry Company staff, the boat made a perfect docking at the foot of Woodward Avenue and began her service transporting both passengers and automobiles between Windsor and Detroit.

May 25, 1928

-A wave of surprise swept over Amherstburg on Monday evening when it was learned that the cruiser FALKEN, well-known in local waters, had been seized off Mackinac Island, by U.S. Federal prohibition officers, with more than a quarter million dollars' worth of contraband liquor. The crew was placed under arrest, and the whisky brought to Detroit aboard the tug GERONIMO. This seizure was the largest in Great Lakes history. The FALKEN, which was a whaler in the Gulf of St. Lawrence, was bought by the Canadian Marine Department and stationed for years as lightship at the southeast shoal. She was condemned last year and sold to Capt. John S. McQueen of Amherstburg, who recently made a profitable sale of her to the Carling interests, who after refitting her at Amherstburg placed her in the liquor exporting business.

June 01, 1928

-Marine men characterize as "all bull" a bill introduced at Washington Tuesday by Rep. Clarence J. McLeod, of Michigan, to authorize a survey of the Detroit River, to investigate the possibilities of an all American channel of the size of the Amherstburg channel from the mouth of the river and the head of Grosse Isle.

June 22, 1928

-Harvey D. Goulder, aged 75, one of the best known admiralty lawyers in United States, founder of the Lake Carriers' and Great Lakes Protective Association, died on Thursday of last week in Cleveland, Ohio, following an illness of twelve days. Flags on all ships holding membership in the Lake Carriers' Association flew at half-mast until sunset June 21.

-People on the river front Anderdon are becoming used to seeing groups of engineers, hauling chains and driving stakes in their preliminary work of surveying the bridge head for the proposed new bridge over the Detroit-River from Grosse Isle to Anderdon. The engineers have very little to say, but are hurrying their work along as fast as possible.

July 13, 1928

-The Steamer ARAGON unloaded a boat load of gravel at the Mullen dock, foot of Richmond Street, to be used by the Premier Construction Company in the town line pavement.

July 27, 1928

-Mrs. (Capt.) Gordon C. Hay and little son, of Pittsburgh, are spending a month with her parents, Mr. and Mrs. William Gott, Bathurst street.

August 10, 1928

-Captain James Tormey, Fort street, was taken to Grace Hospital Friday afternoon for treatment. He is seriously ill with heart trouble.

August 17, 1928

### **James Tormey, Amherstburg's Veteran Tug Captain, Passes On**

-Capt. James Tormey, retired lake captain and one of the historic veterans in local marine life, passed away Sunday at Hotel Dieu, where he was taken for treatment Friday, August 10<sup>th</sup>, suffering from a severe attack of heart trouble. He had been quite well up to the Sunday before his removal but when the attack developed it was of such a serious nature that he scarcely rallied. His remains were brought to the home of his niece, Mrs.(Capt.) James Kelly, North street, and the funeral took place from there on Wednesday morning. Requiem mass was sung in St. John the Baptist R.C. church and burial was in the R.C. cemetery. Capt. Tormey was for years connected with S.F. Grummond, of Detroit, in the tug and wrecking business and was a well-known figure on the Great Lakes. He was in his day captain of the tugs, LEVIATHAN, GLADIATOR, WINSLOW and SAUVAIN. After his retirement from the lakes he went into the grocery business in Amherstburg, establishing a store on the corner now occupied by Leo Grondin. It was while he was here that he mistook a door on the stairs and suffered a fall down a stairway, severely injuring himself and fracturing one of his limbs which caused him trouble all the rest of his life, and from that he walked lame. After selling out there he built and conducted a grocery on Fort street, this placed having bachelor quarters for himself. He made his home there until his final illness. Captain Tormey was a native of Anderdon, son of the late George and Catherine Green Tormey, who were the parents of eight children, five daughters and three sons. Of these only three are living: Mrs. John Hamilton and Mrs. Margaret Cook, of Amherstburg, and Thomas Tormey, of Detroit. The others who are deceased were: Mrs. John McCarthy, of Anderdon; Mrs. Edward Boyt, of Amherstburg; Capt. Edward Tormey, also a prominent lake skipper in his day. Among those from out of town at the funeral were: Capt. John J. McCarthy, Walkerville Ferry Str. HALCYON; Capt. Walker Norval, Windsor Ferry; Capt. M.H. Mahon, Windsor Ferry; Capt. Jos. Mahon, Str. MULLEN; Capt. R. Pocock, Windsor Ferry; Capt. Frank Pocok, Windsor Ferry; Capt. T.D. Quinlan, Detroit; Mrs. Jos.J. Greenberk, Portland, Ore.; Thomas Tormey, T.W. Taylor, Mrs. Warren Peek, Gorman Taylor, Justin F. McCarthy, Katherine McCarthy, Mrs. (Capt.) M.A. Bezaire, all of Detroit; Mrs. (Capt.) E. McGuire, Windsor; Mrs. M. Troster, Miss Mildred Troster, Detroit; Charles O'Connor, Ecorse; Mrs. W. Dunlap, W.W. Dunlap, Mrs. J. Barry, Mrs. Josephine Barry, Mrs. W. Sink, Geo. Tormey, Edward Woods, Harry Woods, of Detroit; P. Fowler, Windsor; Mrs. Thomas Kelly, Windsor; Mrs. (Capt.) Harry Cook and family, Rogers City; Mrs. Hazel Seavitt, Ecorse.

-“The steamboat whistle was unknown on the Great Lakes as late as the year 1843, and up to that time lake sailors used alarm bells placed high above the walking beam of the engine for signalling purposes,” said Capt. Lee N. DeNike, master of the steamer GREATER BUFFALO, of the Detroit and Cleveland Navigation Company. “The earliest steamboats on the lakes were equipped with a cannon which was fired when nearing port, and was also discharged half an hour before leaving time. The story of the development of the steam whistle as handed down by the old-timers on the lakes has it that Chief Engineer Wm. McGee, of the steamboat ROCHESTER, devised the first whistle operated by steam from a sketch he saw in an English magazine,” said DeNike. “The whistle constructed by McGee is said to have given forth a most ear-piercing screech that startled the natives on the shore, and was employed on the ROCHESTER more for amusement than for practical use. On the first trip when the ROCHESTER was steaming northward on Lake Huron, it is related, she overhauled the propeller GENERAL PORTER, with Capt. Gager in command. McGee, it is said, had a grudge against Capt. Gager, so to annoy his enemy he opened up his whistle and continued the terrible din until the PORTER was out of hearing. The ROCHESTER was still at Mackinac Island when the PORTER came into port, and Capt. Gager hurried

over to the dock of the ROCHESTER and demanded to see the man who had so insultingly “squawked” at him. McGee was willing enough to continue the argument, but friends intervened and the matter was settled without blows. The whistle in a short time replaced the bell and was soon in common use, not only on the lakes but on the land.”

September 14, 1928

### **ECORSE “COPS” NEARLY DROWNED**

-A near tragedy was averted by the alertness of Miles Maricle, reporter for Lake Carriers' Association, on Livingstone Channel light Tuesday evening, when the waves of Str. GREATER BUFFALO capsized the speedboat Century Kid, throwing Lieuts. Burt and King, of the Ecorse police force into the water on Ballard Reef. Mr. Maricle witnessing the accident, immediately proceeded to the scene, dragged the two policemen aboard his boat and towed the submerged boat to the lighthouse where the officers phoned their headquarters, and another boat was despatched to their rescue. The cops returned to Ecorse “all wet”, but very grateful to Miles

-A number of local dredge and drill men have gone to Albany with John Hassett, where they will be employed by the Dunbar Company. Others have received employment at Sandusky, where George Maguire is foreman.

September 21, 1928

### **DUNBAR DREDGE AND TUG BURN**

-Many people in Amherstburg watched with interest a fire which broke out in the Dunbar Dredging Company's fleet at Stoney Island, Saturday night. While a watchman and two other men were in charge, no one knew what caused the blaze to start, and before it could be subdued the tug SODUS and a hydraulic dredge, were badly damaged. It is estimated that the loss will be in the neighborhood of \$50,000. Had it not been for the fire tug JAMES BATTLE, which was sent down from Detroit, other craft of the dredging fleet lying there would no doubt have been destroyed.

October 12, 1928

-The American Government suction dredge BURTON is engaged removing a large windrow of rock and gravel from the turn in the channel at the Bar Point lightship location. She is in charge of Str. TIPPIN.

November 02, 1928

-A lighthouse 50 feet in height, highly ornamental from base to peak, will be erected in memory of the late William Livingstone, president of the Lake Carriers' Association, at the eastern tip of Belle Isle, on ground now filled in by the city. The cost is estimated at \$100,000.

-Work is progressing faster on the new Detroit-Windsor tunnel than anticipated. Dredging in the river is continuing twenty-four hours a day with three separate shifts of men. The big cut, which was a river bed width of 80feet, is being dredged to within four feet of its ultimate 35-foot average depth. The remaining four feet is to be taken out immediately in advance of the laying of the gigantic steel tubes. Nine of the tubes will be 250 feet long and one, that adjoining Detroit, 220 feet long. When completed the vehicular tunnel will have a roadway width of 22 feet, with extra width for six inch curbs. The roadway will be wide enough to permit an abundance of room for two lines of cars and extra space from which to extricate a disabled car.

November 23, 1928

### **EXPORT DOCKS CENTRALIZED**

-The export docks at points on the Canadian Border between Amherstburg and Belle River will serve as channels, authorized by the Canadian Government for the flow of rum to Detroit as soon as the Federal Department can put present plans into effect. A Canadian Customs officer will be stationed permanently to clear shipment. It is hoped that the Government will insist on better appearing buildings than those which at present has partout the Canadian Border.

### **DEATH OF DUFTIN SULLIVAN**

-Many friends in Amherstburg were stricken with sorrow Tuesday morning when word was received of the sudden death early that day in Buffalo of Duftin Sullivan, aged 44 years, eldest son of M. Sullivan, veteran dredging contractor of Detroit. His remains were brought to the family home in Detroit and funeral services were solemnized at St. Peter and Paul Jesuit church there yesterday (Thursday) morning with burial in Detroit. Mr. Sullivan was spent many years of his life in Amherstburg, when the Sullivan firm were in business here, had been living in Buffalo and was making a remarkable success of a rubber products business. He is survived by his father, brothers, Fraser, Dunbar and Norbert, and sisters, Margaret and Genevo, Mrs. Muir Snow, off of Detroit, to whom much sympathy is extended.

November 30, 1928

### **To Make Survey of Liquor Docks**

-The new regulations concerning the operation of liquor docks along the border, and which will limit the number to 10, with a customs officer on each to supervise personally the shipment of each cargo of liquor, will be put into effect along the border soon as a survey of the situation is completed by A.H. Dalziel collector of the port of Windsor.

The collector was in Ottawa last week in conference with Hon. W.D. Euler, minister of national revenue, and it is understood that he has been instructed to survey the situation and make his recommendations to the department.

In all probability the larger liquor exporters will be the ones chosen for dock privileges. Such is the opinion of those familiar with the liquor-exporting business at Windsor, and they say they believe that

the ruling made by the Minister of National Revenue, after his conference with Sir Henry Drayton, head of the Ontario Liquor Control board, is but the beginning of a process of elimination, which will eventually, limit the number of docks to a mere handful – two or three for whiskey, and as many more for beer – each to be the outlet of one of the big Canadian liquor syndicates. They have this prediction on the fact that the idea of the ruling was ostensibly to prevent short-circuiting of liquor from export docks to bootleg channels, and it stands to reason that big exporters, with a steady demand for their goods from across the river, would be less liable to this practice than the fly-by-night exporter, who buys his liquor where he can and sells it as best he may.

American enforcement officials are pleased with the new ruling, which they say will make easier their job of stopping the liquor flow. They declare, with the number of docks much reduced, that they can establish a virtual blockade without any trouble.

December 07, 1928

-Capt. Thomas Hanley, superintendent of the Dunbar and Sullivan fleet, called on friends in Amherstburg Monday, when his tug and scows were tied up here for a few hours awaiting weather before crossing the lake.

*Excerpts from*  
***The Amherstburg Echo***  
**1929**

February 15, 1929

**LOOKING FORWARD TO DREDGING DETROIT RIVER**

-The National River and Harbor Congress of the United States has opened a campaign to force action on the pending forty-eight million dollar river and harbor bill at the special session of Congress this spring. More than half the expenditures proposed by the bill are comprised in the proposed twenty-nine million dollar deepening of Great Lakes channels to accommodate vessels at twenty-four foot draft.

-Capt. F.H. Hackett informed The Echo Wednesday morning that the level of the water in the river was 18 inches higher then than at any other time during the winter, due to the east wind and ice. It has been 12 inches higher than normal all season.

February 22, 1929

-A fire, believed to have been started by a liquor operator, Wednesday night, burned two Great Lakes passenger vessels and a steam tug owned by the Nicholson Universal Steamship Company, to the water's edge, and seriously damaged another excursion steamer, with a total estimated loss of \$225,000 at Ecorse. The burned vessels included the SAPPHO, the DOVER, formerly the FRANK E. KIRBY, and the OWANA.

March 15, 1929

-Randall Girardin left on Tuesday for Buffalo, where he will be employed the coming season by the Great Lakes Dredge & Dock Co.

March 22, 1929

**Grosse Isle-Anderdon Bridge**

-Mayor Jones, Reeve Cooper and Councillor Dr. W. Fred Park sat in at the conference held in the Federal Building, Detroit, Wednesday, by officials of the U.S. War Department to hear objections made by the marine interests to the location of the proposed international bridge between Grosse Isle and Anderdon. Alternate plans were presented by R.L. Standish and the company's Chicago solicitor, Mr. Hans, the second of which is of very great interest to Amherstburg, as it changes the location to cross from Stoney Island to a point over the old Gordon station and south of the B.M. C. property with a loop at the bridge head turning towards Amherstburg. General opposition was registered against the placing of any piers in the river by representatives of the D.&C. Navigation Co., the Shipmaster's Association the D.&W. Ferry Co., the International Ship Association, the Ship Carriers' Association, and the D. & B.

Navigation Company. After hearing the evidence, decision was reserved. H. Craig of London, representing the Dominion Public Works Department, watched the proceedings on behalf of Canada.

March 29, 1929

-The Peltier dredge from Wallaceburg, in tow of the tug RAUGER, stopped at the port of Amherstburg Saturday and Sunday, while on its way to the mouth of Big Creek, Malden, where Capt. Peltier has an important contract of dredging a cut and small lake for A. Chappus, who plans to have a muskrat farm at this point, which is so eminently suited for such an enterprise.

-Capt. Earl McQueen was in Port Stanley over the weekend looking into the purchase of a tug.

-The Government derrick scow which sank at the lower dock, has been raised and the diving outfit and diver from Prescott were not required, and returned on Tuesday morning.

-The tug BETTY D. has been fitted out and is already at work in the lower Detroit River.

April 5, 1929

### **AMHERSTBURG EXPORT DOCKS** Only Two Docks Designated to Ship Over

-After considerable delay the Canadian Department of Customs through R.W. Braedner, Commission of Customs, has sent word to S.E.M. Taylor, collector of customs, Amherstburg, that the Wigle and Woods docks have been designated as the only Amherstburg docks over which liquor may be exported, the order taking effect Monday, April 1<sup>st</sup>. Up to that time there were seven docks at this port, and the new order of things means the closing of five of them.

April 12, 1929

-A number of local drill men expected to leave this week will be employed with the Great Lakes Company.

-The following dredge and drill men left this week to take their positions with Dunbar & Sullivan Company at Sandusky: Edward Renaud, Orville Sinasac, David Finlay, Harold Fox, Henry Renaud, Bud Belcours, Ernest Fox and Orville Lucier.

### **Great Lakes Rising**

-During March the water levels of the Great Lakes averaged five inches higher than their mean stage for the same month since 1860, and 15 inches higher than their mean stage of the same month for the last ten years, departmental officials state. Lake Erie levels are reported as follows: Mean level for March 0.60 feet higher than February; 1.11 feet higher than March, 1928; and 1.63 feet higher than March 1926.



-Eight hundred cases of beer and 90 cases of imported wines were seized Thursday afternoon of last week at the export dock of Louis Beneteau, Amherstburg, by a squad of provincial police in charge of Sgt. Sidney Oliver. The police removed the beer and wine to the Windsor headquarters and closed the dock, which was in operation previous to the order of Saturday week limited the number of docks over which export of liquor is to be allowed to the Wigle and Woods docks only.

April 19, 1929

-Capt. Fred Simpson, Vice-president of the D. & W. Ferry Co., came to Bob-lo, Tuesday of last week, to look things over, and found the Detroit river at its very peak. The water was touching the bottom of Bob-lo dock, which is the highest stage in the history of his company's occupancy of the island. Since then the flood lowered nearly two feet, and is approaching normal.

-Navigation on the Great Lakes was opened formally Monday midnight and the Detroit River post office conducted aboard the sailboat F. BIELMAN, JR. delivered and received mail from the first boats passing up or down the river Tuesday morning. This is its thirty-fourth year of service, and Marcus Randall, who has been in the postal service on the river boat all that time, is in charge again this year.

April 26, 1929

### **HIGH WATER**

-Not in many years has the water level on the Great Lakes been as high as this year. While a good deal of damage has been done along the shoreline at many points the rise will undoubtedly be of great advantage to shipping. It will permit of a deeper draught and thus add to the carrying capacity of vessels and as a result add to the revenues of the shipping companies. Marine men maintain that a rise of from six to eight inches will mean an increase of \$10,000 per day even at a reduction of rates. It is, indeed an ill wind that blows nobody good.

### **WONDERFUL TUG**

-Citizens of Amherstburg had a chance yesterday (Thursday) to get a look at the finest tug on the Great Lakes, the JOHN F. CUSHING of the Great Lakes Dredge and Tug Company, which called at this port for weather while on the way to Cleveland. The tug is 137 feet long, is equipped with 1150 horsepower diesel engines, has a gyro compass and steerer which steers automatically, has a capacity for storing 39,000 gallons of fuel oil, and is the last word in towing machines. She was taking the Number 55 derrick, BUCYRUS, which is also diesel equipped, from Alabaster, Michigan, to Cleveland for repairs, and then the tug will go on to Buffalo and back to her headquarters at Chicago. She was in charge of Capt. Frank Snyder and Capt. F.W. Morrow and Engineer Maurice Welsh, who took great pride in taking The Echo over this fine craft. Capt. Morrow is quite well remembered in town. He brought Number 9 to the Lower Detroit River twenty-one years ago, and was much interested in learning of the whereabouts of some of his old friends.

## **VISITING TUG**

-The tug AUDREY C., Capt. Richmond, from Parry Sound to Montreal, made a call at this port Monday for coal and supplies. She is a practically new trim little vessel sold by the French River Boom Company to the Defresne Construction Company of Montreal, and was being delivered to her new owners. As might be expected Engineer McIntosh was in charge of her driving power.

May 3, 1929

## **DETROIT AND BUFFALO BOATS**

-The D. & C. Navigation Company opened navigation between Detroit and Buffalo on Wednesday, the first steamer leaving Detroit at five p.m. The Detroit-Cleveland division is now giving over-night service in both directions daily.

## **Hi-Jacking Anticipated**

-The mysterious actions of a powerful motorboat along the Amherstburg and Malden shores Tuesday, caused considerable nervousness among expert dock proprietors who, recognizing some of the occupants, anticipated that a hi-jacking exploit might be in the air. Provincial police stood guard for several hours that night.

## **Marine Shipping Active**

-Marine men in Amherstburg remark on the large number of boats that are out already this season indicating that there is a splendid outlook for marine freight. Due to the winter demand for ore, the ore docks on the lower lakes find themselves short 1,800,000 tons which is a condition which has not arisen since 1916. The boat companies expect to carry five million more tons of ore this year than last, and as the recommended draft at the beginning of this season is one foot, three inches deeper than at the beginning of the 1928 season, due to high water, it means greater freight profits, this additional draft making a difference of 1000 tons to the load more in the biggest lake freight carriers. It looks like prosperity all around for boat owners during 1929.

May 10, 1929

-Fraser's tug, BETTY D. assisted with the towing of the section of the Detroit-Windsor tunnel tube from Ojibway to Detroit, last week.

-The flood tide on the Detroit River undermined the foundation of the Randall boat house at the head of the island, and this historic building has toppled into the river.

May 24, 1929

### **Amherstburg Bridge Again to the Fore**

-Detroit daily papers on Friday last carried the following cheerful bit of news:

Ground was broken on Thursday off Stony Island, for the first unit of the Grosse Ile International bridge, which will connect the Canadian border cities with the American side of the Detroit river.

The span, which will be 1,400 feet in length and of the cantilever type, will cost approximately \$5,000,000 and will be completed by May 21<sup>st</sup>, 1931. It will consist of two units, one stretching from Grosse Ile across the Livingstone channel of the river, and the other extending from a pier at that point across the Amherstburg channel. Like the Ambassador bridge now under construction between Detroit and Sandwich, it will clear the water by 152 feet.

Ceremonies marking the start of work were attended by Seymour Standish, president of the Detroit River Canada Bridge company, which is building the span, and the Standish Engineering corporation, of Chicago; John Dowdie president of the Dowdie Brothers company, of Chicago, the general contractors, and R.E. Cone, resident engineer for the Ambassador bridge, who will act in a similar capacity for the new bridge. The ground was broken by Ralph Mojeski, of New York City, consulting engineer.

June 07, 1929

### **Old-Timer Comes Back**

-Amherstburg enjoyed a visit this week from Capt. Hays, colorful personality indeed, now a resident of Canton, Ohio, son of the late Sergeant James Hayes of old Fort Malden times. Capt. Hays was born on the military grounds here 77 years ago and was renewing his "Cradle Days" as he called it. He sailed the lakes for forty-five years and is enjoying a well-earned retirement. He commended the town for its improved appearance and recalled many interesting incidents of his early life here.

June 14, 1929

### **LAKE CAPTAIN DIES**

-Duncan McLachlan for over 50 years one of the most outstanding ship masters in the Great Lakes shipping interests, died on Wednesday afternoon of last week in his 81<sup>st</sup> year at the family home in Brooke, Lambton County. In the year 1870, three brothers Duncan, Malcolm and Archie McLachlan entered the lake boat service as mates, and for half a century sailed Lake Erie between Detroit and Cleveland for the D. & C. line, steadily rising to senior Captains in the service until their retirement, some years ago, Archie McLachlan died in 1920, followed the year after by Malcolm and in the passing of the eldest, Duncan, last week, at such an advanced age, the eventful history of Lake Erie shipping has lost an interesting connecting link with the past.

July 12, 1929

### **Water Levels on Lakes**

-The June water levels of Lakes Huron, Erie and Ontario averaged 12  $\frac{3}{4}$  inches higher than their mean level of June for the past ten years. Lake Superior averaged 3  $\frac{3}{4}$  inches higher than its mean level

of June for the last ten years. Lake Erie mean level for June was 0.11 feet lower than May, but 1.87 feet higher than June 1928; 2.98 feet higher than June 1925, the lowest June on record; 0.60 feet lower than June 1860, the highest June on record.

July 26, 1929

-Canadian Government supply boat GRENVILLE called at Amherstburg port this week on the way up the lake on her annual inspection of lighthouses and supplies.

-The big American suction dredge, WILLETS POINT, which is working at Bar Point, reducing a bump on the bottom of the river there, was in port over Sunday.

August 2, 1929

### **Navigation Aid Discontinued**

-The storm signal tower which for many years stood at the old waterworks dock to warn ships of impending storms has been removed and the service taken to the Westcott Marine Reporting Office at the head of the Livingstone channel. For the last nine years this service has been in charge of J.R. Hamilton; when it was installed many years ago the late Mac Voy was responsible for the station.

### **DETROIT FERRY BOATS**

-Those who are enjoying the new ferry service to Belle Isle probably know little about the two steamers – the PROMISE and PONTIAC – that are giving the service. The PROMISE was built years ago by the old ferry company, of which the late Capt. John Pridgeon was the head. The company had been promising a new boat for the Belle Isle run a long while, and when it was finally built Capt. Pridgeon pointed with pride to the new vessel and said, “There’s my promise fulfilled.” The PONTIAC was formerly the VICTORIA and for many years was on the Windsor run.

### **OLD TIMER WRITES THE ECHO**

-The Echo received the other day, a letter from L.W. Burch, now President of the Electrical Supply Co., of Madison, Wisconsin, which says in part: “In the correspondence that the writer has had with Mr. Eugene Herman, editor of The Great Lakes News, I received a clipping from your paper. The article referring to King-Dugau Golden Wedding. Mr. Herman knew that I was at one time clerk of the Steamer RIVERSIDE, having taken her over the season after Mr. King was clerk, and of course. I was very naturally interested in receiving this piece of news because I was well acquainted with Joe King. We used to have quite good times on the RIVERSIDE. Capt. De Sana, but I remember that we used to say that the Captain’s papers read from the foot of First Street to Hamilton’s dock. I quite well remember Mr. Wesley Hamilton. I knew him to be a very fine gentleman. There are many things that I put on the RIVERSIDE between Amherstburg and Detroit. How well I remember old “Ryle”, the colored cook, who used to feed us fellows the “Ham what am” and Amherstburg nice fresh eggs. I would like to get in touch with Mr. Joe King, and exchange a few words of congratulations if I could secure his address.”

August 16, 1929

### **Lake Levels Lower**

-The Canadian Hydrographic Service reports the July water levels of Lakes Ontario and Erie averaged one inch lower than in June. Both lakes having passed their highest stages for this year, their level at the end of August should be about six inches lower than the July mean stage, the report says. Lakes Huron and Superior averaged one and three-quarter inches higher during July than in June; in Montreal Harbor the level was eighteen inches lower than June, and seven inches higher than July last year. The mean level of July for Montreal Harbor was the highest for that month since 1917; for Lake Ontario since 1908; for Lake Erie since 1885, and for Lake Huron since 1888, while Lake Superior was the same as a year ago, which was the highest level since 1920.

### **Fifth Section Ready**

-Work on the Detroit River tunnel is going along ahead of schedule. The Sullivan Dredging Company has run up against no snags and are dropping and leveling the sections with amazing regularity. The fifth section was towed from Ojibway, Monday and moored off the foot of Randolph street, where its final coat of concrete will be applied before sinking. Only four more sections remain to be built, and entrenched. The original contract called for ten sections but it was decided to eliminate one on the Canadian side and tunnel that portion under the dock to avoid great difficulties that would otherwise be encountered.

-Capt. Earl McQueen went to Toronto on Wednesday to get the tug, MAX L., which he bought last week and will bring to Amherstburg to be used in connection with his lighting contract and also for general work.

August 30, 1929

### **AMHERSTBURG MAN UPSET**

#### **From Speedboat Which Capsized While Being Towed by D. & C. Steamer In Lake Erie**

-Aurele Beneteau, employee of the Tecumseh Brewery at their dock in Amherstburg, and son of the late Joseph Beneteau, at one time councillor and prominent farmer of Anderdon township, was drowned off Colchester in Lake Erie, Tuesday mid-afternoon when a disabled speedboat in which he was riding with four companions, capsized while being towed by the D. & Co. Steamer CITY OF DETROIT III. He apparently never came to the top of the water after going under and though diligent search was made for his body no trace of it could be found. The others were taken aboard the steamer and landed in Detroit.

Mr. Beneteau, in company with Miss Irene Hoffman, Toledo, owner of the boat; A.H. Bowers, of Toledo; Chester Hopkins of Monroe; and P.E. Anteau, of Monroe, put out in the twenty-eight foot Belle Isle Bear Cat speed boat, early in the afternoon to assist a boat which had been reported in distress. About 3.45 the motor of their speed boat burned up and they were tossed around on Lake Erie for about half an hour when they were sighted by the CITY OF DETROIT III. The boat came alongside and stood by to give help. A tow line was attached to the little craft and they started off but the sea being quite heavy from one side and the swells from the boat on the other caused a dangerous backwash. The speedboat listed once but righted and almost immediately took a dive carrying everybody under the waves. Two or three of them had donned life-preservers and when others came to the top they managed to grasp preservers and pull themselves up on top of the boat which emerged bottom side up. However, this was only a frail buoy and sank under their weight. They struggled in the water until picked up forty minutes

later by a lifeboat from the D. & Co. steamer which cruised around for half an hour but no trace of Beneteau could be found. The unfortunate victim was a son of the late Mr. and Mrs. Joseph Beneteau, of Canard River district, and was born in Anderdon thirty-six years ago. He was not married, and had been employed on the dock in Amherstburg during the year and lived in town. He is survived by the following sisters and brothers, to whom deep sympathy is extended: Sister Joan of Arc, of St. Joseph's Academy; Lewis J., well known Amherstburg exporter; Leo and Alfred, of Detroit; John, of Windsor; Thomas who lives on the old Beneteau homestead in Anderdon, and Miss Beatrice of Amherstburg.

### **Shooting on River**

-It is definitely known that two men were seriously injured in a gun battle on the river Tuesday evening and were brought to Amherstburg for treatment. An effort is being made to establish their identity and find out whether the shooting was done in American or Canadian waters, and who their attackers were.

September 13, 1929

### **RUM RUNNERS SENTENCED**

-Pleading guilty to a charge of violating the United States Tariff Laws, Jack Kelly, of Wyandotte, was sentenced to 18 months in the Federal penitentiary at Leavenworth, Kan., by Judge Edward J. Moinet in Federal court in Detroit, Wednesday of last week. Kelly was arrested with James Adams, of Wyandotte, by coast guardsmen June 13<sup>th</sup>, in a boat on Lake Erie three miles southwest of the Detroit River light. The boat and its cargo of 321 cases of beer and 28 cases of whisky were seized. Adams also pleaded guilty and was ordered to pay a fine of \$100 and serve six months in the Detroit House of Correction. Both men had been in jail since their arrest, unable to provide bond of \$10,000 each.

September 20, 1929

### **Capt. Cody, Lakes Mariner, Dies**

-Capt. Fabian B. Cody, 63, master of the steamer FRANK BILLINGS, of the Hutchinson Line, out of Cleveland, died in the Metropolitan General Hospital, Walkerville, Sunday as his boat passed down the river. Capt. Cody, who retired a month ago, owing to illness, had been one of the best known skippers of the Great Lakes and had been a resident of Walkerville for the past 20 years. He was a native of Sombra, and had been sailing for 45 years. In 1910 he rescued three of the crew of the MARSHALL F. BUTTERS, which foundered in a heavy gale in Lake Erie. The funeral took place to Greenhill cemetery, Kingsville.

### **Pelee Island**

-The track to the West dock is being restored while the warehouse has been improved and parts of it rebuilt.

October 04, 1929

### **Will Buy Tug**

-Captain John McLean, who has been in the employ of the Dunbar and Sullivan Dredging Company for a number of years and located in Amherstburg, Ontario, from 1907 to 1922, is negotiating for a large tug which he proposes to use in the towing on the Hudson River and the New York barge canal.

October 11, 1929

### **Abigail Becker's Husband**

-Most Canadians, when mention is made of Abigail Becker, heroine of Long Point, are inclined to link her name with an early period of Canadian history. Indeed, it will be 75 years in November since she performed the epic deed of saving the lives of eight men from the good ship CONDUCTOR, of Amherstburg, which foundered off Long Point. Therefore, it will come in the nature of a surprise to the public to learn that Henry Rohrer, husband of Abigail Becker, and father of three of her children, has just passed away. He died at the home of his daughter, Miss Eleanor Rohrer, in Vancouver, on September 28, in his ninety-third year. His body was accompanied to Simcoe by his daughter. Interment was made in the family plot at Oakwood Cemetery by the side of his wife, Abigail Becker.

### **Change of U.S. Engineers**

-Col. Edward M. Markham, who was district engineer of the Detroit River district from 1919 to 1925 and had charge of the Livingstone channel widening on the lower Detroit River, has been ordered from Fort Humphreys, Va., to Cleveland to take charge of the development of the Great Lakes waterways. There will be big things doing on the lakes during the next few years. There's the Great Lakes-St. Lawrence waterway project to be concluded, and the Duluth-Buffalo 25-foot channel job, for which the surveys have been completed. Col. Edward Hugh Schultz, chief engineer of the Great Lakes Division the past seven years is transferred to Fort Humphreys, Va.

October 25, 1929

### **SHIP FOUNDERS IN LAKE STORM**

#### **Str. N.J. NESSEN Goes On Shoal in Pigeon Bay Leamington, Tuesday Night**

#### **Crew of 13 Rescued By Life Guardsmen on Wednesday Morning –Thrilling Event**

-Once more Capt. Grubb and his life saving crew of the Canadian Government life -saving station at Point Pelee, covered themselves with glory in the rescue, Wednesday morning, of a crew of thirteen including one woman, from the freighter N.J.NESSEN, of Detroit, which was pounded by giant waves all Tuesday night on a shoal in Pigeon Bay, off Leamington, where she landed when struck by the raging southwest storm while on her way from Detroit to Cleveland, with a load of scrap iron.

All night long the waves broke over the ship, which blew distress signals until her fires were extinguished, but it was impossible to launch a lifeboat until daylight. Then Capt. Grubb, of Point Pelee life-saving station, came over with his boat on a motor truck and manned by Ryle Grubb, the captain's son, "Mac" McLellan, Pat Girardin, Milton Sheldon, "Bud" Ives, Gordon Robinson and Everett Brockwell, they performed the almost miraculous task of rowing their boat out to the foundered steamer, and in two loads removed the crew of thirteen to safety without a mishap.

The storm also drove the steel-hulled C.W. CADWELL, sand boat, owned in Windsor, ashore off Point Pelee, but though she was pounded furiously, she was too staunchly built to be in any great danger, and withstood the force of the blow.

### **OLD YANTIC SINKS**

-There was a day when every child in Amherstburg knew intimately the old U.S. revenue cruiser YANTIC, which passed up and down the river as a training cruiser for U.S. marines. It causes a feeling of sadness to learn that the sturdy old boat is succumbing to the ravages of time, and on Wednesday sank at her dock, foot of Field avenue, Detroit. She was originally built to the President Lincoln's yacht, but for 20 years past was the training ship of the Michigan Naval Reserves, and was stationed at Detroit.

November 01, 1929

### **Capt. Seeley Fowler Dies**

-News of the death of Capt. Seeley Fowler, which occurred in Detroit, Wednesday of last week, brought sorrow to many homes in Amherstburg, where there were lifelong friends of the Fowler family. He was able to continue in his position at the Dodge Bros. Automobile plant until a month before the end, though a malignant cancer of the lips was gradually sapping his vitality. The Funeral was held Saturday morning from St. John the Baptist R.C. Church, Amherstburg, where requiem mass was said by Rev. Fr. Beuglet, and burial was in the R.C. cemetery, the pallbearers were three Quinlan boys, Elmer Tansey, a Mr. Sisler, and Leo Barry, a fellow workman, son of Thomas Barry, former M.C.R. conductor, Amherstburg. Capt. Fowler, one of the British Pensioners, who settled in the Third Ward, Amherstburg, in the 50's. The family home on St. Arnaud, is now owned and occupied by Fred Mayville. The Fowler family grew up here and Seeley early took to the lakes, becoming a licensed captain. When he retired from marine life he was for a number of years employed on dredge and drill work on the lower Detroit river improvement. Sixteen years ago they moved from Amherstburg to Detroit and there eight years ago his wife died. She was a Kavanaugh, sister of the late Mrs. John Lovett, of this town. Surviving him are two sisters, Mrs. Capt. Thos. Quinlan and Miss Teresa, of Detroit, a brother, Patrick, in Windsor and an adopted daughter Ellen Marie. Capt. Fowler was a fine type of citizen, and will be widely mourned.

-Capt. James Kelly, of the Steamer WILLIAM P. SNYDER, JR., was home over the weekend after putting his boat in the Great Lakes dry dock, Detroit. The SNYDER was in Lake Superior at the time of the terrific windstorm and for sixty-five hours was at the mercy of the seas and her upper works were damaged to the extent of about \$15,000.

November 08, 1929

### **Str. CADWELL Released**

-The gravel steamer CADWELL, is now receiving repairs at the plant of the Great Lakes Engineering works, Detroit. She went ashore off Sturgeon Creek, Point Pelee, during the terrible storm two weeks ago, and received a terrible pounding.



November 15, 1929

## DEDICATION OF "THE BRIDGE"

-Threatening weather did not interfere with the fathering of nearly 200,000 people at the opening and dedication of the Ambassador Bridge, Armistice Day. It was a happy thought to have these dedication ceremonies, typifying the continuation of that century of peace between two great nations, Canada and the United States, on Armistice Day. Governor Green, of Michigan, who was the principal speaker at both the American and Canadian sides very aptly likened this arch of peace to the rainbow arch in the sky, by typifying no more flood forever.

Hon. Charles McCrea, Ontario minister of mines, officiated at the Canadian end, accompanied by Chief Justice Anglin, of Canada; Hon. J.C. Elliott, of London, minister of public works, representing Premier King, and William Phillips, the American ambassador to Canada. Mr. McCrea, introduced by Charles H. McTague, Canadian bridge solicitor, declared that the new bridge stood "as a monument to the centre of amity between two nations."

The following poem was written specially for the occasion by Mr. Charles Peglay, of Sandwich:

### *The Ambassador Bridge*

*By Charles Edward Peglay*

*Sandwich*

Far above the sparkling waters  
Of Detroit's mighty stream,  
Stands a wondrous bridge uniting  
Two great nations once a dream.

Just a vision, hoped for, prayed for,  
As the years rolled swiftly by,  
Fashioned, drawn by God-given genius,  
Now one great reality.

Fairy towers are rearing skyward,  
Sparkling with jewelled lights that gleam  
Like the stars in Heaven's high arches  
Far above Detroit's stream.

Each small part so strongly woven,  
River and strand, secure, controlled,  
Wrought with cunning, now uniting  
Into a grand and mighty whole.

In storm or calm a wondrous tribute  
To those who gave that we might see  
Fulfillment of a promise given,  
A mighty bridge of destiny.

So I gaze in awe and wonder,  
On tower and span and feel the might  
Of God's great power that He has given  
To those who dare to do the right.

November 29, 1929

### **CAPT. MCCARTHY DIES**

-Capt. Daniel P. McCarthy, formerly of this town, died very suddenly at his home in Boston, Mass., on Monday morning of this week. Capt. Dan who will be remembered by many friends here after quitting the lakes took a fleet of whalebacks down to the coast, and became general manager of the Boston Transportation Co. down there. It was during that time one of their boats was lost in a terrible storm in which W.H. Mack, of Cleveland, a bosom friend was drowned. For the past few years the Capt. Was not in good health, although nothing serious, his sudden death was a great shock to the town in general. Besides his wife and five children he leaves to mourn his loss five sisters and five brothers as follows: Misses Minnie, Katherine, Josephine, and Mrs. Capt. Bezaire, of Detroit; Capt. Jno. J. McCarthy, of Sandwich; Capt. P. J. of Cleveland, Dalton R. of Toledo, Justin F. of Detroit, Capt. Jas. T. McCarthy and Mrs. Jas. Kelly of this town. The sympathy of this community is extended to the bereaved ones.

\* \* \*

-Capt. A.C. Callam arrived home on Monday evening after a splendid season on the lakes.

-David Finlay and Mac McCutcheon arrived on Monday night from New York where they have been employed with Dunbar's dredging fleet all season.

December 06, 1929

### **A Hectic Finish**

-Capt. Earl McQueen, buoy and light contractor for the lower Detroit River, has had a thrilling time of it for a week getting in the buoys under the most extreme conditions of ice and spell of cold weather, which came on very unexpectedly and practically tied up navigation at the mouth of the river and in Lake Erie. He has been striving day and night to harbor the aids to navigation under conditions that have nearly baffled him. Some of the buoys were carried out into the lake by the large ice floes and will have to be salvaged later. A number of boats have been anchored at the entrance to the river in Lake Erie, waiting for better weather conditions.

December 13, 1929

### **Sailor Honored**

-Marine men in Amherstburg are glad to learn of the honor that has been paid Captain John Burns, local mariner, who has been sailing the inland seas for nearly fifty years. Of late he has been pilot of the Steel Trust Steamer, OSCAR SEELING [*sic*] and next year was due to retire on a pension, but the Company recognizing his long years of splendid service and his fine record, have given him the privilege of remaining ashore this year on the same salary as though he were sailing his boat and next year he can take his retirement papers on full salary for 1930, and after that receive a pension of \$100 a month. Captain Burns is a son of the late Peter Burns, of Anderdon, and is well-known throughout this district.

-We notice that Louis Mero, A.T. Pattenden, George Mallett, David Finlay, Clifford Deslippe and Everett Renaud have arrived home from various points where they were employed on harbor and river improvement with dredge companies.

## **RUM BOAT IN ICE**

-The rum runner, KILLARNEY, which left Amherstburg Monday for Rondeau in charge of Ed Bess, of Pelee Island and a companion, got into trouble in Lake Erie, when she struck heavy ice and struck fast. Work was sent to Amherstburg and arrangements were made with Capt. Bailey, wrecking master of the Great Lakes Company to send a tug to their relief and she was brought back to Amherstburg Tuesday.

December 20, 1929

-The tug MASCOLLONGE, which was towed here last week with a bad leak, arrived safely at Sarnia on Friday, accompanied by the tug SMITH. Both belong to the Sin Mac Lines.

December 27, 1929

-Capt. A.C. Callam missed his turkey at home Wednesday. He was called to Buffalo last week to oversee the unloading of his ship and the work was not completed in time to allow him leave of absence.

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