

Echo Soundings

Marine News
from the *Amherstburg Echo*

1930-1933

Volume XVI



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Amherstburg, Ontario

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Cover Photo:

Crew, Unknown Vessel, n.d. Archibald J. Fisher is seated second from the right in the second row.
Source: A.J. Fisher Photograph Collection

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Excerpts from the
Amherstburg Echo
1930

January 3, 1930

Salvaging Wreck

The steamer **N. J. NESSEN**, which was driven aground near Leamington during a heavy gale on October 22nd, will be salvaged. Captain W. Spears, Sandwich, who has secured the contract, expects to salvage a large part of the cargo and considerable machinery.

Lower Lake Levels

Great Lakes levels will be considerably lower during 1930, according to A. J. Lothian, Riverside, who is a student of lake levels. Taking a report of the chronological bureau to Washington in conjunction with his own records, he predicts the lake levels will be noticeably lower than the record peak of 1929.

January 17, 1930

No Belle Isle Boats

It looks as if there will be no ferries run from Detroit to Belle Isle this coming season. Last summer the city borrowed two boats from the D. & W. Ferry Co., and ran them at a loss of \$5,100. It is not proposed to take another loss next summer. Henry W. Busch, commissioner of the parks and boulevards, advised the councilmen that the D. & W. Ferry Co., was willing to sell the craft, but did not care to enter into any lease. Busch stated further that new steel boats suitable for the work would cost \$225,000 to \$275,000.

February 14, 1930

Capt. James Tobin
Lake Captain Dies

The roll of Amherstburg tug captains was reduced by one Sunday evening, when Capt. James Tobin passed away at Hotel Dieu, Windsor. He is among those who served their apprenticeship in the days when there was no steam, and worked up until he became one of the best tug captains on the chain of lakes. His father, Edward Tobin, who was a retired British soldier, settled in Amherstburg at the time the pensioners were located here along with the Navins, Sullivans, Taseys, Wilsons, Hayes, Cunniffs, Conroys, Quinlans, and a hundred other families, the homestead being on the corner of Fort and Balaclava streets. There were five sons in the family: Richard, John, James, William, and Joseph, all of whom became lake captains in the early days when vessels were carriers of freight. James married Margaret Powell, well known Amherstburg lady, and they had a family of four children: Daisy, Mrs. J.A. Van Buskirk, of Windsor; Maud became Mrs. Ralph Warren, and is deceased; Capt. Ross died on his boat between Detroit and Buffalo a few years ago

and Capt. Clyde lives in Detroit. Mrs. Tobin passed away some twelve years ago, and shortly afterwards Capt. James Tobin went to Windsor and took up his residence with his daughter. He enjoyed fairly good health until eight weeks ago, when he was taken to Hotel Dieu for treatment which he seemed to respond to until Friday, and then he failed rapidly from that time to the end. Funeral services were held at the home of Mrs. J.A. Van Buskirk Wednesday afternoon at 2:30 and his remains were brought to Rose Hill cemetery and laid to rest in the family plot. The honorary pallbearers were Capt. Walker Nowell; Capt. Henry Pocock; Capt. T.D. Quinlan; Capt. Geo. Burns; Capt. E. Maguire; Capt. Henry Cook; Wm. C. Pocock; Andrew Darragh; Alex Deneau; and Capt. John Bernard. The active pallbearers Capt. Walter Lawler; Capt. Henry Kelly; Capt. James McCarthy; Capt. John McCarthy; Capt. J.E. Mahon; Capt. M.H. Mahon.

March 07, 1930

Capt. Earl McQueen's tug was the first one to toot its whistle on the lower Detroit River this spring. February is an early opening.

March 21, 1930

**United States Government May
Authorize Detroit River Work
Administration Leaders Approve Expenditures
Contemplated in New River and Harbor Bill**

(Washington Correspondent, Detroit Times)

After gaining the approval of administration leaders for expenditures contemplated in the new rivers and harbors bill now being drafted, Rep. Wallace Dempsey, New York, chairman of the House Rivers and Harbors Committee, let it be known today that the measure in all probability will authorize improvements in the Great Lakes system costing approximately, \$30,000,000.

The Great Lakes improvement program, Chairman Dempsey pointed out, is expected to include such important projects at the Detroit River, Menominee harbor and river, Grand Haven harbor, and Grand River, and the Monroe harbor, together with other navigation facilities outlined for the lakes connecting channels.

Improvements proposed for the lakes connecting channels involve an expenditure of \$29,266,400 alone, which means that auxiliary Great Lakes projects should run the total costs to a figure in excess of \$30,000,000.

For Detroit River

The Detroit River projects forms an important part of the huge lakes channels program, which contemplates improved navigation facilities to a depth of 25 to 27 feet and depending on whether the channels have soft or rock bottoms. Under a report already submitted by the Army board of engineers, the head of the river is to be improved to a depth of 25 feet and 800 feet wide at an estimated cost of \$165,300; Fighting Island channel improved to a depth of 26 feet and 800 feet wide at a cost of \$187,100; Ballard's Reef to a depth of 26 feet and a width of 600 feet (from section 150 to section 320) at a total estimated cost of \$2,482,000.

The chief expenditure proposed on the Detroit River, however is in the Livingstone Channel,

where a minimum depth of 26 feet is recommended\ with bottom widths ranging from 450 feet to 800 feet, the latter applying to sections 3200 to 4500 and to Lake Erie in the downward project. The total estimated cost of the proposed channel work amounts to \$9,748,200.

To Deepen Channels

Present connecting channels are provided with depths suitable to accommodate vessels drawing 20 feet of water when lake levels are at the adopted datum planes.

While the Detroit river report was submitted during the last congress and was incorporated in the omnibus port bill which the committee unsuccessfully sought to put forward during the closing days of the Coolidge administration, the Army engineers have recently presented new reports on the Grand River and Monroe harbor projects.

March 21, 1930

The D. & C. Navigation Company opened navigation between Detroit and Cleveland yesterday (Thursday) with the sailing of the Steamer **CITY OF DETROIT III.**

March 28, 1930

Progress Made on New Welland Canal



The photograph here shows the channel of the new Welland ship canal, looking northwest from lock No. 4, wherein water will be turned on at the official opening of the lower canal about April 21.

April 11, 1930

Improving Lakes, Rivers And Harbors

The U. S. House, rivers and harbors committee at Washington, Saturday, approved a project for the government to take over the Erie and Oswego canals from New York state and to deepen the channels to 13 feet at a cost of \$26, 906,210 with \$2,500,000 annually for maintenance, provided New York state relinquish all their claims to the waterway. The committee also approved a project to expend approximately \$29,000,000 for deepening the shipping canal in the Great Lakes, and another project to construct regulatory works to cost \$3,000,000 on the Great Lakes in order to maintain their levels. If the bill is adopted it paves the way for improvement work on the Detroit River.

April 18, 1930

Straits Opened

Navigation through the Straits into Lake Michigan inaugurated at midnight Saturday, when the Nicholson Steamship Company freighters **SULTANA** and **CRESCENT CITY**, the former under the command of Captain Herman Booth and the latter of Capt. William Edgar, cleared from the Iron Street docks with cargoes of automobiles consigned to Green Bay City and Milwaukee.

April 25, 1930

H. H. Gildersleeve, Lake Manager Retires

H. H. Gildersleeve, one of the best known marine transportation men on the Great Lakes and for many years manager of the Northern Navigation Co., with offices in Sarnia, a subsidiary of Canada Steamship Lines, has retired from active service. His father built the first steamer on Lake Ontario. Last summer he became ill and since has never fully recovered. Capt. W. Powell of Port Colborne has succeeded Mr. Gildersleeve.

First Load of Coal

The new Brunner Mond dock at Gordon received its first cargo of coal Saturday night. This was brought by the steamer **JOHN A. KLING** and was in the nature of an experiment. Frederick Nill, the new superintendent of the B.M.C., boarded the **KLING** and directed its landing.

May 2, 1930

Lake Huron Level Low

With the water of Lake Erie and Lake Ontario at unusually high levels, an anomaly of the situation is that little or no trouble is being experienced in the upper lakes districts. Engineers, on their return from a regular inspection tour to several ports along Lake Huron waterfront, reported the waters to be in no case at threatening heights, in contrast to the condition at Western Ontario ports along Lake Erie. One of the reasons for this may be the fact that Lake Huron, the waters of which were unusually high in the gauge last year, have been draining steadily into the lower lakes during the winter months, with the result that the latter bodies have risen dangerously.

May 23, 1930

YANTIC Burns, Brave to Last Taps Sounds for Old Ship, and Flames End Career Born of War

(Detroit News)

From the deck of a battered old hulk lying in a slip at the foot of Townsend Avenue one morning last week, floated the notes of a bugle – the requiem of taps.

Several miles down the Detroit River, the sunrise gun shortly before had awakened the slumbering barracks at Fort Wayne. It was the stirring notes of reveille and a bright new day for the khaki-clad soldiers. But it was the last day for the time-worn old craft up the river.

Taps were sounded from the deck of the old **U.S.S. YANTIC**, which today reached the end of a service of more than 60 years, made on the seven seas.

The bugler, Dr. Herbert J. Higgs, took the bugle from his lips. He had served as the ships bugler in years past. He, Lieut.-Com. R. Thornton Brodhead, of the Michigan Naval Reserve; Edward B. Nall, a member of the crew of the old **YOSEMITE**, which carried Michigan seamen during the Spanish-American war, and others stood silent for a moment.

The End of Her

A wisp of smoke curled upward from the hold. The smoke grew in volume, but there was no cry of "fire"; no excitement. No effort was made to curb the flames that began to lick upward.

No bands played. No flags flew from the stained masts. There was no pomp, just the notes of a bugle, a lighted match and the last minutes of the **YANTIC** were at hand.

Built in 1863 as President Lincoln's private yacht, the **YANTIC**, instead became a gunboat during the troubling days when the North and South bore arms against each other. After the Civil War the vessel saw service under the American flag in far-flung ports before being brought to Michigan in 1897 as a training ship.

Members of the famed **YOSEMITE** crew were trained on the **YANTIC**, as were many others who served in the Spanish-American war. During the World War, the old ship again served as a training ship for American tars. In 1921, she made seven cruises of the Great Lakes.

Grave by the Water

The end of the vessel's active service came in 1922 when the **U.S.S. DUBUQUE** was assigned to Detroit. The **YANTIC** was tied up in the slip where today the end came. During the winter months, the **YANTIC**'s boilers were used to heat the Naval Reserve armory and the **DUBUQUE**. A prosaic task for a gallant old ship, but still service.

Then one night last October, the **YANTIC** gave up, water poured into the hold and the vessel sank. She was raised a few weeks ago that the end by fire might come today. The slip where the **YANTIC** sank and the remains of the old ship will be filled in and covered over in the development of the Belle Isle Bridge Approach Park. The **YANTIC**'s grave will be at the water-side.

May 30, 1930

The Canada Steamship Co. steamer **CITY OF WINDSOR** called at this port on Tuesday morning and took aboard the last shipment of canned tomatoes from the Amherstburg factory.

A cabin cruiser and 500 cases of beer were seized one afternoon last week, between Trenton and Monroe, on the Detroit River by U. S. coastguards, who arrested Andrew Kruis, of Amherstburg, and John Burns, of Monroe.

June 06, 1930

Export Docks Close

Since Saturday afternoon the export docks at Amherstburg have the appearance of a last year's bird's nest and that's about the emptiest thing in the world. S.E.M. Taylor, Customs Collector, received a telegram at 3:30 Saturday afternoon from R.W. Braedner, Commissioner of Customs at Ottawa, saying: *"Refuse clearance of vessels with liquor cargoes designated for delivery in United States and refuse any other official documentation covering such liquor. Notify outports."*

Mr. Taylor at once went down to the docks and notified the six exporting firms of his orders and also stationed an inspector there to see that the regulations are being enforced. Since that time there has been absolutely nothing doing in the way of exporting liquor. A month ago the Ontario Department put into force a regulation that no liquor was to be stored on these docks but must be kept in transit and since that time there has been no large amount of liquor in any of the export docks so it was only a matter of half an hour to get everything afloat. Whatever plans the rum-runners have to circumvent the new law are being kept under the hat, but up to the present time there is nothing doing, as not only are they unable to obtain clearance papers from the Customs Department but they cannot obtain liquor as shipments to the export houses, as the distilleries have ceased to send it. The only way they can get liquor is at the Government Stores. That would be hardly worthwhile as any unusual sales there, would be questioned by the Liquor Control Board.

Rummers Holding Out

When the export bill was brought into effect on Saturday last the docks throughout were fairly well cleared out, but many boats remained loaded ready to make their dash across the International boundary line to the United States. However, some of the boys with an eye to greater profits, tied their loaded boats up to the docks, particularly at Kingsville and are waiting until the tongues of their American patrons become so dry, that they will pay considerably higher prices for liquor refreshments than they are paying now. Already those who have loads are said to be ahead several thousand dollars by delaying transit.

Two Bodies Found

The Steamer **JOHN SHERWIN**, Tuesday sighted a body floating some 200 feet south of Bar Point light house, but was not able to pick it up due to inability to turn ships in the channel. It is thought to be the body of Martin Kjerstad, watchman on the freighter **JOHN A. TOPPING**, of the Columbia Steamship company. Kjerstad toppled off the boat on May 22, between gas buoys 14

and 24 at Bar Point. When the **SHERWIN** was opposite Colchester light, Captain Petersen sighted another floating body of a man which was taken aboard and landed at Lorain. It had been in the lake for three or four weeks. The man was about five feet eight inches tall, reddish hair and wore a red sweater over a gray one. He is about 40. Kjerstad's body was picked up at the Lake Erie Country Club, Wednesday afternoon, and is at J. Sutton & Sons morgue, awaiting orders from Cleveland.

July 04, 1930

Drill Boat Blown Up When Lightning Explodes 1500 Pounds of Dynamite 31 Men Went to Their Death

Thirty-one men lost their lives and only one or two bodies have been recovered at Brockville Thursday, June 26th in one of the worst drillboat disasters in the history of harbor improvement on the chain of lakes, when during a severe storm lightning struck the vessel and exploded 1500 pounds of dynamite lying underneath her. The boat was the **J.B. KING**, the largest drill boat in Canada and she was engaged in blasting out the international shipping route in the shipping canal of Brockville, and removing shoals and obstructions to navigation. The men all belonged to that district.

Some Amherstburg Narrow Escapes

This horrible accident set the tongues of old drillmen in Amherstburg wagging and they recall some narrow escapes on the lower Detroit River in the days when there was great activity on the Livingstone Channel. In 1908 the M. Sullivan drillboats **DESTROYER** and **EXPLODER** were working one day at noon on the channel, when a spark from the smokestack set fire to the dynamite boat which it was their custom to tow two or three hundred feet behind the drills. Great excitement prevailed. The tow line was cut and the dynamite boat containing thirty boxes was allowed to float away but the wind being against it the boat and its dangerous cargo kept drifting back. However, after a while it floated over towards the Canadian shore and landed at E.A. Patton's beach where it burned to the water's edge without explosion. Peter Laird was the boss of the **OLD GLORY** at the time, with William Quinlan, assistant. Thomas Hanley was superintendent of the Sullivan Company and was a very careful man. Others on the boat were Capt. William McTaggart and Jack Maloney. Mr. Hanley never allowed any quantity of dynamite aboard a drillboat. If a section of holes were to be exploded, an employee went aboard the dynamite craft, took one box and brought it back and this was used in that way.

Twenty years ago the drillboat **DESTROYER** was blown up by a charge of dynamite which was set off in a hole in the rock, when the drill touched it when putting down another hole. Among those on the boat that day were Alexander Hamel; Gilbert Morency; Steven Autin and Joe Merrifield. The drillboat was pretty badly wrecked and some of the employees were injured so badly they had to go to the hospital for a while. However, it was impossible for any such catastrophe to happen here as at Brockville, as no quantity of dynamite at any time was allowed on or near the drillboats.

July 18, 1930

St. Lawrence Waterway

The Border Chamber of Commerce last week voted unanimous approval of the recommendation of Oscar E. Fleming K.C., Chairman of the Deep Waterways Commission, favoring joint action of the United States and Canada in building the St. Lawrence waterway. Mr. Fleming declared that an all Canadian waterway improvement would be prohibitive. His summary of the whole situation is this: *"That as Canada has constructed the Welland Canal at a cost of nearly \$120,000,000 to the people of Canada and which will be opened some time this season, it is in a sense a very incomplete project without the speeding up of the St. Lawrence canals to Montreal to a depth the same as the Welland Canal. The method of improving the waterway from Lake Ontario to Prescott internationally must appeal to everyone as the sane and sensible thing to do, as a matter of economics.*

In view of this, the United States government should build the section of the waterways system that is to be constructed entirely in their own territory. We have then, the Beauharnois section, taken care of under the present agreements with the province of Quebec and the Dominion of Canada. I have already dealt with the Lachine section, and then this will complete the project to an outlet to the sea, at a very small cost to the people of Canada.

It will be noted that I am dealing simply with the canal system of the St. Lawrence, so far as cost is concerned, entirely omitting any reference to the cost of power development, which in the international section can be worked out more economically as a joint canal and power project, but if the power interests are in conflict, there is no reason why the canal development should be proceeded with as a separate project."

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## **St. Clair Flats May Change Name**

Property owners at the St. Clair Flats are discussing the advisability of adopting a more euphonious appellation for their section of the St. Clair River delta, according to C. F. Bielman, Jr., general manager of the White Star Navigation company. *"The officers of the St. Clair Flats association have sent a questionnaire to members and several names have been suggested that might be more appropriate for the district than the flats which is held by many to suggest mud banks and reedy wastes rather the beautiful, thickly settled region it now has become," Bielman said. "The most popular name so far is 'St. Clair Islands' because, it is argued, there are in reality no more flats for what was once considered flats are now islands of made ground surrounded by canals and almost every homestead is surrounded by water."*

August 1, 1930

## **Moving Rock**

Capt. McQueen's tug **MAX L.** will be busy for some weeks towing scows belonging to the American Construction Company of Cleveland, loaded with stone taken from the dump ground at the lower end Bob-Lo, to the St. Clair Flats where a breakwall is being built at the canal. Each scow carries 450 tons and they go three times a week.

## Steamer Sank

The wreck of the Steamer **WHALEN**, lime stone carrying package freighter on Lake Erie Monday night was of interest in Amherstburg. She was best known as the **FISHER**, sister ship of the Steamer **CHARLES BEATTY**. It will be remembered that the **FISHER** hit on the Lime Kiln Crossing a few years ago and turned upside down. She was then sold to a foreign company for Atlantic work, but was brought back again and sold to Scott Mizner [*sic* Misner] of Sarnia, who is a prominent grain man and vessel owner. He sold her to the Kelly Island Lime and Transit Company, who changed the name from **FISHER** to **WHALEN**. She was a fine type of steel vessel. Of the crew of thirty-one, fifteen were lost and sixteen were rescued by the steamer **AMASA STONE**.

August 15, 1930

## Award Contract for Sarnia Dock

Award of the contract for a public dock and warehouse to be built in Sarnia bay near the old Cleveland-Sarnia Saw Mills tramway by the federal Government has been made to the Detroit River Construction Co., of which A. McAllister, Amherstburg, is head.

The amount of the contract has not been divulged. The late Government included \$35,000 in the estimates for this year for this project. It is understood that construction of the dock and warehouse will be started at once. It will furnish facilities for both commercial and pleasure craft, and is expected to fill a long-felt want at this port.

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While their vessels were lying for a few days at Detroit on Monday, Capt. Anderson of the Str. **REISS** and Capt. McQueen of the Str. **FITZGERALD** drove to Amherstburg to pay a much appreciated visit to their old friend Capt. A.C. Callam.

Probing Detroit River Bed

Engineers of the United States War Department are busy this season probing the bottom of the Livingstone Channel with a view to getting information required to lay out the work for a 25 foot channel which is the next objective of the Department regarding this important waterway. It will take a year at least before the work is ready for advertising and there probably will be no actual improvement work under way until 1932. The fact that there will be no money available for this project until late in 1931 indicates that we cannot expect contracts to be let any sooner.

August 22, 1930

Some Marine News

The carrying business on the lakes is so bad that already sixty-five lake freighters have been laid up for the season, in addition to sixteen of the Steel Trust barges which usually do not go into discard until after the first of October. These are being moored in the company slip at Ojibway, where also a number of their steamers will be laid up this winter. This is a great compliment to the town of Sandwich and will mean real material prosperity to that town the coming winter, as it will take at least \$50,000 worth of provisions and labor and material before the boats are fitted out next spring.

September 5, 1930

VEDAS Fooled Them All

The **VEDAS**, a 200 foot steamer that was used as a mine sweeper by the British government during the World War, cleared earlier in the month from Montreal with 15,000 cases of beer valued at \$60,000. Reports that 3,000 cases of beer had been unloaded into rum runners speed boats near Sister Island, in Lake Erie, for Michigan and Ohio ports, caused seizure of the vessel August 15 by Canadian Customs inspectors. She was taken under guard to Windsor and later released to proceed to her destination. Since then the daily newspapers have been full of wild stories concerning this vessel which is said to be floating around Lake Erie seeking a chance to unload her cargo. As a matter of fact the **VEDAS** had discharged her cargo a few hours after her release under cover of darkness she turned around in Lake St. Clair, slipped down the river and into Lake Erie, and transferred the cases of beer to luggers, which soon had it in the United States. Just why the **VEDAS** should be hanging around Pelee as she is reported, is a mystery. She should be on her way back for another cargo.

A Story for the Ancient Mariner

The good ship **VEDAS**, which has been much to the front in liquor news during the past couple of weeks, is tied up at the government dock in Windsor and is to be the subject of a test case so far as can be ascertained. She was seized on Saturday off Rondeau harbor by Preventive Officer Charles E. Gress of Walkerville and L.C. Turner of Toronto, and brought to Windsor. No statement is being made, but it is reported that fires have been drawn on the vessel and the crew paid off, and that they ship will be held pending a test case regarding breaking of cargo in Canadian waters. Half a dozen of the crew are from the neighborhood of Amherstburg, it is said. The vessel is of Halifax registration and cleared from Montreal with a cargo of beer destined for Winnipeg and to be transferred to trains at Port Arthur. The cargo has been estimated at from 10,000 to 15,000 cases, but no official statement has been made on that point.

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### **Marine Matters are Not Mending**

Another bunch of 65 American and Canadian upper lakes freighters were laid up at Montreal, last week and their crews discharged. The men were given the privilege of sleeping on the boats.

October 03, 1930

### **Decides to Deepen the St. Lawrence River Minister of Marine Gives Assurance Of 35-Foot Channel from Montreal to Sea**

Assurance of 35-foot ship channel between Montreal and the sea, 550 feet wide in the straight stretches, and 1,000 feet wide at the curves, was given by Hon. Alfred Duranleau, minister of marine, to the Montreal harbor commission. *"I shall endeavor to provide depth of water sufficient for any liner now using the port of New York to enter St. Lawrence ports,"* he said.

October 10, 1930

### **A Perilous Trip Str. PELEE Braves Lake Erie Storm**

The night of the 26<sup>th</sup> of September will long be remembered by the passengers who were on the Str. **PELEE** on her way back from Sandusky, Ohio. The gale overtook the **PELEE** southwest of Fishing Point, off Pelee Island and it struck with such a velocity that the passengers were ordered into the cabin. Then bedlam broke loose, the gale increased in fierceness, giant waves dashed against the sides of the vessel, breaking windows and flooding the upper cabin. Everything that was movable was going from one side of the cabin to the other as the steamer plunged and tossed in the increasing gale, in fact several of the passengers narrowly escaped serious injury. It was impossible for the boat to land at either of the two docks at Pelee, so after an ineffectual attempt to dock at Scudder, Capt. Skeates headed her for Kingsville harbor which they reached, but the passengers will never forget their harrowing experience and they all thanked the Lord for providing a staunch ship and an able and efficient commander in bringing them safely to land.

October 24, 1930

### **Lower Detroit River Work Authorized Livingstone Channel to Be Improved**

The most important news that has come out this week, so far as Amherstburg is concerned, is the announcement that the Livingstone Channel and lower Detroit River generally will soon again be the scene of active dredging and channel improvement operations. The river and Harbor Act which President Hoover approved in July, modified the existing projects for the Great Lakes channels so as to provide a channel suitable for vessels of twenty-four foot draft. This includes the well-known Livingstone Channel which was opened eighteen years ago, October 19<sup>th</sup>. It is expected that tenders for the important project will be received and contracts let this fall and that the actual work of improvement will start early next spring. It is announced that the channel will be widened to eight hundred feet for two and a quarter miles. No news of recent date has caused so much optimism locally as this.

### **New Lighthouse**

The William Livingstone Memorial Lighthouse at the extreme head of Belle Isle was formally dedicated Friday afternoon under impressive auspices. The edifice, constructed of Georgia marble, stands 58 feet high and throws a light that can be seen for 15 miles. It was built at a cost of \$100,000 which was raised by private subscription. William Livingstone died exactly five years before the monument to him was dedicated.

October 31, 1930

### **Lifter at Port**

A great deal of interest was taken in the Welland Canal Lock Gate Lifter which laid over in port here on Tuesday night en route from Collingwood to the Welland Canal. This strange craft, which is ninety feet long and sixty-six feet wide, is the largest of its kind in the world and is capable of lifting a lock grate of 500 tons. It was built in Collingwood for the Canadian

Government and cost over a million dollars. All the machinery aboard the ship is run by electricity which is generated by steam from oil burning boilers. The rigging at the rear end of the ship which lifts the gate is ninety feet high.

November 07, 1930

### **River Passage to Be Dredged Work authorized By Congress Will Keep Pace With Shipping Progress**

It was eighteen years ago Sunday, October 19, 1912 that the Livingstone Channel in the lower Detroit River was formally opened to navigation. On that day navigation through this newly completed channel, representing expenditures of approximately \$10,000,000 was initiated by the passage of the **HANCOCK**, the inspection boat of the Detroit engineer district, bearing the district engineer under whose supervision the work had been done, Lieutenant Colonel (now Major General, retired) Mason M. Patrick. The second boat to pass through the channel was the **LIVINGSTONE**, belonging to the late William Livingstone, of Detroit, then president of the Lake Carriers Association.

The opening of this channel was one of the valuable works which have been carried out by the corps of engineers of the United States army. Its execution involved the solution of problems of cross currents and of the maintenance of lake levels which were of utmost importance.

### **Improvement Starts Soon**

This same Livingstone Channel in lower Detroit River again will be the scene of active dredging and channel improvement operations in the near future. The River and Harbor Act, which President Hoover approved July 3, modifies the existing projects for the Great Lakes connecting channels so as to provide a channel suitable for vessels of 24-foot draft. These connecting channels which will be further improved under this legislative authority includes the well-known Livingstone Channel west of Bois Blanc Island, opposite Amherstburg, near the mouth of the Detroit River.

To provide safety for a rapidly growing commerce the United States in 1874 initiated the improvement of this section of the Detroit River, and it has been continually developed since that time as the needs of commerce required. This original project provided an improved channel to a depth of 21 feet at low water for 600 feet width throughout a length of about 12 miles.

Before this project was completed it became evident that the channel would not adequately provide for the safety of navigation. Therefore the act of May 2, 1907, adopted a project for a second channel through the rock bar. This channel was later designated as the Livingstone Channel, for Livingstone for many years a prominent figure in Great Lakes shipping. This project authorized a channel 22 feet deep at low water stage for 300 feet width and about six miles length at its north end, and for 800 feet width and about five miles length at its south end to deep water in Lake Erie. The material to be removed within the northerly six miles was mainly rock, in places overlaid with earth and boulders to the depth of several feet. In the lower end the material was clay, sand, silt and hardpan. The work of dredging on this project throughout the greater portion of its length was carried out by the usual subaqueous methods of rock and earth excavation, the equipment consisting of dredges for removal of the material overlaying the rock,

drill boats for drilling and blasting the rock, and dredges again for rock removal. For a length of about one mile, however, abreast of Stoney Island near the north end, the channel was cut through the rock in an unusually expeditious manner by building earth dams, and excavating in the dry by quarrying methods. Within this area there was little earth covering the rock, and the depth of rock cutting varied from 12 to 18 feet. The rock was limestone, lying in strata from one to four feet thick. Before the completion of this section of the work, congress in 1910 authorized the widening to 450 feet of that portion of the channel because increasing traffic requirements made it evident that subsequent widening would become necessary.

### **Work Covered 40 Months**

Work on the portion of the improvement which was excavated in the dry was in progress during about 40 months from April, 1908, to December, 1911. The number of employees on the job varied from 142 to 312 and averaged about 250. To take care of these employees and their families and as a base of operations for the work, the contractors leased Stoney Island, which was privately owned. Here they erected about 40 buildings, including repair shops, warehouses, store, rooming house, press-hall, schoolhouse and a number of dwellings for employees. In the school the children were taught by a teacher appointed by the local authorities.

To meet the needs of the extensively growing commerce and to render the channel safer and easier to navigate, congress, in 1919, authorized the widening of the channel through the rock cut to 450 feet throughout, and the widening to 800 feet of the two and one-fourth miles of channel lying to the west of the Detroit River light. This is the project which is shown by the accompanying outline map. It is now substantially completed. It is the channel which will be further developed and deepened under the authorization of congress contained in the River and Harbor Act of July 3, 1930.

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November 14, 1930

The Lighter RELIANCE Disabled

The Great Lakes lighter **RELIANCE** came to grief at Bar Point early Wednesday morning, when in a dense fog, hanging over the river, she was rammed by the steamer **EDWARD UHRIG** and disabled. The **RELIANCE** was lying alongside the Str. , at the time reloading the grain taken out of the at Ballard`s Reef, the day before. Several plates were punctured and the lighter had to be towed back to Callam`s Bay, where a survey of her injuries is being made.

Two Steamers Aground

The Steamer **JOHN P. REISS**, loaded with grain, and the Steamer **ANGELINE**, loaded with iron ore, grounded at Ballard`s Reef in the fog Tuesday morning. The **REISS** was released at noon but the **ANGELINE**, which was but six inches aft, had to be lightened of her cargo.

November 21, 1930

Freighter Released

The freighter **ANGELINE**, which went aground near the upper end of the Livingstone Channel on Monday last week was released on Thursday night and Friday proceeded to Cleveland. It was necessary to remove about 500 tons of her cargo before she could be released. The wrecker **NEWMAN** and tugs **FLORIDA** and **OREGON** handled the job.

At 80 Going Strong

Captain Thomas Hagen, who has been flirting with marine affairs since Amherstburg was in its infancy, arrived here on Saturday from Buffalo with the tug **HARDING** towing the Dunbar & Sullivan drill boat and dredge, which are being laid up at Stoney Island. Among the crew was E.J. Koeppel, well and favorably known among Amherstburg old timers. He has also been connected with river improvement at this port for a quarter century.

Proposed Lighthouse

George McLeod, engineer from the Department of Public Works at Ottawa, was in town last week, and while here, with the aid of Captain Earl McQueen and his tug **MAX L.** took the borings at Bar Point for the new Bar Point Light house, which will be built to take the place of the **BAR POINT** Light ship.

November 28, 1930

Old Time Mariners

During the few days required for the release of the Steamers **REISS** and **ANGELINE** from Ballard's Reef, last week, and their reloading, there was quite a reunion of old time mariners in Amherstburg, and some jolly yarns were spun. Among the celebrities we noticed: Capt. Fred Bailey, Supt. Great Lakes Towing Company; and John Smith, of Smith Bros. Insurance Adjustors, of Cleveland; Capt. James Morrison, American Bureau of Shipping, Detroit; Capt. C.O. Redhom, Fleet Captain of the Cleveland Cliffs; Capt. Grisdale and Capt. Andy Doolan, of the tug **LOUISIANA**; Capt. Thos. Carey Capt. Charles Abar and Engineer Ernest Miller, of the tug **FLORIDA**, Capt. Frank Wigdon, Capt. Robert Pocock and Engineer Kelly Hopkins, of the tug **OREGON**; Capt. James Blair, of the lighter **RELIANCE**, which after releasing her cargo to Wigle Flour Mills, was towed to Cleveland for repairs.

Freighter Aground

The Freighter **W. E. FITZGERALD**, formerly commanded by Capt. A.C. Callam, Amherstburg, went aground Tuesday morning a mile below Bob-Lo on the West bank of the Amherstburg Channel. A strong wind caused the water level to drop about fifteen inches. The lighter **NEWMAN** took off part of the coal cargo and the steamer was released later on in the day.

December 12, 1930

GEORGIAN Sank After Injury

The diesel package freighter **GEORGIAN**, sank to the bottom at the Brunner Mond Ltd.: dock Sunday where she was towed after having her port side ripped open, when she struck the left pier while entering the north end of the Livingstone Channel that morning. Her steering gear went wrong and after striking she swung across the channel, and things looked serious for a few minutes, as there were two vessels following her. However, one of them veered over to the Canadian channel and before the other arrived, the **GEORGIAN** had straightened up. She was run across the river to the B.M. Dock and tied up, gradually filling with water. The Great Lakes lighter came down during the afternoon in tow of the tug **HARDING**, Capt. Hagen and took charge. An air compressor failed to have any effect on the water as the rent in the side of the vessel was so large. She was lightered of a good portion of her cargo of flour and paper and towed to the Great Lakes plant for repairs. The **GEORGIAN** has quite a history. She was built abroad and brought to the Great lakes some years ago as the **FORDONIAN**, having diesel power. This proved to be unsuccessful and steam was installed. Later the steam engines were thrown out and heavier diesel power installed. The **GEORGIAN** is one of three boats owned by the Great Lakes Transit Co., of Midland, of which A.A. Hudson is manager and was on her way to Toronto.

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### **River Work**

There is considerable optimism among dredging contractors who read the signs of the times to indicate that there will be some work on the Lower Detroit River early next year. The intention of the U. S. War Department was to delay the work until 1932, but may bow to pressure brought to bear to relieve unemployment by starting the work a year earlier.

December 19, 1930

### **MAX L. Damaged by Fire**

The tug **MAX L.**, owned by Captain J.E. McQueen, was badly damaged by fire of unknown origin which broke out about midnight on Wednesday, it is estimated that the damage will be about \$2,000 part of which is covered by insurance.

### **The Deep Waterways**

O.E. Fleming, K.C., of Windsor, president of the Canadian Deep Waterways Association, on Monday at Chicago said that Premier R.B. Bennett of Canada may resume negotiations this month to a formal treaty putting into effect the proposed St. Lawrence Deep Waterways. Addressing the Great Lakes Tidewater Association, Mr. Fleming said Mr. Bennett had promised that he would give his attention to the treaty on his return from the Imperial Conference in London. Estimates for the cost of the waterways have been completed, and plates and drawings have been made by an official board of engineers composed of three Canadians and three United States Army officers. The engineers have agreed, the conference understood, as to which tasks of widening and deepening shall be undertaken by each government.

December 25, 1930

### **Vessel Strikes Dock**

The United States training ship **DUBUQUE** on its way from Detroit to Cleveland Friday, stopped at this port for weather and to get an early start across Lake Erie Saturday morning. The **DUBUQUE**, which has a steel hull, badly damaged the Mullen coal derrick, by tearing away one side of the house that covers the engine of the derrick. The **DUBUQUE** will receive oil burning engines at Cleveland during the winter.

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*Excerpts from the*  
***Amherstburg Echo***  
**1931**

January 16, 1931

**River Blocked**

A huge cake of ice floating down the river Monday afternoon struck Bob-Lo on one side and Amherstburg on the other in such a manner that it lodged and blocked the river for the first time this winter. It is hoped that colder weather will prevail so as to give us a nice sheet all over the Lower Detroit River to enable American surveyors to carry out the work they have planned in connection with the necessary survey before dredging improvements can be undertaken.

January 30, 1931

**Old Steamer, WIARTON BELLE, Plied on Georgian Bay in Eighties**  
**She was popular excursion steamer, and did a thriving**  
**business before the G.T.R. came to Owen Sound,**  
**but was finally taken off the route**

Few people in Owen Sound, says the Sun-Times, will remember the old steamer **WIARTON BELLE**, which plied regularly between this city and town of Wiarton in the neighborhood of fifty years ago. She will be recalled, however, by a number of older residents of the city as being a popular steamer which did an immense amount of business, both passenger and freight, long before the railroad came into the city. Inquiries have been made at Wiarton regarding her history, but there are comparatively few residents in Wiarton who recall the exact time the **WIARTON BELL** was in service. Many of the residents who lived there at the time were possibly too young to take an interest in marine matters. Three citizens of Wiarton, however, have been found who remember the boat when she was on the route, and these are Messrs. James Symon, of William Symon and Sons, Mr. J.J. Tyson, and Mr. James Patterson, Sr., although their recollections are somewhat hazy, Mr. James Symons has a better memory with regard to her activities than the others, and was able to give The Daily Sun-Times correspondent some information of interest. Mr. Symon states that the boat made regular trips between Owen Sound and Wiarton, and also made occasional trips to Lion's Head and Tobermory. The late Capt. E. Dunn, of Owen Sound, was in charge as master, and Mr. Symon believes the late Mr. Isaac Dunham was the chief engineer. At that time the Str. **WIARTON BELLE** and the Str. **JANE MILLER** were running the same route in opposition to each other, but in those days there was not enough business for the two boats, so that it resolved itself into a matter of "the survival of the fittest," and the **WIARTON BELLE** was taken off the route about forty-year later, when she went to the bottom in Colpoys Bay during a heavy storm, with all on board, no one being saved.

The **JANE MILLER** continued on the old route until about three years ago. Mr. Symon recounted an incident in which he was the central figure, and in which he came very near losing his life. He was just a young man in his twenties, when he went on an excursion trip on the

**WIARTON BELLE** to Cape Croker. On reaching the dock at McGregor's harbor, or as the boat was drifting into the dock, he was standing on the rail and in his effort to jump ashore, his foot slipped and he dropped between the boat and the dock. The fender of the boat was the only thing that saved him from being crushed to death between the vessel and the dock. When he was taken from the water a dozen stitches were necessary to close the wound in his head, so that it is not in the least surprising that Mr. Symon will never forget the old **WIARTON BELLE**.

Marine men in Collingwood are somewhat hazy in respect to the story of the little steamer. On record, which Mr. M. Watts accepts as a guide, indicates that the steamer was originally the **CHICAGO BELLE** and was built in Chicago in 1871. He is also inclined to believe that the boat was brought to the Georgian Bay by James Anderson of Waubaushene and later bought by Mr. Charles Duffy, Sr., and used in connection with his fishing business out of this port. The boat was finally dismantled by Mr. Duffy, who intended to put the boiler and engine in a new boat, the **TELEGRAM**, which, however was not done. Capt. Mac Cameron who knows the lake shipping history as few do, disagrees with Mr. Watts as to the connection of Mr. Anderson with the **WIARTON BELLE**. He recalls that Anderson and Duffy brought the **SAM LEWIS** from the Lower Lakes to the bay, this boat being finally lost up the lakes. The **WIARTON BELLE**, Capt. Cameron recalls, plied on and out of Morrisburg as did the **LEWIS** before coming to Collingwood, or to Owen Sound – Wiarton route.

Capt. W. J. Jordan recalls the arrival of the little boat at Collingwood; the crew including Capt. Paul Desome and Thomas Corrigan, engineer. As to the end of the steamer, he agrees with Mr. Watts and Capt. Cameron.

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March 13, 1931

Navigation Opens

Navigation between Detroit and Toledo opened Monday. The tug **G.F. BECKER** made the trip, leaving Detroit at 8 a.m., running down the Detroit River, where there was some floating ice off Amherstburg and arriving at her destination at 4 p.m. The **BECKER** encountered little ice in the lake and experienced no difficulty in her first lake trip of the season. She towed a new tug from Toledo to St. Clair, Michigan.

March 20, 1931

Light Keeper Takes Post

John B. Knapp, who for the last 15 years has been light keeper at the Colchester Light, resumed his duties on Monday so that all would be well for the Nicholson Transit boat which opened the season on that day. He will be assisted this year by Mr. Bock. Because the winds had driven drifting ice towards the shore it was hard work to get the boat over the ice and into the open water.

March 27, 1931

The **BAR POINT** lightship was towed to Detroit by the Str. **RIVERSIDE**, where it went into dry dock for general repairs. Ship carpenters in Amherstburg had too much work on hand to do the work.

April 03, 1931

Big Ice Jam

Everybody along the river has been speculating as to the cause of the abnormally low water the past few weeks. It seems that it is due to the most severe ice jam in the history of the St. Clair River. An ice gorge, reaching from 30 to 40 feet in height has formed across the St. Clair River from Algonac to the Canadian shore, presenting a beautiful sight. When this barrier lets go, marine men say that water in Lake Erie and the Detroit River will rise two feet or more. The ice is a compact mass, sometimes known as needle ice, which formed by packing from the bottom of the river. It probably will not move until weather conditions permit it to melt.

Sailors Rarin' To Go

Winter is a dreary season for those who make their living in the various occupations associated with navigation on the lakes and rivers of Canada. They are down by the docks these days, watching the loosening of the ice and the painting of the vessels on which they expect to spend the summer. It is estimated that the opening of navigation means employment for twenty thousand men and women; but also, it means more than that – it means getting away from the towns and the land-lubbers and back to the life they love on the great inland seas. (*The Globe*)

April 17, 1931

Capt. A.C. Callam left for Buffalo on Wednesday to bring his ship, the steamer **WM. H. WOLF**, to Toledo to load coal for Duluth, Minn. Capt. Callam will pass up the river here, after midnight on the 16th.

April 24, 1931

Nine Heroes Honored At Banquet Given By Colchester Light Chapter, I.O.D.E. Rescued Crew of Steamer NESSEN During the Hurricane of October, 1929

Nine heroes were honored at a banquet given by the Colchester Light Chapter in Christ Church Hall, Colchester, last Wednesday evening. These men rescued the crew of twelve men and one woman of the Steamer **NESSEN** which foundered on the rocks at Leamington during a hurricane on the 23rd day of October, 1929. The banquet was held in their honor and each was presented with a handsome scroll with his name on it, and the following inscription, "*Colchester Light Chapter, Imperial Order Daughters of the Empire, have the pleasure of presenting this scroll to [the rescuers] in remembrance of his splendid bravery twelve men and one woman of the Steamer **NESSEN**, foundered on the rocks at Leamington during a hurricane on the 23rd day of October, 1929. Greater Love hath no man in that he valiantly risks his own life to save others. Thou rulest the waves thereof when they arise.*" A picture of Colchester Lighthouse adorns the scrolls on one side and Semper Fidelis is inscribed on the top. The scrolls are the work of a Canadian artist, Norman Styres, and were enclosed in a suitable frame. These were presented to Ray Ives; Riel Grubb; James Grubb; Roy Delaurier; Harold McClellan; Milton Sheldon; Everett Balkwill and Elliott J. Girardin. In memory of the late Gordon Robson, who died about a year ago, and

who was a member of the crew, a moment of silence was observed. His scroll was presented to his widow. G.E. Bredenberg read the presentation address as follows: *"The members of Colchester Light Chapter I.O.D.E. feel it to be especially their duty and privilege to pay honor to the acts of patriotism, public service and heroism occurring in the neighborhood. They are very glad to voice the general admiration felt throughout the country for the nine men who rescued the crew of the NESSEN at the peril of their own lives and the cost of utmost toil and endurance. The strenuous preparation for rescue, the fury of the storm and the repeated struggle with waves and currents can be appreciated fully only by those who were in it, but all who heard, thrilled to the story of the heroic courage and bravery, also the voluntary self-sacrifice of those nine men who ventured life and used their hardihood in what, after all, is life's noblest case, the following of duty and the welfare of one's fellow men."* M. Smith presented the mementoes.

The Regent, Mrs. P.E. Wright, was assisted by Mrs. G.E. Bredenberg and Mrs. A.B. Herring in the receiving of the guests. Dinner was served to about seventy-five, the tables being very attractive with bouquets of sweet peas and carnations. Rev. J.H. Smith was chairman and presented a fine program, which consisted of duets by the Messrs. Percy E. and Joseph D. Wright; solo by Rev. Mr. Smith; violin solos by Clarence Wright, accompanied by Mrs. Winfield Corcoran; violin solo by Everett Balkwill, accompanied by Mrs. Balkwill. G.E. Bredenberg gave an interesting travelogue telling of his trip from London, England, to Cape of Good Hope and South America. Rev. Mr. Smith gave a sketch of Abigail Becker, who through heroic and strenuous efforts saved seven men from the wrecked boat **CONDUCTOR** in the year 1854 off Long Point. The **CONDUCTOR** was captained by Capt. Henry Hackett, of Amherstburg. The meeting was closed with the singing of "God Save the King". Mrs. J.B. Knapp was convener for the program and Mrs. A.D. Byron, convener for the lunch. Both were assisted by able committees.

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April 24, 1931

### **Captain Alexander C. Callam Resumed Command of Str. WOLF**

During the last half century, Amherstburg has sent out to the Great Lakes many prominent mariners, but none has been better known than Capt. Alexander Campbell Callam, who, last week, was able to return to his berth as master of the Steamer **WOLF**, after having laid off one season on account of a serious illness.

Everyone in Amherstburg was glad to know that Capt. Callam had regained his health and he returned to the Lakes stronger than he had been for years. It is only echoing the general note to say that we wish him a very successful season and many happy returns of his birthday. Capt. Callam was sixty-six on Tuesday. He was born on the river front, Malden, at what is known today as Callam's Bay, son of the late Alexander C. Callam, a pioneer mill man of Amherstburg, and he took to the lakes when he was only seventeen years of age. For forty years he has been sailing vessels for the Sullivan Company and has been master of the Steamers **E.N. PECK**, **FITZGERALD** and for the last ten years on the big steel Steamer **WOLF**. In January, 1930, he took sick and had to enter St. Mary's hospital for an operation. His convalescence was slow and he spent all summer regaining his strength.

Mrs. Callam is doubly connected with marine life, being a daughter of the late Capt. David Girardin, one of the coterie of bluff mariners whom Amherstburg delighted to honor. His

confreres included the late Capt. Hutton; the late Capt. Allan; the late Capt. Gatfield; the late Capt. Powell; the late Capt. F.B. Hackett; the late Capts. James and Richard Tobin; the late Capt. John Duncanson, and the late Capt. Jacques Laframboise and many others. The Callam family include one son and several daughters, Capt. Walter Callam of the Steamer **JOHN G. MUNSON**; Miss Belle Callam, Detroit; the Misses Stella and Dorothy Callam, Registered Nurses of Detroit; Margaret, Mrs. Paul Goebel, Grand Rapids, who is also a Registered Nurse; Catherine, Sister Alexandrine, Principal of St. Joseph's Convent, Seaforth; Emily, Sister Alexis of Ursaline College, Chatham, and Miss Mary at home. Capt. Callam has two sisters, Mrs. A.J. Golden of Anderdon and Mrs. Earl Means of New York City.

### **Convenient River Transportation**

The Detroit and Windsor Ferry Co. have provided a very much appreciated convenience for their patrons crossing from Windsor to Detroit at their ferries which is the most beautiful scenic waterway ferry in America, by arranging that passengers can take a red zone bus at the foot of Woodward Avenue, and travel as far as State Street for only five cents. After leaving the boat one takes this bus and is whisked to his destination before he knows it. This is the best arrangement ever made by the Ferry Company.

### **Old Timer Burns**

The steamer **C.F. BIELMAN**, at one time the largest freighter on the Great Lakes was partly destroyed by fire at Port Huron, at noon, Sunday, while moored at the foot of Quay Street.

May 15, 1931

### **New Steel Scow**

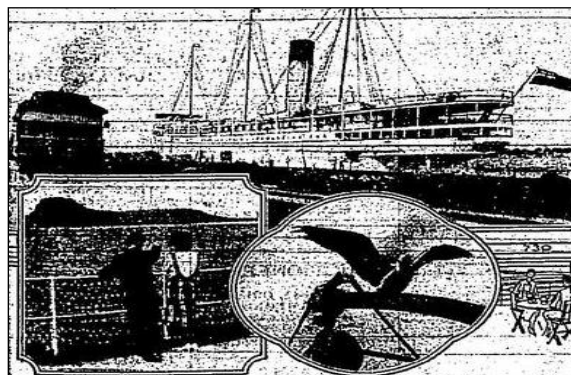
The steel scow, built for the Federal Dept. of Marine, at Welland, arrived here Wednesday morning in tow of the tug **MANISTIQUE**, and was handed over to Capt. Earl McQueen, to be used in connection with aid to navigation work in this district.

### **Collier Aground**

The coal-carrying boat, **J.E. SAVAGE**, upbound, grounded in a heavy fog between Amherstburg and Bob-Lo Tuesday. Capt. Earl McQueen's tug, **MAX L.** was able to pull the freighter off just as the lighter **NELSON** swung alongside to do some lightering.

June 19, 1931

## **Summer Travel on the Great Lakes**





The Canadian Pacific Railway announces that the company's three passenger ships, plying the Great Lakes from Port McNicoll to Fort William, will commence their summer sailing schedules on May 4 from Owen Sound and from Port McNicoll and Fort William on May 23. Thereafter, there will be three sailings weekly, one from Owen Sound to Fort William on Mondays, returning Thursdays and two each Port McNicoll to Fort William Wednesdays and Saturdays, and east bound Fort William to Port McNicoll same days.

The announcement opens an alluring vista of attractive trips for the tourist who wishes to compare the beauty of scenery with cool travelling under luxurious conditions in the sweltering summer days that are now approaching. These vessels, **S.S. ASSINIBOIA**, **KEEWATIN**, and **MANITOBA**, are well-appointed boats catering every comfort to travelers and their route is through the Georgian Bay, Lake Huron, and the Sault Ste. Marie locks where there is a rise of about 20 feet to Lake Superior which they traverse, and up that vast inland sea to Fort William. The passenger travels about 600 miles, spending 39 hours on the waters of these lakes, often out of sight of land, and getting the beneficial effects of an ocean voyage.

Dancing, plenty of space, strolls along promenade decks, cozy cabins, well-appointed dining salons, glimpses of ever-changing and beautiful scenes fit every taste and combine to make up a trip that will linger long in the memory. Travelers who are thinking of a journey across the continent from east to west, or vice versa, will find the trip on the Great Lakes makes a most welcome change in the monotony of rail travel. Layout shows Canadian Pacific ship ready to sail from Port McNicoll with passenger train alongside, and passing Thunder Cape, impressive beauty spot on Lake Superior.

July 10, 1931

### **Sailor Drowned**

Charles Stock, a member of the crew of the steamer **JOHN G. MULLEN**, was drowned near the dock of the Canadian Salt Company at Sandwich on Tuesday evening. The lad was in swimming at the time. His body was recovered one hour later by members of the Sandwich Police department. This young man prior to his employment on the boat, worked for Ivan Warren in Anderdon.

July 24, 1931

### **On the Great Lakes Captain James McCannel's Ship**

A number of delegates travelling recently to the Press Convention at Regina took the C.P. Railway and found it admirable service. The route selected was by way of Port McNicoll on the Georgian Bay, with a magnificent sail on the palatial steamer **ASSINIBOIA**, flag ship of the fleet, to Port Arthur, and rail the remainder of the way. The trip by boat takes you through marine scenery unequalled on the chain of lakes and is becoming every year a very popular route for tourists.

Captain James McCannel one of the best known pilots on fresh water, commands the **ASSINIBOIA** and proves to be a host par excellence. Capt. McCannel is not only a prominent navigator, but is also a historian and collector of note, having specialized on the history of the development of transportation on the inland seas. His cabin is a veritable picture gallery and

museum. The history of local navigation is written in the pictures of every kind of craft that sailed these waters from the earliest time, as navigation expanded and in his own inimitable manner he holds his listeners spellbound as he relates stories of early lake voyages with sidelights on the picturesque sailors, whose lives were given over to seafaring in the early days. He has made extended researches in the records of shipping and has a collection of documents which are invaluable. Some day when Capt. McCannel has gone to that place reserved for all good Highlanders, his collection will no doubt find a home in some historical museum.

It is with gusto he relates tales of wrecks and men and events, which belong to the past, but when he tells of his own personal history, there is that poignant strain, so evident in every Highlander's voice. His parents came out to Canada among 27 Highlander families in the early fifties, in a sailing vessel which took eight weeks to cross the ocean, and was buffeted by wind and wave to the extreme limit of endurance. He was one of two small children his mother had to care for on that voyage. After arriving at Toronto, the party trekked across country to the Georgian Bay district in ox carts and from that early settlement sprang so many of the Canadian born Scotch sons and daughters who have distinguished themselves in all walks of life in the land of their parents adoption.

Capt. McCannel for some time commanded freighters on the Great Lakes and mentioned that among those who had been shipmates with him were the Mahons and Burns of Amherstburg. There was a very lively twinkle in his eye when he said, *"I always like to hear something about the boys who were raised around Hell's Corners."*

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Str. STE. CLAIRE Moonlight

Raked by U. S. Rum Patrol Guns - One Passenger Shot

A thousand merry-makers aboard the moonlight excursion steamer **STE. CLAIRE** were thrown into panic at 10:30 p.m. Tuesday when the crew of a customs border patrol boat raked the vessel during a fusillade of 40 shots, wounding one passenger on the steamer.

The shooting occurred in the Detroit River, near the head of Belle Isle, when the border patrol officers opened fire on a rum-runners speedboat, which had taken refuge in the lee of the **STE. CLAIRE**.

Inspect Light House

Members of the Light House division of the Department of Marine and Fisheries, are making an inspection of the foundation of the Colchester Light this week. Mr. Carson of Ottawa, is in charge. John B. Knapp of Colchester, is light house keeper at this point, with S. Bock of Windsor, an assistant.

July 31, 1931

17,438 Freighters Passed Amherstburg Last Year

There are many phases of navigation and marine enterprise on the Detroit River. Heavy freighters, regular passenger service from Montreal to Port Arthur, pleasure craft, ferry services. Boats of all sizes and designs flying the flags of many countries. One day a few weeks ago a merchantman from Denmark passed through the Amherstburg channel.

During the year 1930 there was a total of 17, 438 freighters which passed the Westcott agency's

marine reporter's office north of Amherstburg. No account is ever kept of the number of passenger boats which ply their way on the blue waters of the Detroit. More vessels annually traverse this river than any other waterway in the world. Not even the traffic on the Panama or Suez Canals can approach the figures compiled by Irving Kelly the marine reporter at Amherstburg.

The cargoes of these craft are diversified. Many freighters on their way from the head of the lakes carry loads of iron ore, others carry wheat from the great elevators at Port Arthur and Fort William to Montreal. Large freighters are engaged in hauling coal from various points to Border towns. The smaller freight boats carry general freight, much the same as a railway train. Many freighters every year go from Amherstburg to the head of the lakes carrying flour for western points and tomatoes from the local cannery. Essex County firms with plants bordering on this great waterway take advantage of the lower rates by water and ship a great deal of material both to the West and to Montreal, where much of it is trans-shipped for overseas points.

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## **LaSalle Took the First Cruise on the Great Lakes**

The story of LaSalle's fateful experience with the good ship **GRIFFIN** is probably one of the most interesting incidents in the history of the early exploration of the Great Lakes.

Robert Cavalier Sieur de LaSalle was a young man of eminence and learning. He was imbued with the idea that he was destined to discover the water passage from America to China and Japan. The building of Fort Frontenac, (Kingston, Ontario) was the first move in the stupendous undertaking which LaSalle planned. Part of his scheme was the building of a ship of considerable size in which he planned to cruise the Great Lakes in the hopes that the route to the Orient would unfold before him.

In 1673 La Salle made the portage around Niagara Falls and at the mouth of the Cayuga Creek, where is now located the town of La Salle, he began the construction of the first vessel to sail the Inland Seas. Of course, a ship of considerable size in those days would be dwarfed in comparison to this large steamer – and a thousand times less seaworthy. It was without doubt a good thing for La Salle's personal well-being, as well as that of the **GRIFFIN**'s crew, that they could not get into the waters of the Pacific. There is some speculation as to the size of the **GRIFFIN**, but it is generally conceded to be between 50 and 60 tons.

La Salle was assisted in the building of the **GRIFFIN** by Tonty and Hennepin, and it took all the persuasive powers of the three to keep the vessel from the hostile hands of the Senecas as she lay in her stocks. The ship was launched, however, completely rigged and with supplies for a long voyage. She was manned by 32 brave souls and armed with seven pieces of cannon and a number of muskets. Indians came from hundreds of miles around to see this wonderful "Floating Fort."

The adventurous navigators began their search for the route to Cathay, knowing not at what instant destruction might overtake them in any of the dozen ways which they supposed they were threatened. Each morning and each night the entire crew joined in prayer and singing the hymns of the Church. Lake Erie was crossed in safety, and on the 11<sup>th</sup> day of August, they entered the Detroit River. Passing between Grosse Isle and Bois Blanc Island the **GRIFFIN** sailed slowly up the river, passed the present site of Detroit, and on the day of the Festival of St. Clair they crossed Saginaw Bay, where they cast anchor for two days, the Thunder Bay Islands, and then continued

north.

Almost immediately after this, La Salle and his fellow adventurers were caught in a terrific storm and in the height of its fury when it was thought that the end would come, LaSalle made a vow that if God would deliver them, he would erect a chapel in Louisiana to the Memory of St. Anthony du Padua the tutelary Saint of the Sailor. As if in response to this vow, the wind subsided and the storm-beaten **GRIFFIN** found shelter in Michilimackinac Bay, where a mission was founded among the Ottawas. Early in September, the **GRIFFIN** sailed into Lake Michigan and continued to Washington Island at the entrance to Green Bay. Here a party of missionaries and traders had been established for a year. They had collected a large quantity of furs valued at about \$12,000. La Salle changed his original plans and sent the **GRIFFIN** back to Niagara with his treasure, intending to continue his own exploration by canoe.

On September 18<sup>th</sup>, 1679, La Salle bid adieu to the **GRIFFIN** and her crew and from a point of headland and watched her white sails till she dropped below the horizon. It was the last he ever heard or saw of the ship.

By all but a few the **GRIFFIN** has been forgotten or has never been known. Yet by millions who lived along the Great Lakes, she should be held in much the same reverence as are the Caravels of Columbus by a whole nation. There are those who claim that in the grey mists of eventide and the bleak darkness of a cloudy night, the **GRIFFIN** scuds across the bows of the big modern steamers that ply the Inland Seas.

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August 14, 1931

Keeper of Old Bois Blanc Light Landed Job through His Pet Dog, Which Passed to Sir Francis Bondhead

Stella M. Champney relates an interesting historical incident in the Detroit News regarding the keeper of the old Bois Blanc light, now corrupted to Bob-Lo. She says: Sailor, a big Newfoundland dog, owned by the original Hackett of Amherstburg, Ont., a storm-hardened Great Britain captain, held in his clumsy paws the destiny of the Bois Blanc lighthouse, which opened in the spring of 1836. It was Sailor who obtained the appointment of Captain James Hackett as first keeper of the Bois Blanc light, an appointment handed down from father to son through three generations, the station remaining in the hands of the Hackett family until it became an unattended light five years ago.

A spirited discussion was going on in the Hackett home, before the lighthouse opened, to which Sailor listened gravely. *"You are through as a ship owner, and you know it," said Mrs. Hackett, fiery daughter of an Irish college professor named Riley, whose activities with Robert Emmett had forced him out of Ireland in 1796. "You have lost every ship you owned, as fast as it was paid for. Why don't you ask for that lighthouse? The appointment has not yet been made."*

Captain Hackett, who had been sailing since 1810 when he left the fields of Scotland for the Great Lakes, was no politician. He was just a sailor, remote from land affairs. While he looked with longing eyes upon the white tower across the channel, he let things drag, hoping something might happen to turn the appointment his way. *"I will see about it,"* he told his wife. *"If you do not ask for it, I will,"* she said, and walked out on the porch. Sailor followed her, and slumped down at her feet.

There was something infinitely sweet and appealing about Mrs. Hackett. While she possessed

the fine qualities of a high-bred gentlewoman, she was nearly a century ahead of the women of her time. Being years younger than her husband, yet she fulfilled all her obligations as a wife and home maker in the approved pre-Victorian manner, and went out to meet squarely whatever life had to offer. She smoothed her voluminous skirts as she sat down in the rocking chair on her porch, Sailor at her feet. She wanted this appointment for her husband even more than he himself desired it. As she sat and rocked, she pondered deeply on what strings, if any, they might pull to win the post.

Suddenly Sailor picked up his ears. Footsteps were approaching. Mrs. Hackett's hand fluttered to the fichu at her throat, a deep red came into her cheeks as she recognized her visitor. It was Sir Francis Bondhead, governor of Upper Canada. It was the man in whose hands lay the appointment of the keeper at Bois Blanc lighthouse. He bowed low in greeting. Mrs. Hackett's heart was thumping, but she met him with poise and dignity. "*Madam,*" he said, "*that's a pretty fine dog you have here. Is he for sale?*" "*He is not for sale, Sir Francis,*" she said, her hand dropping to Sailor's head. "*We love him very much.*"

Sir Francis turned to go. Sailor, who had lumbered to his feet, stood looking at the departing guest. Mrs. Hackett thought quickly. "*Please,*" she called out, "*a moment.*" It was a cold stroke. Sir Francis turned back. "*We have never thought of selling him,*" - she still had her hand on Sailor's head. "*But if you will give my husband the appointment as lighthouse keeper at Bois Blanc, you may have the dog.*" Sir Francis smiled understandingly. "*Your husband may have the appointment and I will take the dog.*"

So Sailor went to live in the executive mansion with Sir Francis Bondhead, and the Hacketts took possession of the Bois Blanc light house, which remained in their family for nearly a century.

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August 21, 1931

## **Amherstburg Dredging**

In looking around for public works to undertake for the purpose of giving men employment during the coming months, we hope that the Federal Public Works Department will not overlook this fact; and that Eccles J. Gott, M.P. for South Essex, will impress upon them the great importance of undertaking the dredging along the docks at Amherstburg from the edge of the channel in, to a sufficient depth to permit the docking of boats without striking the river bottom. Even the Detroit and Windsor ferries stir up the mud when they land with their passengers here at the present time. This work will be absolutely necessary when the deep waterway scheme is under way or Amherstburg would be entirely isolated from marine service. Why not get it going at the present time when it would employ quite a number of local men? We believe that if the kindly offices of Mr. Gott were enlisted, that the project could be arranged.

## **E. J. GOTT, M. P., RECOMMENDS HARBOR WORK**

**Asks That a Survey Be Made This Autumn**

**Says That Deeper Channel Is Needed**

**Writes Minister**

Eccles J. Gott, M. P. for Essex South has recommended to Hon. H. A. Stewart, Minister of Public Works, that dredging be proceeded with at once at Amherstburg in order that the deeper draft boats will be permitted to get into the Amherstburg wharves.

Amherstburg at one time did a terrific marine business, but since the deeper draft boats have been built and the Canadian side of the channel has not been maintained to channel depth, business has been passed up which otherwise would come here.

That our member is in earnest is manifest in his definite stand and straightforward letter to the Minister, when he says that the work is an absolute necessity and should be proceeded with at once. He has pointed out that much of the preliminary work can be proceeded with this fall, and has asked that engineers be instructed forthwith to launch the plans, take soundings and ascertain the amount of material to be removed and also the nature of it – rock, clay, mud or boulders – and that a sum be placed in the estimated for the work. Mr. Gott has suggested to the Government that unless we have a complete outfit, drills, dredges, scows, derricks and tugs, it might be advisable to let the job to a contractor.

In discussing this project with The Echo, Mr. Gott has pointed out that with the renewal of channel construction here by the United States government and the two year job which he proposes for the Canadian government, that workers and workmen of Amherstburg and vicinity would have ample employment for the next few years at least.

Amherstburg, as first port out of Lake Erie for boats going north and south, is an important strategic position as a harbor for coaling supplies, &c. If the harbor were made available by dredging, very many boats would have an added market for their goods, and this would remove from the town the stigma it has always lain under, as being a “one-sided” town.

Years ago, when boats did not require the depth of water they do now, Amherstburg docks were lined with steamers and barges every day in the fall. By dredging the harbor to the same depth of the channel would just be putting the town docks in the same position relatively that they occupied thirty years ago under the then conditions of shipping. We trust that Mr. Gott will get the ear of the powers that be in this matter and that work will begin this fall, and continue next season.

September 04, 1931

## **Catches Big Fish**

Right, is shown a picture of Mr. Dunbar Sullivan, holding the large nine pound “muskie” which he recently caught while fishing at Ballard’s Reef. This is one of the largest fish caught in the lower Detroit River this season. Dunbar is president of the M. Sullivan Dredging Company and son of Michael Sullivan.



September 11, 1931

**Memorial to be Erected at Waterworks Park  
To Mark the Site of Old Naval Park  
Will also be in memory of the Gallant officers and men  
Who fought in 1812-14  
Capt. Barclay's Kin Visit 'Burg  
J.H. Byrne, Engineer for the Parks Branch  
Of the Federal Government,  
In Charge of Work**

Much interest is being taken in the erection in the old waterworks park this week by the Historic Sites and Monuments Board of Canada, of a monument to mark the site of the naval base of 1812-14, and also as a memorial to the Great Lakes naval officers and men of that period. The stone is a huge block of limestone donated by the Brunner Mond Canada, Limited and is being placed on a concrete base by H.L. Rebidoux, contractor. The work is being supervised by J.H. Byrne, engineer for the Parks Branch of the Federal Department. When completed this imposing memorial will be dedicated by Prof. Fred Landon of Western University, and an appropriate program will be arranged. On each side of the stone, a bronze plaque will be fastened, the inscription on these being as follows:

**Historic Sites and Monuments Board of Canada Pro Patria**

In memory of Captain R. A. Finnis,  
Lieut. John Garland and  
Seamen of the Royal Navy and  
Provincial Marine and  
Lieut. John Garden and  
Soldiers of the Royal Newfoundland and  
41<sup>st</sup> regiments who were killed  
In action, and their comrades who  
Were on these lakes in defence  
Of Canada in 1812-14.

**Historic Sites and Monuments Board of Canada  
Amherstburg Navy Yard**

The British naval station for Lake Erie and Huron,  
1796-1813. Here, were built the King's ships,  
MARIA HOPE, EARL CAMDEN, LADY PREVOST,  
CHIPPAWA, LITTLE BELT and DETROIT.  
In the War of 1812-14 this naval force  
Enabled the army to retain control of this frontier.

The landscaping of the site of this memorial, and the whole grounds being carried out by the town, according to a plan prepared by Prof A.H. Tomlinson, when on a visit to Amherstburg, last May.

A very interesting coincidence transpired at Amherstburg, Tuesday, when the old waterworks park, which was the location of the British naval yard in 1812, and on which is now being erected, this week, a memorial, was visited by two relatives of Captain Barclay, who commanded the British fleet in 1812, sailing from Fort Malden to meet and be defeated by Commodore Perry's fleet at Put-in-Bay.

#### **Capt. Barclay's Relatives**

They were Lorne W. Barclay of Washington, D.C., and M. Y. Barclay of the Canadian Customs, Windsor, sons of E.R. Barclay, for 55 years clerk of Lobo Township, Middlesex County. The latter's grandfather was a brother of Capt. Barclay of historic fame and it was with great interest that the gentlemen on Tuesday for the first time in their lives, visited historic spots in Amherstburg.

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September 18, 1931

Colonel E.M. Markham Reveals U. S. Harbor Program to Spend \$90,000,000

Col. E.M. Markham, United States division engineer for Cleveland, last week told the Great Lakes Harbors Association that the U. S. Federal Government has a \$90,000,000 program for the development of the Great Lakes during the next nine years and that \$10,000,000 worth of the improvements are under contract. Col. Markham described the Government plans, he said, to correct the impression of remarks made a day before by Dr. Roy S. MacElwee, Cambridge, Mass., harbor engineer who denounced the Government for what he said was discrimination against the Great Lakes in distribution of funds. MacElwee had been quoted as saying the government has authorized \$10,000,000 worth of work, of which only \$1,100,000 in cash was available for the present season. Col. Markham said the U. S. Government's program includes digging of deeper channels to make ocean commerce possible, and that the program, which scheduled to run until 1940, may be concluded by 1936. He said early improvements would be made in the St. Mary's and Detroit Rivers.

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#### **May Improve Local Harbor Public Works engineer at Amherstburg Monday**

A couple of weeks ago, a suggestion was made in this paper that the present was an opportune time to get the Federal Public Works Department to undertake dredging out the river bed along the Amherstburg front to make it accessible to deep draught boats, when the present channel is improved. The Federal member for South Essex, agreeing that the suggestion was fair and one which would provide employment here for several months, at least, sent the clipping to the Department with his endorsement with the result that Mr. Graham, Departmental Engineer, was dispatched to Amherstburg on Monday to confer with Mr. Gott and look over his proposed improvement.

It is hoped that the Department will immediately undertake a survey of our waterfront, which in



itself would require several men as assistants, lay out a sufficiently ambitious plan, involving deepening it at least two feet throughout, and put dredges to work here early this fall.

## **Low Levels on the Great Lakes**

Perhaps never before has the water of the Great Lakes reached as low a level as at present. The situation on the lakes and inland waterways is the exact reverse of those prevailing two years ago when there was some alarm in some quarters because of usually high water levels that occasioned damage to shore property, docks, navigation and even threatened inundation in various low-lying areas. In some harbors, remarks the Owen Sound Sun Times, on the lakes vessels have had difficulty in entering and large boats have been restricted in loading in order to be able to get through the canals at the Soo.

For a couple of years past there has been a marked decrease in precipitation throughout the Northern Canada, and that is the major factor. There seems to be no reason for concern since the records show a fairly regular recurrence of dry and wet periods which eventually regulate the stage of the water. Unless one of these periods is unduly protracted the return to normal is gradual and occasions no great inconvenience except in the difficulties in entering harbors and canals. During the dry years people are inclined to make property dispositions along the shores that do not take requisite account of future changes. In that way the menace of floods is not adequately provided against and that constitutes the chief danger that these temporary recessions occasion. Experienced waterfront residents and navigators can adopt the necessary precautions that their knowledge of the past suggests. (*Collingwood Bulletin*)

September 25, 1931

## **C.M. Christianson, Well Known as Lightship Captain Quits the Sea and is Now Touring by Automobile For Years in Charge of Lime Kiln Crossing Light**

(Escanaba Daily Press)

*"From now on, Captain C.M. Christianson is going to take his vacation  
when and where he pleases."*

At the age of 65, Capt. Christianson is winding up a life-time career of sailing on salt and fresh water, and is retiring from the government employ after 41 years in the lighthouse service, the last 16 years of which were spent on the **11-FOOT SHOALS** lightship out of Escanaba. "Con" was for some years a resident of Amherstburg and is a Pastmaster of Thistle Masonic Lodge.

He will leave Escanaba by motor for Detroit and New York City to visit a son and a daughter, and has booked passage on October 3 for Norway to visit his only sister and the scenes of his childhood. He will take his automobile along, and may spend two years touring abroad.

Capt. Christianson's experiences on the water began on a sailing vessel when he was a boy of 14. Since that time he has been connected with ships, lightships and lighthouses all his life. He was stationed at Detroit before coming to Escanaba as mater of the **11-FOOT SHOALS**.

### **"No Adventure"**

If Capt. Christianson ever played a heroic part in saving human lives he never has admitted it. "Were you ever in any bad shipwrecks or other marine disasters?" he was asked. "No. No

*adventure,” he replied, “Never met the animal.” “What do you do out there on a lightship? How do you get along? Don’t you get lonesome?” the inquiring reporter persisted. “Oh, we find something to do,” said the ruddy, robust son of the sea, whose appearance belies his 65 years. “But the last month of the year isn’t so good.” It was suggested to him that the crew of the lightship, after months of constant association together and alone became like a family. “Like a family. Yes,” the captain mused, “and maybe we have our family spats and quarrels too. It takes a certain kind of temperament, I guess, to get along on a lightship.”*

### **He Won’t Hurry Back**

Since the death of his wife, “home” for Captain Christianson has been Detroit, the home of his son, Dr. George W. Christianson. His daughter, Mrs. Amelia Frank, lives on Long Island. His greatest pleasure now is that he is able to see the things he wants to see, and have no set time for returning and coming back to work. Six or seven years ago he went back to Norway for a brief visit, but he was in the government service then, and his leave of absence did not permit him to tour the places he had known as a boy, and some he has heard about but never seen.

Capt. Christianson’s successor as master of the **11-FOOT SHOALS** lightship here is Capt. Dan Garrett of Manistique, son of Capt. Elias Garrett, who recently assumed charge of the lighthouse at Escanaba. The younger Capt. Garrett served with his father on the **LANSING SHOALS** lightship out of “Manistique” until the ship was replaced by a lighthouse, and has since been on a relief ship in the government lighthouse service.

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October 09, 1931

The New Welland Canal Most Notable in North America, Is Completely Modernized by Electricity Allows Deep Sea Shipping to Reach the Upper Great Lakes

This year has seen the opening of the new Welland Ship Canal which has been 17 years in building – the most notable ship canal in North America. Allowing vessel of ocean liner size to pass around Niagara Falls it removes one of the two barriers that have kept deep sea shipping out of the Great Lakes. It passes ships 820 feet long, 80 feet beam drawing 25 feet of water, this is length and breadth enough for any Atlantic merchant ship except the Leviathan.

The Welland Ship Canal has in its twin locks Nos. 4, 5 and 6, a greater lift than Panama. At Gatun lock in Panama, the lift is 85 feet whereas at the flight locks in the Welland Canal the lift is 130.8 feet. Although there were no tropical diseases to be overcome at Welland, yet the physical nature of the scarred country for a direction of 15 miles through the former work of canal builders made the construction just as difficult, and just as arduous and embarrassing to engineers.

Welland Ship Canal has cost more than was originally anticipated but this is because it is utilizing all the new improvements, mechanical devices and equipment which were unthought-of when the preliminary figures were cast. This in itself is a striking testimony to those who have guided this project to its successful conclusion. Canadian Westinghouse Company built and installed all electrical equipment for the control and lighting of eleven bridges and gate lifts.

Twenty-one electric draw bridges span the new canal. Bridges at the locks are bascules that roll back on their haunches and point at the sky. The big bridges across the canal’s full width (320 feet) lift 125 feet straight up in the air like an elevator.

This is probably the first canal whose entire length is like a lighted city – at Panama, only the locks are illuminated. From end to end, at 400 foot intervals, are lighting units specially designed for this service.

The Welland locks, tremendously deep, have corridor steps and electrically lighted mooring platforms half way down the side so that the men can snub the ship as it sails in at the lower level. As the water rises the men retreat and the stairway is flooded, with the electric lights in their water-tight globes still burning far underneath the water.

One end of the canal is 326 feet higher than the other. If it were not for the lock gates, Lake Erie would run into Lake Ontario making a new Niagara Falls so in case a lock is damaged there is the lock gate lifter, built with powerful electric hoisting gear which stands ready to replace a damaged gate with a new one. Canadian Westinghouse Company Limited built and installed all electrical equipment for control and lighting of eleven bridges and the gate-lifter.

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October 23, 1931

### **FIVE THOUSAND DOLLARS FOR LOCAL WHARF REPAIRS**

The Federal Government has through the recommendation of Eccles J. Gott, M.P. for Essex South, decided to make a survey at the Port of Amherstburg in view of dredging operations for the season of 1932. In a letter from Ottawa under date of Oct. 14<sup>th</sup>, signed by the Minister of Public Works, Hon. H.A. Stewart, he says, *"I wish to acknowledge receipt of your letter of the 6<sup>th</sup> instant, concerning the proposed survey at Amherstburg Harbor, Ontario, and may I say in reply that the authority is being given to make this survey."* The Public Works Department has also made an appropriation of \$5,000 for repairs to the marine dock at the Port of Amherstburg.

November 06, 1931

### **Capt. E. McQueen Injured When Cable Snaps Caught Around By Leg and Hurlled into River GORDON WHARF**

Captain J. Earl McQueen suffered injuries to his left leg and painful body bruises on Friday afternoon last when he was caught in the recoil of a parted cable and hurlled 40 feet into the Detroit River at Gordon. Captain McQueen was supervising the removal of the old government scow from the beach when the cable between his tug **MAX L.** and the scow broke and caught him sweeping him into the river. He was soon picked up by the crew of the tugboat. It is only a miracle that Captain McQueen was not seriously injured.

\* \* \*

### **Would Remove Old Wharf Piles For Use as Fuel Department will not take action in matter WOOD IS NEEDED**

A few weeks ago, on the suggestion of *The Echo*, Eccles J. Gott, Federal member for South Essex, took up with the department the matter of removing the unsightly piles at the M.C.R. slip at Gordon, and placing them at the disposal of the town for fuel for those who were willing to take them free. Mr. Gott received the following letter the other day from the Deputy Minister of

Marine, which says not much of anything, at least in a favorable way:

Office of the Deputy Minister of Marine

Ottawa

21<sup>st</sup> October 1931

Dear Sir:

In the absence of the Minister I beg leave to acknowledge the receipt of your letter of the 12<sup>th</sup> ultimo, enclosing clipping from *The Amherstburg Echo*, reporting that two years ago the Michigan Central Railway offered the town all the unsightly piles sticking out of the river at Gordon, formerly the basis of an old wood dock, if the town would pull them out, and suggesting that the Department's derrick scow be used for that purpose, the wood to be offered to the townspeople as winter fuel.

In reply, I beg to say that the derrick scow, while owned by the Department, is operated by the contractor for the Detroit River buoy service in connection with that service. The Department does not maintain a crew aboard the vessel.

Having regard to the suggestion that those old piles should be stored on the buoy depot wharf for distribution, I am not sure that there would be sufficient room when the buoys and buoy equipment are placed on the wharf for the winter, nor, indeed, whether it would be suitable to permit free access to the wharf.

Yours very truly,  
A. Johnston.

In the meantime Mayor Jones comes forward with a practical suggestion that the scow in question be put to work by the town in pulling these piles, and to do the work which the Department has declined to do for the unemployed and consequently hard pressed people in Amherstburg.

### **Surveying Dock**

Mr. W. Carson, district engineer of the Marine Department at Ottawa, is in town surveying at the Government dock in preparation for dredging, putting in sheet piles and making a good dock for shipping generally. This is the work which Eccles J. Gott, M.P. for south Essex, advised some time ago. Indications are that work will begin soon and run up to \$10,000.

November 20, 1931

### **Schooner NANCY**

This full rigged schooner, which had an adventurous career on the upper lakes, was built on the Detroit River about the same time as the Barclay fleet.

### **Surveying Port**

Thomas Cook came home this week from Neebish, where he had been engaged on the Dunbar tug **SACHEM**. Mrs. Cook who had been visiting there, returned with him.

### **Repairs to Dock**

M.J. Egan, of the Marine & Fisheries Department, Ottawa, arrived in Amherstburg Friday to superintend the work of repairing the Government dock here which will run up to a little under

\$10,000. The sheet piling will be put in on the east side in the form of a “U” and the bay dredged out to admit vessels of a draft which are required of the Public Works service. This will also provide dock room on the east. The whole place will be greatly improved and when completed will present a much better appearance than it does now.

### **Great Storm Recalled Here**

Many people here recalled the great storm which swept the Great Lakes on the afternoon of Nov. 9, 1913, wrecked 13 ships and snuffed out 271 lives in the greatest catastrophe in the annals of Great Lake shipping. The gale which began on a Sunday afternoon, continued throughout Sunday and Monday and only abated after many thousands of dollars` worth of damage had been done and many lives lost. By contrast the weather all through November has been as mild as spring. Maybe the Gulf Stream really has changed its course.

December 04, 1931

The freighter **CALGARIAN** called at Amherstburg on Sunday evening and took on a cargo of 600 bags of flour from the Wigle Flour Mill. This shipment is to go to Winnipeg.

### **Large Flour Shipments**

The freighter **POPLAR BAY** took on a cargo of 750 bags of flour for Ft. William from the Wigle Flour Mill, Amherstburg, on Friday morning. On Sunday the freighter **CALGARIAN** called and took on a shipment of 600 bags of flour for a Winnipeg firm. Several large orders have been received lately by the local millers, on account of the nearness of the close of navigation.

December 11, 1931

### **Repairing Dock**

The work of putting in sheet piles at the government dock was commenced Tuesday morning. The timber for this work had been hauled to the government dock during the week previous and the pile driver began work on Tuesday. It is thought that in early spring the work of dredging out the harbor will be done.

### **Marine Post office Closes**

Detroit`s floating post office ended its thirty-seventh year of service Tuesday when it pulled up to the dock at the foot of Griswold Street. The last two boats to come down from the Soo, the **JAMES WATT** and the freighter **PRINDOC** were met by the staunch mail boat which was then guided by Capt. William C. Shearer to its winter quarters. The mail boat, the **C.F. BIELMAN**, has been the mailman on the Detroit River since 1967, and receives and distributes mail and parcel post from and to mariners of the Great Lakes.

December 18, 1931

### **Waterways Development**

Major General Lytle Brown, chief of army engineers at Washington, D.C., has presented his annual report asking for development plan for the Great Lakes, including \$1,216,900 for Detroit River improvement, and \$18,000 for maintenance.

### **Str. PELEE Ends Season**

The Str. **PELEE**, which plies between the island and mainland ended a very successful season Saturday and is being laid up for the winter at Kingsville harbor. Among the cargo on her last trip was 25,000 pounds of tobacco for the Imperial Tobacco Co., Leamington.

December 23, 1931

### **Steamer Aground**

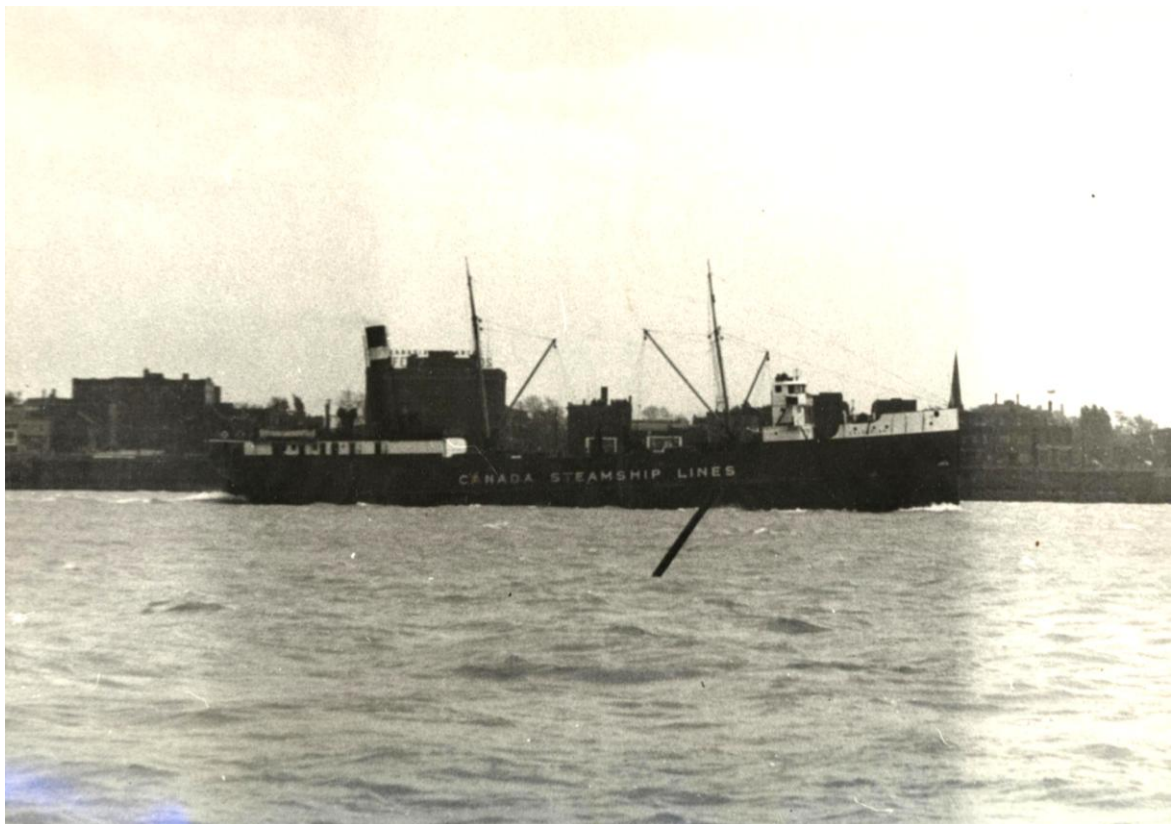
The Steamer **CHAMPLAIN** in command of Captain George Stitt, part of the fleet of the Sin-Mac Wrecking Company of Montreal and Sarnia, went aground at Chickenola Reef, southeast of Pelee Island, on Thursday night due to the fact that she lost her bearings as there were no navigation aids for her to follow. A call was sent in to Captain J. Earl McQueen and he with the aid of Capt. A.B. Reid of Sarnia, left early about four o'clock Friday morning to release the steamer. After a treacherous trip through the fog, they arrived at reef just as the **CHAMPLAIN** had freed herself as the water in the lake had risen sufficiently for this. The **CHAMPLAIN** was a former passenger steamer which ran out of Port Arthur, now is used for salvage work.

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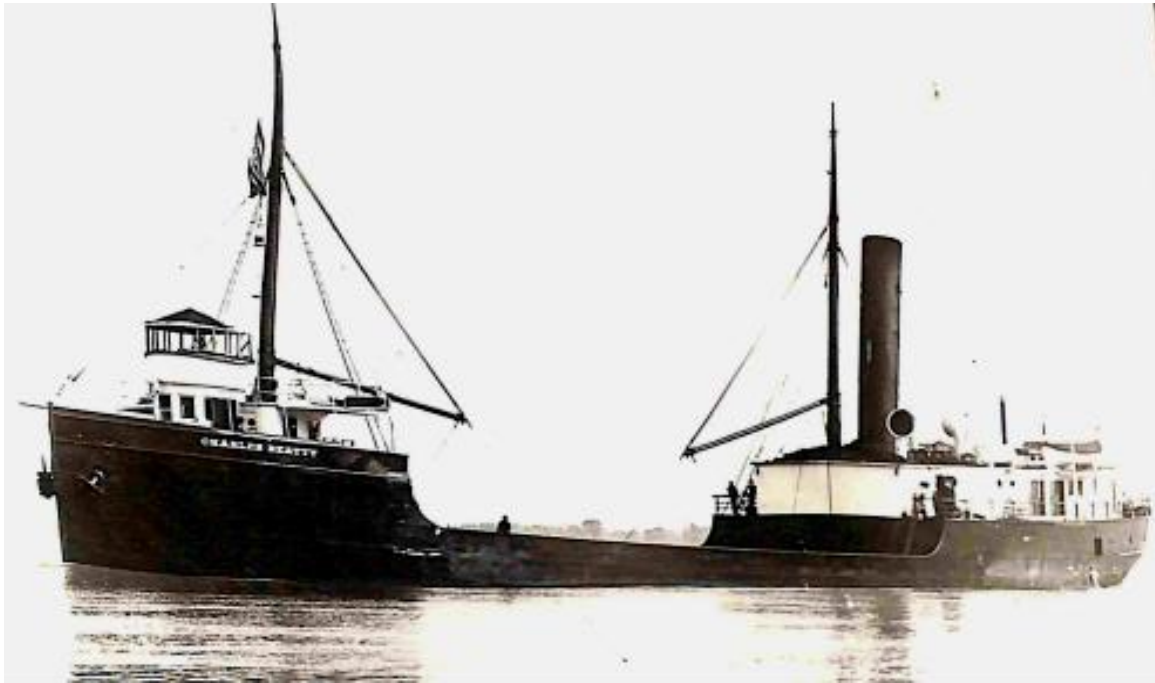


Freighter THUNDER BAY QUARRIES, Fort Malden Photograph Collection

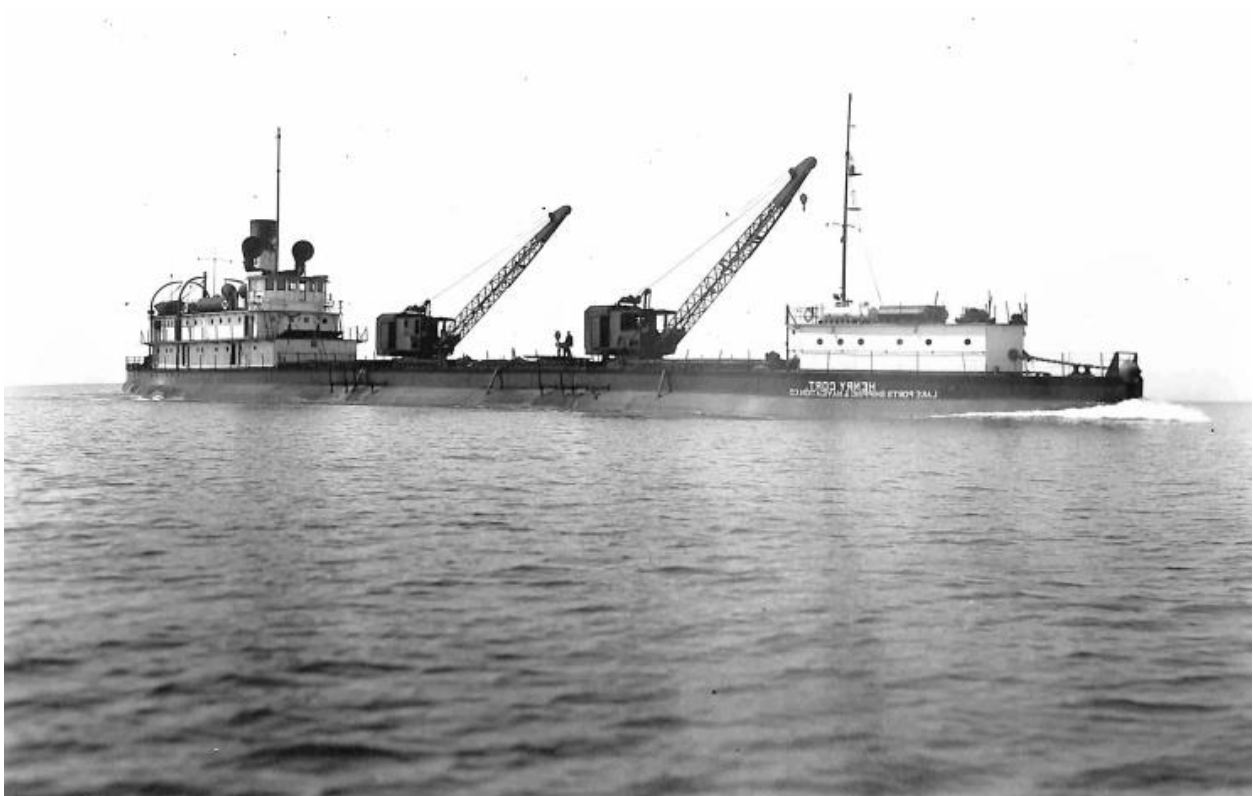


Freighter CALGARIAN, Fort Malden Photograph Collection





Steamer CHARLES BEATTY, Fort Malden Photograph Collection



Steamer HENRY CORT, Fort Malden Photograph Collection



Motorship ORMIDALE, Fort Malden Photograph Collection



Freighter CRESCENT CITY, Fort Malden Photograph Collection



Steamer KEYSTONE, Fort Malden Photograph Collection



Freighter COALHAVEN, Fort Malden Photograph Collection

*Excerpts from the*  
***Amherstburg Echo***  
**1932**

January 22, 1932

Navigation opened in the Lower Detroit River Wednesday when a Detroit tug sailed past downbound for Toledo.

February 5, 1932

**Pelee Sandsuckers**

Eccles J. Gott, M.P.P., South Essex, is trying to induce the Government to stop the operations of sandsuckers around Point Pelee and Pelee Island. This work has been carried on for years, and unmistakable evidence has been placed before the house from time to time showing that the removal of sand adjacent to the island and Point Pelee has cause thousands of dollars in damage and still nothing has been done to stop sand sucking operations. It is to be hoped that Mr. Gott will put sufficient punch behind his appeal to have the taking of sand prohibited, and that the Government will move in the matter, right quickly.

February 19, 1932

**The United States Government Preparing To Let Contracts  
For Detroit River Dredging  
Plans Approved by Congress Last Year  
WORK TO START NEXT SPRING  
Total Cost of Job will be about  
\$13,107,500**

The U.S federal government is preparing to let contracts for epoch-making navigation channel improvements in Lake St. Clair and Detroit River, in spite of rumors to the contrary. The total cost of the work in this sector, it is estimated by Maj. David McCoach Jr., War Department engineer in charge of the work, will be about \$13,107,500.

The contractors will begin work on the various sub-divisions of this vast project early in the spring, it is said, and a large fleet of dredges, tugs and barges, together with from 1,000 to 1,500 men will be afforded employment for the next four years.

The work of improving the navigation channels in Lake St. Clair and Detroit River is an important part of a great plan recommended by army engineers and authorized by Congress in 1930, to supply a ship channel in connecting waters of the Great Lakes uniformly 25 feet deep in soft bottom and some 28 feet deep in hard bottom to handle vessels drawing 24 feet of water. In two-way channels the project width is 600 feet or greater and in one-way channels 300 feet or greater.

At present the connecting channels between Lake Superior and Lake Erie have depths suitable for vessels drawing 20 feet. Lake levels have been low in recent years due to deficient rain fall, to

enlargement of outlet channels and to diversions. The draft for which vessels have been able to load has varied from 17 feet nine inches to about 21 feet nine inches.

From time to time, reports are spread that the U. S. War department has abandoned this vast project indefinitely, but those who are most intimately associated with headquarters, are most optimistic that the work will be proceeded with this spring, as first announced.

There are international difficulties, we admit, to be ironed out, but as The Echo intimated months ago, if no sand is thrown in the machinery in the way of controversies, the organization and pursuit of the improvement, which is bound under all circumstances to rebound to the advantage of Amherstburg, will proceed without unnecessary delay and by mid-summer we hope to hear the staccato note of several drilling machines and the chug of the dredge dippers, as they plunge in after another load, which was such sweet music in years gone by on this stretch of local waters.

February 19, 1932

### **National Rock Drillers Officials Here To Discuss Wages Matter to be taken up With Owners in March At Lake View Preparatory to the Convention in Buffalo**

Amherstburg is the center this week of a very important gathering of representatives of the International Rock Drillers from Buffalo, the Soo, Albany, New York and other places, headed by J.A. Dickie, walking delegate Ed Koeppel, well remembered among dredge workers here, and J.F. Sullivan of Buffalo, who arrived Monday morning at the Lake View Hotel to make arrangements for the convention which is in session there.

The organization will discuss many matters in connection with the wage scale and working conditions for the men to be employed on the Lower Detroit River improvement and will set a date to meet the owners sometime in March. Most of the delegates were engaged at one time or another on river improvement work here. Mr. Dickie himself, was with Donnelly's when they had a contract in these waters in 1901.

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March 04, 1932

Navigation Open

The earliest opening of navigation on Lake Erie within the memory of veteran marine observers was recorded on Tuesday when the steamer **FELLOWCRAFT** with Captain J.A. Patterson on the bridge, made the trip down from Detroit to Cleveland. Captain Paterson reported he had encountered no ice on the trip down, which was made in regular summer season time. The Great Lakes navigation season on Lake Erie is generally not opened before March 15, or later.

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Captain Russell Aiken, commodore of the Wabash Ferry fleet, died suddenly in Detroit, on Monday, February 22<sup>nd</sup>, and was buried in Dresden, Ont. His widow and one son in Detroit survive. Capt. Aiken was well known by local river men.

### **River Contract**

Captain J. Earl McQueen was on Friday again given a three year contract to look after the lights and navigation aids on the Detroit River and Lake Erie from Windsor to Point Pelee. Official word to the effect was received in Amherstburg on Friday. Captain McQueen, during the late



war, served in the British Navy and commanded a boat in the Zeebrugge raid.

### **River Work Assured**

The news is out that the United States War Department and the Canadian government have come to an amicable settlement of the matter of improvement work which the United States plans to initiate in international waters this spring. This applies to the Lower Detroit River improvement involving ten million dollars or so to be spent over the next four or five years. Agreements have been signed, it is said, and nothing now remains between the promise of and actual performance on this immense work, but dealing with the tenders of dredge and drill owners, which will all be in by the end of March. It is confidently expected that “submarine” and “dry work” plants will be mobilized here by mid-April.

March 11, 1932

### **Lower Lights Burning**

For the first time in 1932, a light showed from the Livingstone Channel lighthouse on Monday night. It was lighted that day by Irwin Kelly, on orders from Ottawa as an aid for vessels which are already on regular trips in the river and lake.

### **Baiting the Ferry Co.**

Windsor Council is at its old game again of using the Ferry Company request for a renewal of their franchise to gain some political advantage, and after scolding the Company like a fishwife, granted only a one year renewal. Windsor is ungrateful. The Ferry Company has brought more business to that city in the past quarter century than any other enterprise it has. The cross river service has been improved from time to time, until it is the last word in transportation service between a very large metropolitan center to a small one. If Windsor had not gone off at “half-cock” a few years ago and stuck to the Ferry Company it would have been ahead of the game. The attempt now on the part of its “scrapping” council to interfere with the company’s internal business management is an officious one to say the least. Just where would downtown Windsor be, without the advantages the Ferry Company gives?

March 18, 1932

### **FELLOWCRAFT Released from Ice**

All the excitement subsided Saturday afternoon when the Str. **FELLOWCRAFT**, imprisoned in Lake Erie ice field for three or four days, bucked her way out and made harbor at Loraine, Ohio. The steamer, with Capt. Paterson in command, and a crew of 19 was bound from Cleveland to Detroit on Tuesday of last week with a cargo of steel. Near Colchester reef light she was stopped by heavy ice, which soon held her fast. High north and northwest winds drove the ship and the ice field eastward toward Pelee Island. Wednesday an attempt was made to send a boat to the rescue, but the **ASPEN**, United States Government ship, was stopped at the mouth of the Detroit River. Thursday an attempt to reach the ship by Capt. J. Earl McQueen and a crew of Amherstburg men, by sending a small boat over the ice from Colchester failed because of a blizzard. A second attempt by the same captain and crew on Friday morning from Kingsville was stopped when a

plane made contact with the ship and dropped food supplies and read a message written on hatch covers that all was well on the icebound boat. The wind dropped on Friday and the vessel did not move much until Saturday, when there was a break in the ice to the east and the vessel was worked loose and made her way to port.

## **PELEE ISLAND PHONE CABLE REPORTED BROKEN**

### **Believed parted by Dragging Ship's Anchor**

The telephone cable connecting Pelee Island with the mainland was reported Saturday as having parted, due, it is believed, to the dragging of the anchor on the freighter **FELLOWCRAFT**. Tests made by telephone men at Leamington indicate that the break is in the core of the cable rather than in the protective armor. There is also a cable between Kingsville and the Island but it does not connect with the Pelee municipal system.

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Capt. George D. Horn Shipmaster Is Dead

The Last of a Notable Triumvirate

Of Lake Captains

Captain George D. Horn, the last of a notable Triumvirate of Detroit River shipmasters, passed away Sunday at his home after a bout of poor health. An accidental fall hastened his end.

Capt. Horn was born in Detroit 72 years ago at the corner of Shelby and W. Larned Sts. on the site of what later was the original building of the Detroit News. He was married in 1882 to Miss Anna Cross, of Windsor, who survives him. He also leaves three sons, Frank J., Detroit, George, of Windsor and Frederick A. Horn living in Los Angeles, and a daughter Mrs. Walter J. Jordan, Windsor, Edward H. Horn and Charles F. Horn, Detroit, are brothers, and Mrs. A.R. Schulenberg of San Diego, Calif., is a sister.

All the Horn brothers were noted lifesavers, and John Horn, who died in 1925, held a record, having saved 138 persons from drowning. For this he was presented with a gold watch and chain in 1877 by the citizens of Detroit.

Capt. Horn, was the son of Capt. John Horn, who for many years operated the old ferry **EXCELSIOR** with A.R. Schulenberg, before it was acquired by the Detroit, Belle Isle and Windsor Ferry Co. In 1906 Capt. Horn who had commanded in turn the excursion boats **SAPPHO, VICTORIA, HOPE, EXCELSIOR, PROMISE** and **PLEASURE**, resigned from the ferry company service to bring out the new Michigan Central car ferry **DETROIT**, of which he remained in command until the opening of the railway tunnel about 1910.

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## **Deepening Lower Detroit River**

This is a subject of vital interest, at the present time, both in Amherstburg and Detroit. The Detroit News on Sunday featured this proposed immense project in picture and story in an unusual way. The photograph from which the cut was made was an aeroplane picture, and the projected improvement superimposed on that picture while the cut of the U. S. Engineers, working in this channel project, was also shown. Chief of staff among them is C.Y. Dixon, who is better known in Amherstburg than anywhere else.

The story under the cut says: This air photo-diagram shows the deepening project to be started in the Livingstone Channel in the spring by the U. S. Government, giving employment to nearly 1,500 men for four years at least and costing \$7,500,000. The deepening will permit passage of

ships with a 24-foot draft, instead of 20 feet as at present, and is one of the preliminaries to the development of the Great Lakes-to-St. Lawrence waterway project. The largest part of the deepening will be done by so-called dry dredging, as indicated in the diagram. Cofferdams will be built and the water pumped out, and when the lime ledge rock at the bottom of the channel has been drilled or blasted out to the indicated depth, the water will be permitted to flow back and the cofferdams removed. During the operation, traffic will be diverted from the Livingstone Channel, which lies wholly in Canadian waters.

The story written by a staff reporter goes on to say: The Federal Government is preparing to begin channel improvement in the Detroit River, Lake St. Clair and St. Clair River in the Spring, estimated to cost \$8,200,000, and affording employment to nearly 1,500 men for at least four years, it was announced Saturday by Major McCoach, Jr., War Department district engineer in Detroit in charge of the work.

The project is part of a \$25,666,400 program authorized by Congress in 1930 on recommendation of Army engineers, to deepen channels in the connecting waters of the Great Lakes uniformly to supply a ship channel 25 feet deep in soft bottom and 2 to 28 feet deep in hard bottom for vessels drawing 24 feet of water. In two-way channels the project width is 600 feet or greater and in one-way channels, 300 feet or greater.

The work is one of the preliminaries to the projected Great Lakes-to-St. Lawrence waterway. *"It will take at least four years to complete the program, the most difficult project which is the Livingstone Channel in the Detroit River,"* Major McCoach said. All but \$300,000 of the entire \$25,000,000 program is in the sector in charge of Maj. McCoach. Contractors will begin work on the various subdivisions of the project in the spring and a large fleet of dredges, tugs, barges and drills will be employed.

The Detroit River project when finally completed will cost about \$12,579,600. The estimated cost of the work to be let out this spring is \$7,500,000.

The Livingstone Channel, used as the downbound channel from the mouth of the Detroit River into Lake Erie, Maj. McCoach said, presents more difficulties than any other section of the program, as the channel must be cut through solid lime ledge rock for six miles. This work extends from opposite Bar Point to the junction at Ballard's Reef and Livingstone Channel.

More than 75 per cent of this project is in Canadian water and for this reason this government is awaiting the consent of the Department of Public Works at Ottawa before bids will be asked. Bids will be received within 30 days after the Canadian consent is received, Maj. McCoach said and actual work will start shortly thereafter.

## **SPECIFICATIONS READY**

Specifications for the project were drawn up three months ago by Maj. McCoach and his staff, consisting of Charles Y. Dixon and Herman Rook, United States engineers; Charles R. Dickinson, assistant engineer, and B.G.A. Laitner, chief clerk. The plans were approved by the War Department in Washington.

The Livingstone Channel will be deepened through what is known as "wet" and "dry" work. The dry system consists of building coffer dams, then pumping out the water, after which the drilling, blasting and excavating follow. After steam shovels and trucks have removed rock, the channel will be refilled with water and the coffer dams removed. More than 27 billion gallons of water will be pumped from the channel.

The portions of the channel deepened through the "wet" process will be subjected to that



method because it would be too expensive build coffer dams. Existing depths there are greater than in other places and the building of coffer dams would be uneconomical. Drills on boats will be used to drill the rock through the water and dredges will be used to load scows which will dump the rock into the lake.

*“To obtain a draft of 24 feet, it is necessary to dredge to a depth of 28 feet because of the fluctuations of Lake Erie,”* Maj. McCoach explained. Dikes will be built compensate for the increased flow, thus maintaining the normal lake levels.”

## **DIVISION OF WORK**

The four year`s work in the Livingstone Channel will be divided as follows:

Building coffer dams, 8 to 12 months.

Pumping water out of channel, about two months.

Drill, blast and excavation work, approximately 2 ½ years.

Removal of coffer dams, three or four months.

While the work is in progress in the Livingstone Channel, traffic will be diverted to the Amherstburg Channel, which lies wholly in Canadian waters.

March 25, 1932

The Steamer **PELEE**, which operates between Kingsville, Leamington and Pelee Island, has been tied up in the harbor at Kingsville since navigation closed last November. The steamer is now undergoing repairs and a general overhauling and it is expected will again resume the regular schedule between the island and the mainland about April 18<sup>th</sup>, if weather conditions permit.

April 01, 1932

## **U. S. Survey Work**

The tug **TIPPEN**, Captain Lewis Matthews, is here for the U. S. engineers, making their final survey of the lower Detroit River previous to the letting of the big contract on these channels.

## **Navigation Opened**

Traffic by the Detroit & Cleveland Navigation Co. between Detroit and Cleveland opened Wednesday when a steamer left the Detroit terminal for Cleveland at 11 am and sailed down the Detroit River with all colors flying and the newsboys band playing. Capt. L.G. Mantel, who has been first officer of the Greater Buffalo of the Detroit-Buffalo run, for 11 years, has been promoted to the command of the first steamer which cleared from Detroit. This opening of navigation has stirred things up.

April 08, 1932

## **Place Navigation Aids**

Under the direction of Captain J. Earl McQueen, the navigation aids in the Detroit River and Upper Lake Erie were placed in position this week. Captain McQueen has had a gang of men busy for some weeks getting these ready to be put out.

## **Dredgemen And Labor**

There is a little trouble between dredge owners and dredge workers on the chain of lakes and at the present union men are not working, but it is expected that an early settlement of the dispute will be arranged. It is over a matter of a blanket reduction of \$60 on the monthly pay of all workers. The union thinks \$20 would be sufficient. The owners have countered with \$40 which means that a basis of agreement will be arrived at before tenders are accepted on the Lower Detroit River work.

April 22, 1932

## **Lake Trade Decrease**

The falling off in lake trade during 1931 is amply demonstrated by the financial statement of the Canada Lake S.S. Lines. The total revenue amounted to \$9,558,809 against \$11,547,000 in the preceding year. A constructive feature of the report was a reduction in bonds outstanding by over half a million dollars and a reduction in bank loans by \$250,000. No dividends were paid during the year, the preferred stock dividends being in arrears in amount of 9 per cent, or \$1,350,000 at the close of the year. After all charges, bond discount and reserves for depreciation, there was a deficit of \$1,310,462, an increase of \$652,670 over 1930.

## **Dredgemen Surveying**

The "yapping" of members of the Windsor council does not appear to have reached the dredging authorities, as forty-seven different firms have had representatives here within the past month making a survey of the Livingstone Channel "dry work" section with a view to bidding in this extensive contract, tenders for which will be opened by the U. S. War Department on May 5<sup>th</sup>. This week the lower Detroit River was inspected by C.B. Clark, President of the Standard Dredging Company of New York, one of the biggest companies of its kind in the world, having plants at Louisiana, Holland, Venezuela, Cuba, Mexico and other points. No doubt there will be very keen competition for this work.

April 29, 1932

The steamer **OAK BAY** took on a large cargo of flour at the dock of the Wigle flour mills. The consignment was for Medicine Hat, going by lakes as far as Fort William.

## **Dredge Company Head**

C.B. Locher of New York, breezed into town the other day and looked over the lower Detroit River, with a view of bidding on the improvement contract. Mr. Locher met a number of old friends who knew him when he was here some years ago superintending their contract on the Livingstone Channel dry cut.

## **Dock Repairs**

The Mullen Coal Company dock is in the hands of a repair gang who are re-planking the surface and face and putting it in good state of repair for the big season ahead. No doubt this company

will sell a large amount of coal to the dredge and drill companies who will have the contract for river improvement here.

### **Navigation Aids**

Capt. J. Earl McQueen, who is in charge of the Canadian Government buoys in the Detroit River and Lake Erie, reports that the work of setting out these navigation aids has been completed. During the winter months these were hauled up on the government dock and completely overhauled. Capt. McQueen's tug, the **MAX L.**, was also completely gone over during the winter months.

May 06, 1932

## **WAGE DISPUTE SETTLED**

### **Owners and Workers Agree on Scale**

Great Lakes dredge owners and workers are no longer at odds over the question of wages, a new agreement having been affected Thursday at Chicago to replace the three year agreement which expired April 1<sup>st</sup>. By the terms of the agreement the dredge workers will take a \$35 monthly reduction in salaries and wages for the next three years. This reduction will mean that the minimum wages will be \$147.40 and the maximum \$300. The agreement calls for an eight hour day, a six day week and provides for time and a half for over time. The owners originally asked the men to take a \$60.00 monthly reduction for a three year period. The men countered with the offer to accept a reduction of \$20 monthly for a one year period. The owners then proposed that the men take a \$40 monthly reduction for a three year period. This agreement affects dredgemen, drill boat operators and tug boat men. Amherstburg Local No. 1, International Longshoremen Association met in the Amherstburg town hall and passed a motion approving of the agreement. The straightening up of these differences between the owners and the men will speed the beginning of the work of the Lower River Improvement which was recently announced by the United States government.

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EXTRA!!

DETROIT RIVER WORK

The contract for the improvement of the Lower Detroit River was let yesterday to the Arundel Corporation of Baltimore, Md. M. Sullivan Dredging Company is associated with this corporation and will complete the greater part of this contract, which may be in the dry or wet, as the contractor desires.

May 13, 1932

Detailed Tenders on the Detroit River Improvement

There was very keen interest at Amherstburg on Thursday of last week, in the extra issued by *The Amherstburg Echo*, announcing that the lowest bid made on the Lower Detroit River improvement was made by the Arundell Corporation of Baltimore, Maryland, and that as the M. Sullivan interests were associated with the Arundell people, Amherstburg was likely to benefit greatly during the continuance of this immense contract.

Since then, *The Echo* has secured through the U. S. Engineers Office, Detroit, a copy of all the tenders, which appear below. The accepted tender has been sent on to Washington, D.C., for review, and it is expected that the decision of the War Department will be made known early next week, after which the Corporation will proceed to organize its fleet and assemble it here for a start on the work, about mid-season. The tenders follow:

31,000 Ft. Entire Area, Wet

Arundell Corporation, Baltimore, Md. – unit \$1,448; \$2,045,160.
Great Lakes D. & D. Co., Chicago, Ill. - \$2.25; \$5,324,180.00.
Dunbar & Sullivan - \$2.28; \$5,395,118.40.
G.R. Breyman & Bros. - \$2.57; \$6,081,339.60

Dry, Sections B, D and E

Frederick L. Crawford and C.H. Locher, Inc., N.Y. - \$2.60; \$3,980,470.00.
S.J. Groves & Sons, Minneapolis, Minn. - \$1.98; \$3,031,251.00 (\$1,323,300 full rate, \$415,300 half rate).

Dry, Section B

Arundel Corporation - \$1.80; \$998,640.00.
S.J. Groves & Sons - \$1.85; \$1,026,380.00.
Winston Bros. - \$2.10; \$1,165,080.00.
Central Dredging, Chicago - \$2.08; \$1,153,984.00.
Sierns-Spokane Co., Spokane, Washington - \$2.64; \$1,464,672.00.
Section A – above old dry dock.
Section B – Old dry dock plus about 1000 feet.
Section C – 2000 feet at White Star channel.
Section D – 6500 feet opposite Bois Blanc Island.
Section E – 6500 feet below Bois Blanc Island.
Section F – 6000 feet opposite Bar Point.
Wet – Sections A, C, E.

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May 20, 1932

**Death Takes Capt. Dollar  
Dean of American Shipping Men  
Victim of Heart Affliction**

Capt. Robert S. Dollar, who rose from a cook's boy in a Canadian logging camp to become dean of American shipping men, died at his home in San Rafael, Calif., Monday, May 16<sup>th</sup>.

The dynamic old shipping master, who was the prototype of Peter B. Kyne's fictional "Cappy Ricks," succumbed to a heart affliction aggravated by an intestinal infection and cold. He was stricken with the cold on May 1. Capt. Dollar was in his eighty-eighth year. He was chairman of the board of the Dollar Steamship Lines and the vital force which founded and nurtured other vast Dollar enterprises.

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BID OF ARUNDEL CORPORATION APPROVED BY U. S. GOVERNMENT

There is a live question in Amherstburg and vicinity, and everybody was much pleased over an announcement Wednesday that the tender of the Arundel Corporation had been approved and confirmed at Washington.

After this the dredging corporation, which is one of the largest and strongest financially in America, will have ten days in which to sign the contracts and then thirty days to get on the job, though no doubt they will not wait but a short time after the signatures are finally attached. At any rate operations will be begun by the middle of June.

There has been some considerable discussion on the price at which the Arundel people took the contract, but those who have firsthand knowledge of the corporation declare that their method of drilling and blasting is improved to the point that they can carry out this part of the contract at a cost very much below the old method. Be that as it may, the main point in which this community is interested is undertaking of the contract. This is only the first of three improvement schemes to be carried out by the United States War Department on the lower Detroit River, the others embracing the Ballard's Reef rock work to be let next year, and the seven or eight miles at the lower end of the Livingstone Channel in Lake Erie, which will be let in 1934. This will likely be done by suction dredges. The whole improvement scheme will take five or six years to complete.

May 27, 1932

Possibility That Part of the River Work Will be Done in Dry

While it is known that the Arundel Corporation has made final plans for carrying on their big contract of improvement work in the lower Detroit River, the signed contract has not yet finally received the official O.K. of Washington. The company that bid on doing a portion of this work in the "dry" are nibbling on a sub-contract with the Arundel people, and it is possible that these negotiations may result in having a portion of that work completed in that way.

June 03, 1932

Lower Detroit River Work Dredging Fleet Here This Week

Despite the many rumors to the contrary, Washington has given its approval of the contract entered into by the Arundel Corporation of Baltimore, Maryland, to execute the first part of the improvement work to be done on the Lower Detroit River during the next five or six years. The bonds were found to be in order and the company sound financially and responsible in every way to carry out their undertakings.

This is the corporation with which the M. Sullivan Dredging Company is associated and before the end of the week we may expect to see the first unit of the Sullivan fleet arriving at Amherstburg, where organization will be proceeded with and actual work should be commenced now within ten days at least.

It is no small job to assemble the various units of a dredging fleet and concentrate them at any

one point when they are scattered from Muskegon to the Soo. Within a fortnight after the job has really begun, those who have expressed some impatience at what they thought were delays, will be wondering why they allowed themselves to become so hot and bothered. This is a tremendously big program involving millions of dollars and it certainly cannot be arranged for overnight. The matter of sub-letting a couple of sections to dry workers will not be taken up for a month or six weeks.

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Capt. J. Earl McQueen has purchased the freight barge **BATAVIA**. He will use this in his marine contracting business. The barge has a capacity of three hundred and fifty tons, and travels under her own power.

June 17, 1932

### **ALASKA MOVED TO SANDWICH**

The Steamer **ALASKA**, built sixty years ago, which has been a landmark lying at the Amherstburg front since 1925, was towed to the Mullen Coal dock at Sandwich on Saturday by Capt. McQueen's tug **MAX L.**, where it will remain in berth until disposed of. The reason for its removal at this time was on account of her being in the way of dredging along that dock. Though the **ALASKA** has served her day, she is still in good shape and likely will be picked up later on by some company who wishes a freighter for inland water transportation service.

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Dredging 'Burg Harbor To Depth Twenty-two Feet

Federal **DREDGE NO. 1**, Capt. Convey, so well-known here in charge of the tug **PEEL**, arrived at Pelee Thursday and was at once put to work dredging the stretch along the harbor to a depth of 22 feet. The Wigle dock front is also being dredged to the same depth to permit Canada Steamship liners to enter there without danger of striking bottom. This dredge was engaged at the north dock, Pelee, for some time and when she completes the work here will go to Leamington where there is considerable work in that harbor.

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The Chatham Dredging Company were awarded the contract on Monday to dredge the slip at the government dock in Amherstburg. In all there are about 2200 yards to be removed to bring the water to a depth of 12 feet. The outside dredging is being done by the Canadian government dredge.

July 01, 1932

### **Old KIRBY Burned**

Three Great Lakes steamers, two of them passenger vessels, were destroyed by fire on Thursday of last week in a Detroit slip in which they were moored. The origin of the fire was not immediately determined. The ships were the **DOVER**, formerly the **FRANK E. KIRBY**, an excursion steamer; the **KEYSTONE**, once named the **CITY OF CLEVELAND**, and later the **CITY OF ST. IGNACE**, the **ENTERPRISE**, a freighter, and smaller packet carrier. The

**DOVER** and the **KEYSTONE** were owned by the Nicholson Terminal & Dock Co., owners of the slip, and the **ENTERPRISE** by Russell and Chester Armintrout, of Monroe.

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STEAMER HULL RESCUED FROM BONE YARD **“CITY OF HAMILTON” Ex-passenger Boat Fueling Barge**

The hull of the **CITY OF HAMILTON**, a dismantled hulk lying on the side of the bank at Wallaceburg and recently purchased by Captain Louis Goodchild, of Amherstburg, is tied up at Woods' dock. This boat was in her day considered one of the fastest steamers on fresh waters.

Built in the year 1868 of wrought iron at a time when steel boats at those early days were hardly thought of and being 190 feet long, with three passenger decks, she became known far and wide as the crack flyer of the St. Lawrence River, running between Montreal and Quebec. But as time went on, larger and more palatial steamers were built and the **CITY OF HAMILTON** was finally put on a route on Lake Ontario. From then on she began gradually to go downhill until she at last brought up in a ships graveyard, the place where all good boats finally land.

Captain Goodchild, with an eye for business, conceived the idea of turning her into a fueling boat and brought her to the port of Amherstburg where, with the river work coming in the near future and cargo and passenger boats passing daily, it certainly looks like good business for him to have a boat ready for charter.

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## **Government Dredge Sinks**

Quite a bit of excitement was aroused on Thursday night when a message from Goderich announced that the Government Dredge No. 1, with Capt. Convey, towed by Capt. J. Earl McQueen's tug **MAX L.** and the Government tug **PEEL** had broken in two and sank about 11 miles from Goderich during a storm. Fortunately Capt. Convey and his crew of 11 men who had to take to the water were all rescued by the tugs and brought into port. It seems that as this huge dredge mounted a huge wave, its back was broken and it went to the bottom in 78 feet of water. Capt. McQueen made an investigation on Monday and found it resting on its side. No effort will be made by the Public Works Department to raise the dredge or its equipment. Capt. Convey and his men left a few days before to go to Kincardine where there was some work to be done.

July 08, 1932

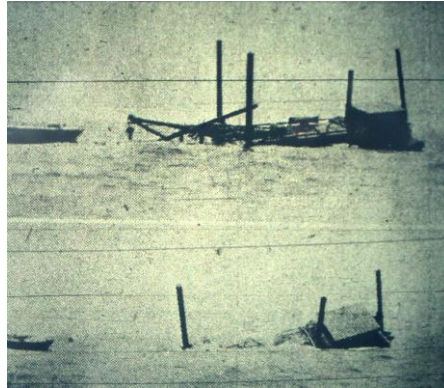
The tug **PEEL**, with two of the scows of the ill-fated Government Dredge No.1 in tow, arrived in port here Friday on the way to Port Burwell, with Captain Convey of Port Stanley in charge.

## **Detroit River Dredging**

This important matter, so vital to the prosperity of downriver places, is still hanging fire due to the fact that there is no money available at present, but it is expected that the U. S. Congress will pass the appropriation bill this week and when this is done, it will be only a short time before all contracts are signed and the work proceeded with. Other contractors doing government work on the lakes, are taking a chance and carrying on, although they have been notified that there is no money at present for payment of their bills. There is no question but that the Arundell

Corporation will eventually undertake their contract as their tender was so much lower than any other, and that appeals to the War Department as it will save it a great deal of money.

### **GOVERNMENT DREDGE FOUNDERS**



The above remarkable and exclusive picture of the sinking of the Canadian Government Dredge No. 1 off Bayfield, Ontario, were snapped by Arthur Brown, a member of the crew of the tug **MAX L.**, just as the dredge was going down. The top picture shows the hull partly submerged, while in the lower one the dredge is just disappearing from sight. The second picture was snapped about a second and a half after the first. At present it lies in 84 feet of water. Captain J. Earl McQueen was in charge of his tug **MAX L.**, which was assisting the tug **PEEL** to tow the equipment to Kincardine. The evening prior to the disaster, a terrific storm blew up and in spite of the fact that it was weathered all night, the dredge sprang a leak and foundered at 11 a.m. next day. An interesting sidelight on the accident is that Goderich divers would not go down to investigate the wreck as they claimed the water was too deep, so Captain McQueen donned the diving equipment himself and made the inspection. Immediately following the war, Captain McQueen was Salvage Officer in the British Navy and was in charge of the raising of many vessels which were sunk by submarines. This is the first time since 1916 that he has done any diving work. These are the only pictures which were obtained of the wreck and have appeared in no other newspaper.

July 22, 1932

### **THE GREAT LAKES - ST. LAWRENCE WATERWAY TREATY SIGNED**

The signing of the Great Lakes-St. Lawrence Waterway Treaty this week, which will bring European markets 625 miles nearer to the Detroit River centres on both side of the line, was hailed with enthusiasm by economic leaders throughout Canada and the States.

Western Ontario and Michigan will furnish a large portion of the 23,000,000 tons of freight which the waterway is expected to move each year. Detroit River ports, for the first time, will have the benefit of all-water rates to the Pacific Coast.



### **Will Benefit 40,000,000**

At least 40,000,000 persons in the interior of Canada and the United States will be benefitted directly by the project. The saving in the cost of transporting grain from the Canadian West to Europe will be 6 cents a bushel.

One of the major projects assigned to this country under the treaty is the deepening of the channels in the upper lakes. According to the engineer's estimates, \$56,500,000 will be spent on the St. Mary River and for the construction of compensatory works in the Detroit and St. Clair Rivers. Of this sum \$14,000,000 already has been appropriated.

The work in the Detroit River includes a widening of the Livingstone Channel and of the construction of rock sills below the 30-foot level to retard the flow of water. Similar sills will be built in the St. Clair River. One new lock of 30-foot depth is to be constructed by the United States at Sault Ste. Marie.

### **Features Are Listed**

The St. Lawrence agreement calls for a navigation channel, 27 feet deep, from Montreal to Lake Ontario. The principal features of the project follow:

Length – 181 miles.

Major construction – two dams, one at Barnhart Island, one at Crysler Island.

Electrical power production – 2,200,000 horsepower – One-half for the United States, one-half for Canada.

Source of power – Power house to be built at either end of each dam.

Total cost - \$543,000,000, of which the United States will be charge with about \$272,453,000 and Canada \$270,976,000. A considerable portion of these sums has already been expended by both countries. The out-of-pocket cost to Canada is about \$42,000,000.

Reductions from the total cost – Revenues from power disposal.

Time to complete – Seven to 10 years.

### **Canadian Plan Adopted**

The Canadian project of a two-stage development in the international section has been adopted instead of the original American project of a single stage development.

### **No Further Diversion of Water**

Diversion of water from the Great Lakes by the Chicago Drainage Canal must conform to the quantity provided under the United States Supreme Court decree of April 21, 1930. No further diversion is to be authorized except by authority of the International Joint Commission on which Canada and the United States are equally represented.

Both countries are released from responsibility for damage to persons or property in the construction work. By this article both countries are required to provide at their own expense land necessary for carrying out the work.

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FUNDS ALLOTTED FOR DETROIT RIVER WORK

Assures Starting of Dredging Soon

\$3,443,000 for Mich. Projects

The M. Sullivan Fleet is Leased by Contractors

Action of the U. S. War Department on Friday allocating \$3,443,000 for expenditure on Michigan rivers and harbors, assures the beginning of this work within a few days.

For the Lower Detroit River towns, the most important project in the list is the widening and deepening of the Livingstone Channel for which \$1,068,000 is allocated. This contract has been let to the Arundel Corporation of Baltimore, and the work is to begin early in August. About 450 men will be employed for four years.

E.S. Johnson has been engaged as chief engineer by the Arundel Corporation to direct this important improvement project, having selected Mr. Johnson who at the time was busy with two dredging projects for his own company on the Mississippi River. The Arundel Corporation offered to complete this project if he would take on the Detroit River project for them. He is quite a celebrity in his own line. He started his engineering work in California and built the second dredge for a company which now possesses 48 dredges. He remained with this company until three years ago when he started his own in Chicago. He has directed dredging activities in Mexico, Venezuela, Colombia, Hawaiian Islands and Florida.

Mr. Johnson is now locating a forge shop to sharpen drills and other equipment and he also plans to use on the river an old scow as a magazine for the four and a half million pounds of powder dynamite to be used for blasting. When the blasting work starts, the work crews will take on semblance of navy fighters. A hole six inches in diameter is drilled into the rock. A charging tube is filled with dynamite which goes into the hole. The tube is pulled up and wires attached to an electric cap are inserted into the dynamite. The electricity in the wire shoots the cap and then the explosion.

The flotilla leased from the M. Sullivan Dredging Co. of Detroit consists of ships with awe-inspiring names: **DENBY**, **COLUMBIA**, and **GIFFORD**, tugs; **DESTROYER** and **T.N.T.** drill boats; **AJAX** and **JUPITER**, derrick scows. There will also be a number of dump scows. The fleet is assembling and a blacksmith shop is going up on the dry work piled at the edge of the Livingstone Channel.

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The Government lighthouse steamer **ST. HELIERS** was in port over the weekend, en route to Parry Sound. J.N. Arthur, superintendent of the lighthouse service for the Great Lakes, was aboard.

The houseboat **DETROIT** was moved on Saturday from Amherstburg to Lake St. Clair, where the U.S. Engineers will make a survey of the ship channels. The boat was towed there by the tug **LIEUTENANT A.C. TIPPEN**.

### A Former Dredgeman

Friends in Amherstburg received word of the sudden death Sunday in Sandusky of Charles Harris, who is well remembered by river workers in Amherstburg. He and his wife lived here for some years, while he was engaged with the Great Lakes, Dunbar & Sullivan and the M. Sullivan Co.

## **EDITORIAL**

### **St. Lawrence Waterways Treaty**

Final terms of the St. Lawrence waterways treaty were settled last week, and a formal treaty which is now being prepared will be ready for signature at an early date, it was announced.

**The Project:** Canalizing the St. Lawrence River, making it navigable for ocean steamships, which will be able to proceed up to the head of the Great Lakes. The canals will enable ships of 27-foot draught to pass through. Allied with the canalization is the great project of power development. In the international section of the river 2,200,000 horsepower can be developed, Ontario and New York States each obtaining half. In the Quebec section of the river 3,000,000 can be developed.

**The Cost:** Between \$500,000,000 and \$600,000,000 from which is deduced the total of the Welland Canal cost - \$130,000,000 – which has been expended. In the apportionment of cost Canada will receive credit for this expenditure.

### **The Construction:**

1. Compensation works and some further excavation between Lake Erie and Lake Huron.
2. Compensation works in the Niagara River.
3. Excavation of reefs and points in the Thousand Islands section of the St. Lawrence River from Lake Ontario to Chimney Point.
4. The developments on the international rapids section, two canals and a total of three locks. Two power houses with an aggregate installed capacity of 2,200,000 horsepower.
5. Dredging of shoals in Lake St. Francis.
6. Construction of locks at the lower end of the Beauharnois power canal.
7. Control dams, and a canal with three locks from the foot of Lake St. Louis to Montreal Harbor, with a power house at the foot of the Lachine rapids with a final installed capacity of 923,000 horsepower.

### **The Time:**

From beginning of operations until first power is developed, three years. For completion of entire deep waterway, seven years.

### **The St. Lawrence Waterway**

The dream of a few years ago – a waterway from the mouth of the St. Lawrence to the head of the Great Lakes deep enough to permit passage of ocean-going vessels is nearer realization than many believed. Ottawa officially announced that the final terms of the proposed agreement between Canada and the United States have been settled and the formal treaty will be ready for signatures at an early date – possibly a week or two, Washington says, confirming the Ottawa dispatch. Until the full statement promised by the government is issued it will be difficult to predict when the actual digging on the deepening of the waterway and the construction of the accompanying power projects will start. Ratification of the various ruling bodies will not be unnecessarily delayed, if the terms are right. But the announcement that terms have been agreed

upon and that the treaty is being prepared for signatures marks an important stage of a development, which may have far-reaching effect on the commercial and transportation life of the continent.

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DAM CONTRACT AWARDED TO DUNBAR CO.

The Dunbar and Sullivan Dredging Company received on Friday a sub-contract from the Arundel Company of Baltimore for the construction of three coffer dams in the Livingstone Channel and started work on Monday on the first section.

The course of the channel to be deepened is divided into six sections numbered from A to E, and three of these, B, D and E, are to be done by the "dry" method, that means enclosing the sections by cofferdams, pumping out the water and leaving the bottom bare for quarrying. A, C, and F will be done in the "wet", and also will be left open in order not to interfere with boats that may want to get to Sugar Island.

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### **Collingwood Vessel Safely Reaches B.C.**

Completing her 7,500 mile voyage from Collingwood, on Georgian Bay, where she was built, the Dominion Government hydro-graphic survey steamer **WILLIAM J. STEWART** arrived at Victoria, B.C., on Sunday. Capt. A. Storey, her commander, reported a reasonably good trip, with the exception of stiff winds and fog coming up the coast from California.

The ship left Collingwood on June 5<sup>th</sup>, and went via the Panama Canal. She will be commissioned in survey work on the coast replacing the veteran steamer **LILLOOET**. The **STEWART** has a length of 228 feet and has accommodation for a crew of 66.

July 29, 1932

### **Capt. Jarmin Dies At Riverfront Home Piloted His First Boat At Age of Fifteen**

Capt. James Frederick Jarmin, whose condition of health had been failing, passed away at his home in Amherstburg on July 25<sup>th</sup>, in the ninety first year of his life. He was married to Jane Collette Bungey for 65 years.

He took to marine life when he was fifteen years of age and piloted his first boat, **CITY OF LONDON**, Captain Storey of Collingwood, from Amherstburg to Wyandotte through solid ice. He wrote for and was granted his captain's papers at the age of eighteen but was not allowed to take charge of a boat of his own until he was 21. In the meantime he was getting experience in sailing on a schooner with the late Captain Thomas Hackett and on other lake craft. He followed the fortunes of the lakes for twenty years, and in 1890 was retained by the Dominion Government to take charge of early improvement work in the Neebish Channel at Sault Ste. Marie. Later he accompanied Louis Coste to the Yukon to survey the Stikine River. Returning from there in 1900, the Government urged him to accept a commission with Capt. Boone's dredging outfit at Collingwood, and for fifteen years he was engaged in managing that company's interest on the Georgian Bay, after which he retired from active life and erected the beautiful home called Jarmin Villa on the river front.

**WM. WOOLLATT, SR., MAYOR OF OJIBWAY  
DIES AT SUMMER HOME  
Ex-Warden of the County of Essex**

William Woollatt, Mayor Ojibway, had passed away quite suddenly following a heart attack at his summer home at Union-on-the-Lake, below Ruthven. He was 77 years of age.

Funeral services were held from the family home 81 Huron Road Walkerville, to Lincoln Road United Church, Tuesday afternoon, followed by burial in Windsor Grove Cemetery. Attending with representatives of church, various societies and friends from all over the county, were many members of the 1932 Essex County Council and former county councilors and officials, who in this way paid their last tributes of respect to a colleague who was not only greatly beloved by all who knew him, but whose opinions and judgment were valued in all matters of County Council administration.

Mr. Woollatt was a native of Bennington, Hertfordshire, England, but lived in Canada for sixty-two years. He first settled in Toronto and was brought from there by the late Hiram Walker to manage the L.E. & D.R.R. Railway in January, 1889. This railway later changed to the Lake Erie and Detroit River Railway and was constructed by Hiram Walker and sons and opened as far as Ruthven in December 1888, and extended the next year to Leamington and further on down. Afterwards Mr. Woollatt was President and General Manager of the William Woollatt and Sons Coal Company of Walkerville. He was instrumental in establishing a car ferry line between Conneaut, O., and Erieau, connecting the Bessemer & Lake Erie Railway and linking Port Stanley with the Ohio railway terminus. He was also general manager of the Lake Erie Navigation Co. and was one of the prime movers in the construction and operation of the Essex Terminal Railway which links the various border industrial concerns. When the town of Ojibway was organized he became its first mayor in 1914.

**New Welland Canal  
To Be Opened By Largest Grain Carrier**

The world's largest grain carrier and holder of all Great Lakes freight records, the **S.S. LEMOYNE** of the Canada Steamship Lines fleet, will officially open the new Welland Ship Canal on August 6<sup>th</sup>. Officiating at the ceremony will be His Excellency the Earl of Bessborough, Governor-General of Canada, and delegates from all parts of the Empire now attending the Imperial Conference in Ottawa will be present.

Early on the morning of August 6, the lake freighter will enter the Welland Canal and about noon will reach lock seven at Thorold, where the official ceremony will take place. With the Governor-General, Premier R.B. Bennett and his cabinet, and delegates to the Conference aboard, the **LEMOYNE** will leave the lock and proceeding on her way to Lake Ontario, break the ribbon stretched across the canal, and the new waterway will be declared officially open. For the occasion, it is expected the **LEMOYNE** will carry a record ago.

August 05, 1932

The Canadian Steamer **LAKE MICHIGAN** was wrecked when she struck a rock at the foot of Bob-Lo.

August 12, 1932

## **CAPTAIN KELLY DIES AT NORTH STREET HOME**

**Master of Large Lake Steamer SHENANGO**

**Funeral on Tuesday**

**Shipmates Stand Last Watch with their Captain**

The death occurred at his home on North Street on Saturday noon, August 6<sup>th</sup>, of Captain James Kelly, aged sixty-two years. He had been ill three weeks, his death coming as the result of streptococcic poisoning from an infection of the throat. The end came very peacefully, Mr. Kelly receiving the last rites of the church, and answering the prayers for the dying. The funeral was held on Tuesday morning to St. John the Baptist R.C. Church for requiem high mass, and was attended by a large number of relatives and friends who called to pay their last respects. During the offertory Mrs. Anita Ong Hamilton rendered as an organ solo "Ave Maria," and during the mass Mrs. Doris Maloney sang in a beautiful voice "As Years Roll By" and "Thy Will Be Done". Burial was in the R.C. cemetery. The pallbearers were six lake captains: Capt. W.F. Riley, Supt. John F. Jones of the **W.P SNYDER, JR.**, Capt. Frank Ott of the **SCHOONMAKER**, Capt. J.E. Mahon and Capt. A.C. Callam of Amherstburg, and Capt. John J. McCarthy, of the **HALCYON**, of Walkerville Ferry Co. A number of his oldest friends and associates acted as honorary pallbearers. They were: Capt. E. Gatfield, J.S. Gatfield, A.U. Gunn, E.S. Jones, R. Drummond, W.P. Coyle, H. Coyle, F.H. McGaffrey, R.W. Darragh, Capt. E. Maguire, F.E. Laramie, E.S. Tansey and C.H. Vahey.

Capt. Kelly was born in Amherstburg, a son of the late William Murphy of Anderdon, originally of Ireland. Surviving are his widow and one daughter Marion, and the following three brothers and two sisters: D.J. of California; John of Omaha; Joseph, M.C.R. engineer, of Windsor; Mrs. E. Maguire and Miss Mary Kelly, of Windsor. The deceased are Thomas of Windsor; Mary Jane who died in infancy; Timothy, river front, Malden; William, river front, Anderdon; Capt. Henry of Cleveland; Charles of Amherstburg, and the subject of this memoir. The last five died within the last three years. On January 9<sup>th</sup>, 190, Capt. Kelly was married at St. Leo's Parish, Detroit, to Miss Ella McCarthy, daughter of the late John McCarthy and his wife Mary Tormey, of Amherstburg. For some years he was marine reporter for Duff & Gatfield, and was master of the steamer **SHENANGO**, of the Shenango Steamship Company of Pittsburg. On Saturday morning he received a wire to take charge of his ship, but had already answered his last call. He was a member of the Holy Name Society of Buffalo. Capt. James Kelly was a man of quiet disposition, and was loved and respected by all who knew him. The night before the funeral a number of his marine colleagues arrived to stand the last watch with one who had been associated with them for years. They were: Capt. W.F. Riley, manager of the Shenango Furnace Co., Buffalo; Capt. John R. Jones; Capt. Frank Ott; Mr. D. Malloy; Mr. F. Wilcox and Mr. E. Fritz, of Cleveland. Deep sympathy is extended to the bereaved family.

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Capt. Thomas Hagen Retires

Capt. Thomas Hagen, who for over sixty-nine years has been sailing, retired from his command of the tug **ABNER C. HARDING**, last week. Capt. Hagen is one of the most beloved tug captains in this district and will be greatly missed when the **HARDING** pulls into port. For years

he was stationed with his tug at Amherstburg, with headquarters at the old waterworks docks, and he spent his spare time teaching the kids of the town how to swim. Capt. Hagen quite literally began life as sailor. He was born in the middle of the Atlantic Ocean, when his parents were on their way to Amherstburg from Ireland. The voyage took three and a half months and as he was born when they were a month at sea, it took two and a half months before he had a chance to see that there was such a thing as dry land in the world. At the age of thirteen he went sailing again, and he has been on the Great Lakes and rivers continuously since. His reputation was that of one of the best tug-boat captains along the chain of lakes.

STR. LEMOYNE OPENS CANAL

The prow of the world's largest freighter cut its way into history at Thorold, Ontario, Saturday, by snapping the ribbon across the Welland ship canal, and opening the waterway. *"I hereby declare the Welland ship canal open to the commerce of the world"*. With these words His Excellency the Earl of Bessborough, Governor-General of Canada, opened the new Welland canal at 3:44 p.m. Saturday. A moment later lock seven was swung open to allow the **LEMOYNE** to pass through. Loaded with 530,000 bushels of Canadian grain, the huge **S.S. LEMOYNE** cut the ribbon amid a riotous medley of noise and cheers.

Preceding the opening, members of British and other overseas delegations spoke briefly, all offering compliments of the great engineering achievement.

The canal is the fourth across the Ontario peninsula, built to connect Lake Ontario and Lake Erie for shipping and avoid Niagara Falls. It was started in 1913, and cost the Canadian Government \$122,000,000, which will be credited to Canada if the St. Lawrence seaway is opened by the United States Congress and the Canadian Parliament. Eight locks now take the place of 40 wooden locks in the original canal which was privately completed in 1829. The first canal had an eight foot depth. The new one has a minimum depth of 25 feet, allowing all except the largest ocean passenger and war vessels to pass through it.

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The tug **MAX L.**, owned by Captain J. Earl McQueen, was severely damaged while towing mud scows at the work going on at the Livingstone Channel. While going out with a loaded scow the tug struck a submerged rock and stopped. The loaded scow crashed into the tug, tearing a hole in the side and causing other damages. At present the **MAX L.** is lying at the government dock but will later be taken to the dry dock for repairs.

August 19, 1932

## NAVIGATING THE CANAL

Opening the Welland ship canal was an event of sufficient importance to bring out the governor-general of Canada, the prime minister of this country, former prime ministers from three other British countries and a varied assortment of additional statesmen. It was also commanded for the day the services of the largest grain carrying boat in the world. But it was all in the day's work to the captain of the **S.S. LEMOYNE**, pride of the Canada Steamships Line fleet. He put his boat through the canal with nothing to mark the occasion beyond a collection of gay flags. He wore his captain's hat, but left off his gold-braided coat, and as the **LEMOYNE** took the final passage through the gates where the political pride of an Empire was represented by morning coats

and silk hats, he turned his back on the proceedings and drank a cup of tea. Tugboat Annie couldn't have done it better. (*Financial Post, Toronto.*)

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The tug **MAX L.**, owned by Capt. J. Earl McQueen, came out of the Great Lakes dry dock, where she underwent repairs, on Tuesday.

Capt. J. Earl McQueen had charge of the moving of the **S.S. VEDAS** from the C.P.R. dock in Windsor, to the foot of Brock St on Tuesday. This boat was seized two years ago by federal officers.

Dredge Work Progressing

The government dredge, **PWD 117**, which has been operating here for the past week, is making satisfactory progress in dredging out the area for the proposed wharf extension at the lake. The dredge arrived last Thursday noon and lost no time in getting to work. It started in at a location about 100 feet south of the end of the present dock and since that time has lifted several thousand tons of sand and clay from the lake bed. This is thrown on two large scows and towed out into deep water by the tug **PEEL**, where it is deposited. The depth of the dredging is about 24 feet and already an area about 100 feet wide and 200 feet long has been dredged to the required depth.

August 26, 1932

Three U. S. coast guard 75-foot cruisers from Detroit are on the job directing river traffic through the Amherstburg channel. The Livingstone Channel is closed for dredging operations. All traffic will pass through the Canadian waters until the deepening of the Livingstone Channel is completed.

The steamer **BATAVIA**, which has been undergoing repairs for the past two months, is now ready to go into commission.

Dunbar & Sullivan's tug, **HALF BREED**, it is reported, will be fitted with a new type Diesel engine and used in river work here at Amherstburg.

September 02, 1932

Re Dredges

"Marshall Mo.,
August 25, 1932

Editor the Echo:

Dear Sir, Am doing some dredging myself, having two government owned dredges working for me. Each cost about \$450,000, and they are averaging about 1,500,000 cubic yards per month each. One of them excavated 104,000 cubic yards in one day recently. Am enclosing picture of one of these. It is a suction dredge of the dustpan type. The suction head is 36 feet wide and has 35 three-fourths inch

water jets playing into the sand in front of it to agitate the sand so that it will go into the suction. The discharge pipes of these dredges are 34 inches in diameter and 500 feet long. They are attached to the dredge in such a way that they may be swung perpendicular to the side of the dredge by use of a rudder placed at the end of the discharge. The discharge water hits this rudder, and provides the force to swing the pipe line.

Yours very truly,
Harry Hodgman”
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September 23, 1932

## **DRY CONTRACT AWARDED TO MILLS CO.**

**Other Bids Must Be In By Oct. 5<sup>th</sup>**

### **SECTIONS B, D, E**

The sub-contract for the “dry work” on the Livingstone Channel has been awarded to the Mills Company by the Arundel Corporation, who have the general contract for this section of the deepening of the lower Detroit River. The “dry work” will consist of three sections, B, D, and E. B section begins about 150 feet above the old cofferdam, and is 7,400 yards in length. There is a short gap between sections B and D which will be done in the “wet” so as not to interfere with traffic to Sugar Island. Section D is 6,500 yards in length, and section E 6,500 yards. The Dunbar & Sullivan Dredging Company have the contract for the building of the dams, and dredges have been at this work for some time. The contracts for the dredging of the river near Fighting Island will be opened on October 5<sup>th</sup>. The Mills Company, who have the dry contract, are a Canadian company with a United States branch which will do the Livingstone Channel job.

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Make Survey Of ‘Burg Harbor

W. K. Cameron, chief engineer of the Department of Public Works for Canada and F. Y. Harcourt, district engineer, were in Amherstburg this week making a complete survey of the Amherstburg harbor. These men also visited the Livingstone Channel where the Dunbar & Sullivan Dredging Company are building the coffer dam preparatory to the excavating of the B, C, and E sections in the dry.

E. J. Gott, M. P. for South Essex is impressing upon the department the necessity of deepening the Amherstburg harbor to be ready when the river deepening is completed.

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The Canadian Steamship freighter **COALHAVEN**, unloaded a cargo of coal Wednesday at Mullen’s docks.

### **Seeks Bids**

Bids for the deepening of Fighting Island Channel, the Livingstone Channel and the channel at the head of the Detroit River are to be sought at once, according to Major R.C. Crawford, United States district engineer at Detroit, whose recommendation of a \$795,000 expenditure for this work was approved Monday by the War Department.

### **Replace Buoys**

Under the direction of Captain J. Earl McQueen, who is in charge of the navigation aids in the Lower Detroit River, the gas buoys in the Lime Kiln Crossing and Ballard's Reef section of the Detroit River have been replaced. At the opening of navigation, the smaller gas buoys are placed in this part of the river and it is necessary to recharge these at this time so they will remain in working order till the close of navigation in November.

September 30, 1932

### **Government Tug Here**

The government fishing patrol tug **MISEFORD**, under the command of Capt. Frank Ironsides, of Collingwood, coaled up at the Mullen Coal Company dock on Thursday before continuing to her fall duties in Lake Erie.

### **Traffic on Our Canals**

In an official report from the Department of Trade and Commerce, it is stated that the total traffic through the Sault Ste. Marie Canals from the opening of navigation until the end of August amounted to 9,658,162 tons, or slightly over one third of the 1931 traffic for the same period.

October 07, 1932

### **Dredging Cost \$1,312.50**

During the course of the recent dredging operations at the Government slip at Wigle's mill this summer, 1750 cubic yards of material, scow measurement, was removed by the Chatham Dredging and General Contracting Company. The contract was let by tender at the cost of seventy-five cents per cubic yard, or a total cost of \$1,312.50, for which the company is now in receipt of payment.

October 14, 1932

### **Dredging Company Would Establish Harbor Line**

The application of Dunbar & Sullivan Dredging Co. for the establishment of a harbor line around Stony Island in the Detroit River opposite Grosse Isle, will be considered at a public hearing in the United States Engineer's office in the Custom House on October 28<sup>th</sup>, according to Maj. R.C. Crawford, district engineer. Officials of those cities or towns whose interests may be affected by the proposed work will be given an opportunity, Maj. Crawford said, to express their views in the interests of navigation.

October 21, 1932

### **Leamington Dock Contract Let**

K.M. Cameron, chief engineer of the Department of Public works, Ottawa, announced on Saturday that the Chatham Dredging and General Construction Company had been awarded the contract to build the new Leamington dock. The tender was \$144,783.3. The next lowest was \$149,000. Actual construction work will commence this week.

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The dredge **HANDY ANDY** commenced operations in the Detroit River development scheme last week, and more men are being employed in the work.

The dredge **HANDY ANDY** and tug **SAMUEL J. DARK** are working on Ballard's Reef, digging material for top filling at the Livingstone Channel cut dams.

Point Pelee Onions

Point Pelee onions are being shipped by water this year. The tramp steamer [**DELIAH**] loaded 25 cars in Leamington last week destined for Halifax and Newfoundland. This is the sixth shipment made by water this season.

October 28, 1932

Prompt Action Saves Loss of Cruiser Crew

Prompt action on the part of the tug **MAX L.**, in command of Captain J. Earl McQueen on Thursday morning last, saved the lives of the crew of the cruiser **MAY DEN** and prevented the boats from foundering. The crew and scow were being used to make a survey of the proposed dredging near the Bar Point Light when a sudden blow came up. The cruiser began shipping water and soon the engines were put out of commission; added to this, the tow line was caught in the propeller. Captain McQueen, seeing that there was trouble, went to their aid and towed the boats into the government dock where repairs were made. Had the **MAX L.** not been on the scene there is no doubt but that the crew, the cruiser and scow would have been lost.

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BIDS OPENED ON RIVER WORK Ballard's Reef and Bar Point Sections

Bids on the two sections yet to be let on the Lower Detroit River dredging project were opened in the U. S. Engineers office in Detroit on Tuesday and Wednesday. On the Ballard's reef section the lowest tender was submitted by the Construction Materials Corporation of Chicago at \$1.48 per cubic foot. This section is one and a half miles long and 880,000 cubic yards must be moved.

The Great Lakes Dredge and Dock company were the low bidders on the two and one half mile section near Bar Point. Their tender was 19-4/10 cents per cubic yard; 1,355,000 cubic yards must be moved here. The reason for the big difference in the per-cubic-yard price of these two jobs is that the former channel will be dug through rock, while the latter is earth.

The tenders must be given over and confirmed by Washington before the formal contracts are entered into – but there is little doubt but that these sections will be awarded to the above mentioned firms.

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### **DREDGE LOST IN STORM ON LAKE HURON En Route from Muskegon to Amherstburg**

En route to Amherstburg from Muskegon, Michigan on Wednesday afternoon, the dredge

**HERCULES** foundered and sank off Point Aux Barques, Michigan. The crew was saved by the Great Lakes tug **FAVORITE** which had the dredge and steel scow in tow. The **HERCULES** is familiar to Amherstburg residents as for many years it was used on Lower Detroit River dredging work. It was owned by the M. Sullivan Dredging Company. John H. Sullivan of Amherstburg is superintendent of the company.

### **Oldest Lake Captain**

Captain James McGuire is believed to be the oldest living Great Lakes captain in Amherstburg. Captain McGuire, although totally blind, is enjoying good health and always displays a keen sense of humor. The captain is 85 years of age. He lives with Mrs. Frank Auffret, Apsley Street.

### **Ship Flour**

Wigle's Flouring Mill shipped a carload of flour to a firm in Winnipeg on Thursday via the freighter **WILLOW BAY**.

### **Survey Dredging**

Several dredging companies have had crews during the past week making a survey of the proposed dredging, tenders for which will be opened in the near future. The channel to be deepened and widened extends from **BAR POINT** lightship to Bar Point, a distance of 18,000 feet. It is to be dredged to a depth of 26 feet with a two foot over-depth. The channel will be 800 feet wide.

November 04, 1932

### **First Mate of Coal Carrier Killed Gets Caught In Big Conveyor Belt**

Darcy Montgomery, 34 years old, first mate of the Canada Steamship Lines coal carrier **GLENELG**, was fatally injured aboard the boat at 8 a.m., Tuesday, while unloading coal at the Mullen Coal Company dock here. Caught in the big conveyor belt, he was heavily thrown to the deck, it is thought. When questioned, the crew said there were no eye witnesses of the accident.

Montgomery's skull was badly fractured in several places. Dr. E.C. Harris answered the emergency call and gave medical aid. Montgomery was rushed to Hotel Dieu, Windsor, where he passed away at four o'clock that afternoon.

Montgomery, a native of Collingwood, had spent most of his life as a sailor. About two years ago he was married to Miss Grace Girvin of Collingwood. Deceased was a member of Collingwood Lodge No. 54 I.O.O.F.

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Frank Conroy, cranesman of the dredge **HERCULES**, had the misfortune to have his right arm broken at the wrist one day last week.

November 11, 1932

Novel Method of Getting Coal To Dry Channel Job

Several thousand tons of coal have been moved this week from the storage docks at Amherstburg to the Livingstone Channel, where it will be used by the Mills Construction Company, which company has the contract to do the "dry work." This coal was brought to the Mullen dock from the States a week ago. Captain J. Earl McQueen has the contract to transfer the coal from the dock to the cut and is being taken over on the coal barge **BATAVIA**, towed by the tug **MAX L.** The coal buckets are dumped into the river at certain points in the channel, so that when this section is pumped dry a few weeks from now, the fuel will be right on the job. In this way the matter of transporting the coal to the bottom of the channel is solved.

River Contract Awarded Great Lakes Co.

Assistant secretary of war, Col. Frederick H. Payne, on Monday announced that the Great Lakes Dredging and Dock Company of Cleveland had been awarded a \$262,870 contract for dredging the Livingstone Channel, Detroit River. This work is below Bois Blanc Island and is a two and one half mile section. The tender was for 19 4-10 cents cubic yard.

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### **Wood Docks Did Big Business in 'Burg Historical Sketch of an Important Industry**

Before the advent of coal as the chief fuel for steam tugs and other vessels operating along the lakes and rivers, there were at several points fuel docks known as wood docks. Wood – the finest oak, maple, birch, ash, all were sold to boats plying their way in these waters. Long since, these wood docks have passed out of existence and have been replaced by coal docks, where not only tugs but large freighters call for a supply of fuel.

The late T. James Park, father of James Park, Medical Officer of Health, owned and operated one of the largest docks here on what is now the Mullen property, where a thriving business was done. Tugs, both large and small, took on their fuel at this dock. In this connection it might be stated that most of the freighting on the lakes was done by tugs towing barges laden with goods.

Other docks north of the Park property were those owned by the late Angus Kevill, Thomas Ouellette and Dallas Norvell. At Gordon, there was quite a famous fuel dock owned by the late T.B. White. At this point as well as several others along the route to Sandwich, it was convenient for the light draught vessels to come into dock, whereas the depth of water is not sufficient to allow our modern freighters to call. The greatest volume of business at these docks was done in the decade between 1855 and 1865.

By the seventies, coal was becoming a popular fuel and the wood business gradually dwindled away. However, in the years that the wood docks were flourishing, most of the dense forest which at one time covered this county was cut off. In those days lumbermen bought the timber on a place and proceeded to market it. Expert axemen cut down the trees and the wood was cut into four foot lengths, piled in cords and later hauled on sleighs to the wood yards. A famous old wood yard in Lake Erie was situated next to the old Echo office on Ramsay Street. Here the wood was piled and left during the winter. Then in the spring and summer it was moved to the

docks and sold by the dock operator to vessel owners.

It was a laborious process to get the wood from the bush to the boat. All manual labor and hard work, too. There were no cross cut saws, the trees had to be felled by axemen. One of the fine features of the old system of fueling boats was that a great number of men were employed annually as wood cutters.

The shrewdness of the wood dock operators is illustrated by an incident in the history of the fuel dock at Pelee Island.. There was a practice of throwing back on the dock all sticks with large knots. These same sticks were put into the pile of cordwood and sold to the next vessel calling. One day a certain captain ordered his men to throw the knotted pieces overboard into the lake instead of onto the dock. *"I have already paid for that same wood twenty times,"* he said.

One of the most prominent docks on the Lake Erie shore was the Colchester dock, built in 1867 by the late Alexander Hackett, father of Miss Eliza Hackett who now resides in Colchester village. Besides doing a thriving business in wood, this dock came to be one of the important shipping centres in the county. Wheat, and all kinds of farm produce were shipped from this dock at one time, but now the dock is in a poor state of repair in spite of the fact that it has been rebuilt since the date it originally jutted out into the lake.

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Richard Cahill has shipped as cook on the coal barge, **BATAVIA**.

Floating Hotel

The Steamer **ARIZONA**, oldest ship of the old Goodrich Transit Co., started on its last voyage. A tug towed it out of port at Manitowac and started down the lake en route to Detroit, where the **ARIZONA** will be made into a floating hotel for employees of a construction company. The wooden craft was considered one of the finest lake passenger steamers when it was built at Manitowac in 1888 and christened the **CITY OF RACINE**. It cost originally about \$175,000 – (Great Lakes News.) This boat will be used on the Livingstone Channel work by the Mills company who have the contract to do the dry work.

November 18, 1932

Ballard's Reef Job Awarded to Chicago Construction Co.

The contract for the Ballards Reef section of the Livingstone Channel dredging job has been awarded to the Construction Materials Corporation of Chicago, according to a recent announcement made by the U.S Engineers office. This is the last section of the work to be let and is one and a half miles long and 880,000 cubic yards must be moved at a cost of \$1.48 per cubic yard.

Veteran Captain is Dead at Buffalo

Capt. Robert J. Wilkinson, master of the Great Lakes Transit steamer **H.A. SCANDRETT**, and a veteran of the lakes, died Sunday night at his home in Buffalo. He had been ill a week. Born in the town of Leamington 67 years ago, Capt. Wilkinson was one of the few surviving members of one of the best known South Essex pioneer families. He took to the lakes at an early age, and won

his masters papers before he was 30 years old. He was a son of the late Lieut. Col. James Wilkinson, of Leamington, the first commanding officer of the old Essex Fusiliers regiment. He had made his home in Buffalo for the last 30 years.

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One of the Arundel Corporation dredges which has been outfitted at Detroit for work on the river development scheme, passed down opposite Amherstburg about noon Monday. This dredge will be located for dredging operations as soon as possible.

### **Navigation Season Nears End**

Navigation will end November 30<sup>th</sup>, according to insurance contracts carried by vessel owners operating on the Great Lakes. Extension of these contracts may be obtained until December 12<sup>th</sup>, weather permitting. That is, any vessel which leaves port before December 12<sup>th</sup>, insured under the extension plan, is insured until she reaches her destination.

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The Tree Line freighter **WILLOW BAY** loaded a cargo of flour from the Wigle Mills on Sunday. This was consigned to Medicine Hat.

November 25, 1932

FIGHTING ISLE DREDGING TO START NOV. 25

Dredging operations for the improvement of Fighting Island channel are to be started about November 25, according to Maj. R.C. Crawford, district engineer, the work to be completed by August 15, 1933. During this period the hydraulic dredge **SHAMROCK** will be operating in shoal areas on both sides of the channel. Operations during the remainder of the 1932 navigation season probably will be confined to the westerly 300-foot width of the channel opposite Grassy Island. Maj. Crawford has issued a warning that vessels passing the operations should proceed with caution.

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The steamer **ELMBAY** was in port Friday for a consignment of flour being shipped to the west by Wigle Flour Mills.

### **Telephone Cable Broken**

Bell Telephone company servicemen were engaged Friday in pulling up the cable between Amherstburg and Bois Blanc Island. This cable was broken, it is alleged, by a freighter dragging its anchor along the river bottom.

### **The Hackett Dock**

In a recent issue of *The Echo* an article appeared on the wood docks of this district. Original information is now available on the Hackett dock which was operated at Colchester. This dock which did a flourishing business, was completely gone before the present government dock was constructed. It was built by John Atkinson of Amherstburg. Where the autos now park in the summer along the bank used to be covered with piles of cord wood for the tugs, railway ties and bolts awaiting shipment. Cobblestones were also hauled on this dock and shipped to Detroit where they were used in the paving of the streets. Large quantities of wheat were also loaded into

boats and at that time as much as \$1.25 was paid per bushel. The large steamers would in for the grain and vessels would load the ties, boats and stone. At that time, too, the boat which plied between Pelee Island and Windsor would call at this dock. Also from here, excursions were run across the lake.

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The steamer **PERRY** is doing survey work at Bar Point.

The steamer **HURONIC** of the Northern Navigation Company Steamship Lines, was in port on Monday taking on a shipment of soda ash from the Brunner Mond Canada Limited.

Capt. McCormick of the **BAR POINT** lightship came into port in his gasoline boat Tuesday morning and reported the lake still clear of ice.

Peter Laird and son Thomas have taken positions with the George Mills Company, which has a contract in connection with the dry work on the Livingstone Channel cut.

Capt. J. Earl McQueen is supplying the Str. **INDIANA** which is moored at the south end of the Livingstone Channel cut, with coal. The **INDIANA** will furnish the power for the giant pumps that will pump the water out of the dry works.

December 02, 1932

The Canadian Cannery Ltd. shipped eleven thousand cases of canned tomatoes to Montreal and Quebec on Saturday via the Canada Steamship Lines freighter **WEYBURN**. The tomatoes were hauled from the company warehouse to the dock at the foot of Murray St. by Drifford Bertrands Minute Delivery trucks.

DREDGE NO. 1, of the Chatham Dredging Company, started the work of digging the trench for the new intake pipe of the Kingsville fish hatchery this week. It was towed to Kingsville from Amherstburg by the tug **HENRY STOKES** which was piloted by Captain J. Earl McQueen. It is expected that if the weather holds, the complete job will be done in a week.

Discuss Local Situation in Parliament on River Work

E. Gott, M.P., Brings Matter To Attention of Government

(Special to The Echo)

Editors Note – The following dispatch comes direct from Ottawa exclusively for *The Echo*.

The labor situation at Amherstburg, Ontario, a small town on the Canadian side of the Detroit River which forms part of the boundary line between Canada and the United States of America, was brought into parliament before the adjournment, by Eccles J. Gott, Conservative member of the House of Commons, for Essex South, Ontario.

Mr. Gott, who was born and raised on the shores of the Detroit River in the old historic town of Amherstburg, in history known as Fort Malden, was for many years engaged in channel construction at that port and in the very vicinity of where the present labor pot simmers with

international and interlocking difficulties. He probably knows the situation and appreciates the difficulties which are bound to arise in international construction as well as any person on the continent and is so well versed in former procedure as to be an authority of what procedure should be assumed.

In discussing the situation here, Mr. Gott is not reluctant to point out the benefits which would accrue to Amherstburg and vicinity if the dredge and drill workers, residents of Amherstburg, could obtain employment on the work as they had on all former contracts. For many years, he said, channel construction was the main source of employment for Amherstburg citizens and thousands of dollars was put in circulation through contracts let by the United States government to contractors who for convenience made Amherstburg their headquarters, where they were received loyally and cordially by its citizens. There was no talk then "that Canadians should be barred from this work," which then as now is in international waters and some of it in Canadian waters, and why the order should issue, if it has, that Canadians should not be engaged on new contracts he says is beyond the comprehension of good thinking people.

Canadians, Mr. Gott points out are hardy people, willing, anxious and good workers, and made money for former contractors through their industry and devotion to their work. He himself occupied the position of drill boat foreman for the Buffalo Dredging Company during the course of one of the large contracts there. He, like other workmen, belonged to the International Union which was affiliated with the Long Shoremen. These workers, who are Canadians, he says, have paid dues into their international Union for many years, in anticipation of being qualified to resume work on any international channel construction in the lower Detroit River and upper Lake Erie is to be made, and the Union officially owe it to their members, Canadian or American, he says, to see that they are protected and not discriminated against by some over-zealous official. Nor should it be necessary on the part of any person to induce Canadians to take out American Citizen papers to qualify them for work in international waters. Canadians were on a par with Americans on former large contracts which commenced about forty years ago and which have continued intermittently through all these years and has resulted in the expenditure of many millions of dollars.

And why, he asked, should contractors be requested to make their headquarters in the United States – it was never done before. They can save thousands of dollars through establishing in Amherstburg through the proximity of the town to the work. In a nut shell he says that it looks to him as though orders might have ensued from some person who has not the slightest conception of the situation and of the procedure of work on all former contracts. Canadian Customs and Immigration officials were always lenient and cooperated in every possible manner on former contracts and stand ready today to serve in a similar manner.

Mr. Gott hesitates to believe that orders were issued from Washington forbidding employing Canadians, and says that the trouble if any may come through union officials overstepping their authority. He admits, however that it is quite possible for the International Union officials to make any adjustment they desire with the hands of the Governments at Ottawa and Washington, and thinks that the situation should be ironed out now, as there are several expert rock drillers and dredgemen in Amherstburg who would be a creditable asset to any of the contractors organization.

As far back as September, 1931, Mr. Gott foresaw the possibility of misunderstandings and from Amherstburg on September 23rd of that year, dispatched the following telegraph to the Prime Minister, Hon R.B. Bennett: *"United States Government have voted ninety million dollars for channel construction and improvement. Some of their work is in International waters. Ten*

million dollars of the appropriation is to be spent down this way. Report is current that instructions have gone out that only United States citizens will be employed. I am under the impression that work proceeded within international waters must be sanctioned by our government. In this event when sanction is given could it not be specifically designated that on international work international labor should be engaged. There are many Canadian drill and dredge men, tugmen and scowmen, who belong to the International Longshoremen Marine and Transportation Association, one branch of which is located at Amherstburg, Ont. They would appreciate action in their behalf. Signed, Eccles J. Gott, M.P."

During the past week, while here, Mr. Gott referred the foregoing telegram and other dispatches from Amherstburg to Dr. O.D. Skelton, Under-Secretary of State, and he points out specifically to him that although the money is supplied by the United States Government, the work is in International waters and some of it in Canadian waters, and that an understanding should be arrived at between the two Governments so that International Union men will not be deprived from engaged on work in International waters. In pursuing his claim for the rights of Canadians to engage in work in International waters without molestation on the part of the U.S. Government officials, Mr. Gott has taken the case most energetically into the Canadian Parliament. He claims that if the Canadian Government was deepening the channel in International waters that American citizens could not be automatically discharged by any contractor.

On the order paper of the House of Commons for Friday, November 25th, page seven, "Notices of motions for production of papers," there is standing in the South Essex member's name, number one Mr. Gott, Address. For a copy of the agreement between the Government of Canada and the Government of the United States of America which permits channel construction in the Lower Detroit River and Upper Lake Erie, International waters, at or near Amherstburg, Ont.

Number two on the order paper is also a motion for production of papers by Mr. Gott dealing with another phase of the situation. He is firmly of the opinion that these contracts should be proceeded with in the same manner in which former ones were, as the same conditions prevail today as then between the two governments. Should there be any difference in these contracts and former ones, the Tory member for South Essex will in all probability uncover it when the agreements are tabled which may be done shortly after the House re-assembles on January 8th. In the meantime, Mr. Gott will not be led into believing that any orders have been issued from Washington which bars Canadians from working on channel construction in International waters even if the United States Government is supplying all the money.

Mr. Gott's action is considered here as one in which his home town is much interested and is in the sense of a slowdown. He will in all probability be highly commended for his action by those of his community who understand the situation far better than any resident citizen of Ottawa.

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## **Pumps at Work on Livingstone Channel**

### **75,000 Gallons of Water per Minute**

#### **Section Dyked**

#### **First Part of Huge Dredging Scheme**

Seventy-five thousand gallons of water per minute – 60 minutes per hour and twenty-four hours a day – think of it – that is the rate which water is being pumped daily from section "B", the first dry section in the Livingstone Channel project. The pumps began to work last week and have been going steadily ever since. These huge pumps are driven by electric generators, the power for

which is supplied by the steamer **INDIANA** which is moored beside the dam.

For a number of years we have been hearing of the proposed dredging on the Livingstone Channel – now this is a reality – the contracts have all been let and the work is actually underway. The total length of the channel to be reopened is 32,500 feet, which is divided into six sections, three of which will be done in the “dry” and three in the “wet.” The Arundel Corporation have been awarded the bulk of the contract, three dry sections and one in the wet. Section “A”, has been awarded to the Construction Materials Corporation of Chicago and section “B” to the Great Lakes Company. The George Mills Construction Company, with offices in United States and Canada, are the sub-contractors on the dry work.

The three dry sections, lettered “C, D, and E,” have a total length of 20,400 feet. Section “B” is 7,000 feet long; “D”, 6500 feet, and “E”, 6500 feet. The dyke in Section “B” was built by the Dunbar & Sullivan Dredging Company this fall and with the exception of “patching work” is completed.

It is really unbelievable what has been accomplished since the Mills Company got on the job last week. Machinery has been set up, electric light and power lines constructed and huge pumps put into action. The base of operations is on the steamer **INDIANA** – this was formerly a passenger boat which was purchased by the construction company and converted not only into a floating power giant but also into a hotel in which the men, employed on the job, will live. Huge generators have been set up aboard the boat, large air compressors installed, transformers and other necessary machinery put in place. The generators are driven by steam which comes from the boilers of the steamer. On the upper deck are the living quarters for the men – three hundred and twenty-five staterooms, twenty-one shower baths, dining gallery and even an electric bake shop. The rooms are cozy, warm and clean.

The huge pumps which are taking the water are on a large scow within the dam. The water is conveyed by 26” pipes from these over the side of the embankment and dumped into the river. Three pumps are in action, each capable of lifting 25,000 gallons of water a minute – a fourth pump is always ready for use in case one of the three goes out of commission.

George Mills, president of the company, is personally in charge of this job and associated with him is his son, David. Mr. Mills, a Canadian by birth, was born at Fergus, Ontario. He has been in the contracting game for a long time and has done jobs in many parts of Canada and the United States. His company has only recently completed a contract at the Beauharnois Development near Montreal.

This week the large drag-line machines were brought here from Detroit. These were freighted down the river on flat scows and were put into position, ready to go down in the hole and to work, the minute the water is all out. The coal used is taken over to the job from Amherstburg, when needed. It is stored here on the Mullen dock and transported to the job by a coal carrier **BATAVIA** towed by Captain J. Earl McQueen’s tug **MAX L.** Captain McQueen’s tug also brought the steamer **INDIANA** from Detroit to its present location. On Saturday, when the Echo representative visited the job, Mr. Mills told him that section “B” would be completed before any work was done on the other two “dry” sections.

The present development is of special interest to the people of Amherstburg as twenty years ago the first dry dredging was done on the Livingstone Channel. The general contractor at that time was the Grant Smith and Company, and the sub-contracting was done by the Locher Company. A base was established on Stoney Island. Here the power was generated and camps were built for the workmen to live in. Captain Fred Trotter, who was then head of the Trotter Wrecking

Company, worked with the Locher Company and a great deal of his equipment, pumps, etc., were used in the pumping out of the dam. At that time this was considered a huge job, although 2,000 feet shorter than the present section "B". The pumps used then were capable of taking out 10,000 gallons of water per minute. Captain Trotter, with Captain David McCormick of Pelee Island and Capt. J. Earl McQueen made an inspection of the dam on Saturday.

December 09, 1932

## **Four Killed in Plane Crash Saturday**

### **Wreck Brought to Amherstburg by "BATAVIA" Near Bar Point**

The barge **BATAVIA** returned to Amherstburg at 6:30 on Monday night with the battered remains of the Stimson tri-motored aeroplane which on Saturday afternoon dove into Lake Erie, about a mile and a half from Bar Point light. Four people lost their lives in this crash - Miss Catherine Seis, Miss Marcella Kopinsky, Patrick H. Touhey and Thomas Neal Brown, all of Detroit. The plane took off from the Trans-American Airport in Toledo on Saturday morning in a fog which had grounded all other air traffic including U. S. mail planes, and headed for the Detroit City Airport. Shortly before noon it was sighted momentarily by a coast guard patrol boat, circling low and apparently without bearings, near Bar Point light. Some hours later the plane was found floating a mile west of **BAR POINT** lightship, badly mangled, further proof that the plane hit the water while travelling at great speed or fell from a great height. The body of Miss Kopinsky was taken from the wreckage on Saturday afternoon. However, all efforts to raise the plane for two days were prevented by high seas. Arrangements were made with Capt. J. Earl McQueen of Amherstburg, to take his equipment to the scene of the accident and raise the ship as soon as the weather was suitable. The **BATAVIA**, in tow of the **MAX L.**, left Amherstburg at two o'clock and it was no task to get the battered plane aboard. The body of Miss Seis was found in the wreckage when the plane was taken from the water. However, there was no trace of the men. The search for their bodies was continued by the coastguardsmen and planes from the various airports in Detroit.

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The lake sailors are beginning to arrive home, among the late arrivals being Lorne Bertrand and Walter Callam.

Old Colchester Dock Was Busy Place

The old Colchester dock, of which mention has been made in previous issues, was built in 1867 by the late Alexander Hackett, father of Miss Eliza Hackett, who operated a general store and let the contract for building of the old pile dock to John Atkinson of Amherstburg. The construction was entirely of piles with heavy planking as flooring.

After the dock was completed, Mr. Hackett improved and enlarged his store buildings and ran the dock on a large scale. Large lake boats came in and took on loads of stone, railroad ties, boats, where, or whatever there was to be shipped. As a wood dock or fuel dock it was a success, hundreds of small craft calling here to take on additional fuel before continuing either up or down the lake. One of the greatest difficulties which the owner had to contend with was the construction of the dock. In early spring when the ice broke up in Lake Erie, large cakes of ice would come in against the dock or become wedged between the piles, causing a great deal of

damage. Miss Hackett recalls having heard her father and other men who worked at the docks, tell of long days spent with poles trying to keep the ice cakes from damaging the dock. Wheat from the rural districts of Colchester South, Colchester North, Gosfield South and part of Malden, was shipped over this dock. Perhaps one of the most prominent shippers was the late Cornelius Wright.

After several years of prosperous operation, the dock gradually fell into a state of bad repair and finally was abandoned. In 1905 the Dominion government undertook to build a stone dock on the same site as the old pile dock. At a still later date, an Ottawa contracting firm built the dock out to its present length, but owing to the fact that even at the end of the dock the water is too shallow except in fair weather for boats of any size to come in, the present dock has never been used for commercial purposes, and in the course of years has fallen into a ruinous state of repair. This dock was never really finished, there being no solid floor from one end of it to the other. During the past few years, stones of various sizes have either been thrown off the dock or been washed off by the waves until, it has been said, that there is enough stone under water near the dock to put it in a fair state of repair. If this Colchester dock is ever to become a paying concern it will have to be lengthened and considerable dredging will have to be done to allow large freighters to call.

Navigation Closes

Navigation closed officially on Wednesday, November 30th, but utilizing marine insurance extensions there are still a few large lake freighters going up and down the river at Amherstburg. The Westcott Marine Agency just north of town has been closed since June and so there are no statistics available as to the number of boats passing up and down the river at this point. Irving Kelly, who has been employed by the marine agency for several years, told *The Echo* on Monday that there has been less shipping this season than for some time. Statistics from the Detroit office of the Westcott Agency reveal drastic cuts in shipping. It is quite probable that there will be smaller craft operating in these waters until ice blocks the river.

December 16, 1932

STEAMER GOES AGROUND TWICE

Former Mystery Ship of British Navy Released By Tug

After battling floating ice since dawn, the tramp steamer **MARITA** reached port at noon Monday only to go aground a half hour later when it shifted its moorings. That was not all. After being released, the craft again went aground as it neared the channel. Both times the steamer was released by the tug **MAX L.** under the command of Captain J. Earl McQueen. The second time, it was necessary to remove part of its cargo of sheet iron to a derrick scow before the boat could be moved. The **MARITA**, commanded by Captain Collins and owned by C. W. Bryson of Cleveland, was en route from Cleveland to Monroe, Michigan. Reaching the Monroe channel, the captain found that it would be impossible to make the harbor because of the low water and drifting ice, so he headed towards Amherstburg and shelter.

This boat, built during the war, served as a "Q" mystery ship, and at that time was fully armed and used to fight the German submarines. Its name was "Kill McCranndon" [**KILMACRENNAN**]. Later the boat was in commission to Newfoundland bringing supplies to contractors there. It is rather a coincidence that George Mills, president of the Mills Construction

Company, was aboard the tug **MAX L.** when it answered the distress call from the **MARITA.** *"Why," said Mr. Mills, "this is the steamer which we used as a supply boat in New Foundland."* The boat was purchased by its present owners in 1929.

(Q-ships, or, "rues de guerre," were used during WWI to lure German submarines. The subs, spotting a single easy target would surface and approach the disguised merchant vessel. When the sub was in range, secret doors and hatches dropped on the Q-ship, allowing the Q-ship crew to fire any armament they had into the sub. This tactic was successful in some cases but when it failed the consequences to the crew were extreme. This particular vessel was a "Kil" class patrol boat. After the war she became a merchantman.

Working on the lakes as the **MARITA,** she usually towed the barge, **INDIA,** between Monroe, MI., and Cleveland, Ohio. (Source: Bowling Green State University)

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## **Water Levels**

Lake Erie struck the lowest level during November of any time in 72 years.

## **Ice Floating Down**

Ice was floating freely down the river Saturday morning, marking the actual close of navigation in these waters, in the opinion of old rivermen.

## **Channel Deepening Under Way**

The water has practically all been pumped from the dry work at the Livingstone Channel, and it is expected that the work of actual deepening and widening this will commence in the near future. This huge hole will soon be a beehive of industry.

## **Approves Dredging**

Maj. Gen. Lytle Brown, chief of engineers, on Monday approved the award of a contract for the dredging of Ballards Reef Channel in the Detroit River. The contract amounting to \$980,167 was given to the Construction Materials Corporation, of Chicago.

## **Adrift Nearly 30 Hours**

After drifting for nearly 30 hours in the icy waters off Colchester, suffering from severe exposure and the lack of food, two men who gave their names as Rose and Schmidt were rescued by Jack Lidwell, Seeley Lypps and Gerald Ferris. Leaving Munro, Michigan in their 60-foot lugger on Saturday, they had been flagged at West Sister Island by a part of American hunters whose boat was grounded. One of the men had been accidentally shot and killed, while the party were entering their boat. While vainly endeavoring to tow the other boat off the West Sister shore, the motor in the lugger developed trouble with the carburetor. When they had come up near Colchester their motor gave way completely, the carburetor had frozen.

Adrift among the ice cakes, they drifted for several hours with ice forming heavier and heavier on all parts of the boat. Raising a paddle with a blue handkerchief attached attracted little attention from fishermen along the shore at first because many of the fishing boats carry blue flags. On the second day, however, seeing with the aid of his binoculars that the boat was drifting

helplessly, Lidwell went to their assistance and with considerable difficulty succeeded in towing the craft into dock. Rose and Schmidt were taken to Harrow, where they rested during the night, and were later taken back to Detroit by friends. A five man crew of one of the United States Coast Guard patrol boats after several hours battling the waves succeeded in taking off the ill-fated party from West Sister.

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THREE MEN SAFE BOAT STILL HELD FAST IN ICE

George Cook, Frank Lapierre and Alonzo Drouillard returned to Amherstburg on Tuesday afternoon from Monroe, Michigan, where their small tug the **BLANCHE G** is fast in the ice. Considerable anxiety was felt here on Monday for these young men as it was known that they started from the Michigan town to cross the lake on Sunday morning. Conditions on the lake that day were bad and added to that there was a lot of ice caused by the sudden drop in temperature. No word was received from the boys until Tuesday morning when a message came through that "All was well". After leaving Monroe the rudder of the small craft broke and it was necessary to tie up to the outer pier where the boat now remains locked in by the ice.

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### **ECCLES J. GOTT, M.P. CLAIMS THAT TORONTO DOES NOT UNDERSTAND LOCAL LABOR SITUATION Canadians Should Be Given Work On Contract**

That the Toronto office of the Labor Department has not the slightest conception of the situation at Amherstburg, Ontario was explained by Eccles J. Gott, M.P. for South Essex, to the *Amherstburg Echo*, following the appearance in daily papers on Saturday last of an expression from the Provincial Labor Department that Mr. Gott's comment was absolutely out of step.

The Toronto office overlooks the main feature of the controversy, Mr. Gott says. Several Canadians have paid union dues and have been members of the International Dredge Workers' Protective Association, which is affiliated with the International Longshoremen's Association and are qualified to work on any or all work either in the United States or Canada without interference from any of the union officials, as long as they are in good standing in the union.

Mr. Gott quoted a portion of a letter he received from Mr. James A. Eagle, Grand Secretary Treasurer, of the International Dredge Workers Association, wherein it is stated that their organization is international. The exact words being "*Our organization as you know, is international and we draw no lines between American or Canadian labor as long as they are members of our association and qualify through the immigration department.*" Mr. Eagle goes further and says: "*If the Canadian government was paying for this dredging work, I feel sure Americans would not stand much of a chance to work there.*"

Mr. Eagle's letter of December 8<sup>th</sup>, to Mr. Gott was in response to a lengthy article appearing in the *Echo* of December 2<sup>nd</sup> and was an assurance of the all-time and continuing stand of their organization. Mr. Gott replied to Mr. Eagle on December 10<sup>th</sup> as follows:

“Amherstburg, Ont.  
December 10, 1932  
James A. Eagle,  
Grand Sec.-Treas., I.D.W.P.A.  
944 Michigan Theatre Bldg.,  
Detroit Michigan.

Dear Mr. Eagle, I am grateful to you for your kind letter of December 8<sup>th</sup>, re: Livingstone channel work. From your letter I take it that Canadians engaged in channel construction here will encounter no difficulty if they are members of your union, other than that provided them by the U.S. Immigration Officials, which I presume you can help to minimize.

Your semi-concluding paragraph is a personal expression *‘that if the Canadian government was paying for this dredging work I feel quite sure Americans would not stand much of a chance to work there.’*

I merely desire to remind you that during the entire construction of the Welland Canal, wherein the Canadian government expended over one hundred million dollars in all-Canadian waters, that many United States citizens were engaged without molestation by Canadian immigration officials, although complaints arose similar to those which would naturally arise on this work.

Again thanking you for your courteous letter, I am,

Sincerely and cordially yours, Eccles J. Gott, M.P.”

The Toronto office forgets, Mr. Gott says, that the Canadian dredgemen, even when employed on Canadian contracts, pay dues into their union, with headquarters in the United States, so that they can qualify for work wherever and whenever union contractors are engaged.

Mr. Gott also commended the union to which he was attached for many years and today holds an honorable withdrawal card, from the Amherstburg branch of the Drillmen`s Association, I.L.M. and T.A. He also commends the spirit of members of the trade unions in standing together, for he says the trade unions are most interested in the matter as to whether union labor is supplied, for where the open shop exists the wages are so low that it is detrimental to not only the working people, but also to the community in which it operates.

The heading in the Border Cities Star on Saturday last, *“Ontario Backs United States in Barring Canadians on Channel”* is very misleading. In the first place Canadians are not barred from working on the channel, not should they be but consequently the department officials have gone off half cocked if they intimate their desire to back the United States officials if they should so rule. There should be no anxiety on the part of any Canadian government official to take any part in depriving Canadian union men of a right which is admittedly theirs and for which they have paid union due for many, many months in anticipation of working when the contracts are let. Canadians were never barred off these contracts and never should be. There are many positions in Canada today held by U.S. Citizens on account of international union agreements which would immediately become jeopardized in the United States government saw fit to bar Canadians from this work.

I do not think, said Mr. Gott, that any such orders have ensued from Washington, neither do I think they will issue, for it would cause serious complications and many entangling difficulties would arise which could not be so easily adjusted.

Customs and Immigration officials on both sides of the line have always shown a certain amount of common sense in administration and always will. They have always been prepared to give and take and give consideration where they believed it deserving. The Canadian Federal



officials “have high regard for international union agreements” and although time and again cases have been brought to the attention of the powers that be, not in one instance have they shown any disregard of international agreements entered into by the union organizations of the United States and Canada, which have always co-operated as far as it was possible to do so.

The United States government is certainly not under obligation to hire Canadians, neither is the Canadian government under any obligations to hire Americans on any contract, but being under obligation and preventing international union men to engage on work in international waters are two different things. These contracts, as in former years, where the issue never arose, are let to firms (contractors) and these firms have agreements with the international unions to supply them with men. They know that they always get good men when supplied by international unions or national or local unions as the case may be and I do not think, says Mr. Gott, that either the U.S. or Canadian governments have ever issued orders that men affiliated with international unions should be barred on account of nationality, or of taking their respective places in the ranks of their unions when work is to be done.

The Toronto (Ontario) labor department says that in their opinion, the United States government has a right to select whoever it may desire to carry out this work. That has already been done by tender. They have selected the respective contractors and in turn contractors who took the work at a very low figure are anxious to obtain the best men possible, “experts”. These, as is generally the case, are found in the trade unions, Mr. Gott asserts. Surely, he says, no government is going to say to the trade unions that because John Jones does not live or operate in some given territory, that he is to be barred.

Many expert drill and dredge men have been reared in Amherstburg and vicinity and have joined the international unions, because it was necessary to be a union man to obtain a position. During the life of the Amherstburg Drill and Dredgeman`s Union operations, there were scores and scores of members from every province in Canada and practically every state in the union who belonged at Amherstburg; their nationality was never considered or questioned, and I do think, he asserts, that the same condition should exist today and probably does.

December 23, 1932

### **Channel Pumps Discharge Fish Livingstone Cut Nearly Dry**

There has been a good deal of speculation for some time over the question of how many fish may be found in the lower Detroit River channel which is now being drained by pumping out the water within the huge coffer dam. Guesses range all the way from a few hundred to many tons.

Those who are in charge of the work and those who were concerned with the first pumping on this channel several years ago do not anticipate finding fish in any large amount as the spillway suction is so great and the pumps so large that the fish enclosed are drawn there and pumped out into the river. Just as an example of this, workmen in charge Monday morning when removing the ice that had formed near the pumps, found twenty-one good sized fish frozen in the icy mass. The stories that in addition to fish, large amounts of liquor may be found on the river bottom are laughed at. It is not expected that either fish or liquor will be found in paying quantities.

### **Lighthouse Keeper Safe**

John B. Knapp, lighthouse keeper, and his assistant, S. Bock at Colchester lighthouse, ice

bound since the close of navigation during the second week in November, came in to the mainland Sunday evening after a perilous five-mile trek across the frozen lake. At about 2:30 Sunday afternoon, Clarke Cornwall, Tom Armstrong and Mahlon Halstead left Colchester on foot equipped with pike poles and a large rope was tied around each one of the men at convenient intervals. They made the trip out in one hour and a half and assisted the lightkeeper John Knapp and his assistant S. Bock in packing their outfit into the ice boat and getting the boat over the ice barrier around the lighthouse. This required about two hours. Coming in to the mainland was more dangerous because the five men were travelling in the dark guided only by a small lantern. Seeing the small light coming across the ice, Mrs. Knapp, the lighthouse keeper's wife, took a powerful light and signaled to them to indicate where they should come in to shore. With this aid they made shore in good time. It is true however, that on the trip towards the mainland the party broke through the ice several times and were forced to make use of the ice boat. *"It was nothing unusual, however,"* said Mrs. Knapp, *"for Mr. Knapp has had to come in over the ice for many years."* Last year was an exception. The lake was never at any time completely frozen over until after Mr. Knapp came home for the winter.

### **Workman Injured**

Dr. E.C. Harris was called on Monday night to the Livingstone Channel where the river is being pumped out, to look after Paul Schiller, one of the workmen for Mr. George Mills, who was quite badly injured when a stone rolled down the plank and struck him in the chest. In order to get there Dr. Harris had to walk across the ice. He gave the man first aid, but as he was in rather a serious condition, he had him removed to the hospital at Delray for special treatment.

### **Breaking a Path**

The coal supply for the Mills Construction Co. is running low at the Livingstone Channel and the company finds it necessary to blast a lane through the ice across the channel to Amherstburg, through which a big barge can be hauled to carry coal. The ice is three feet thick in places and it is going to be quite a good sized job to break a way through.

December 30, 1932

## **Tug MAX L. Clears Lower Detroit River Of Ice Jam**

Fearing damage to their steamer **INDIANA**, on which is housed the power plant and the living quarters for their men on the Livingstone Channel job, the Mills Construction Company hired Captain J. Earl McQueen's tug **MAX L.** on Christmas Day to break the ice in the Amherstburg Channel and clear the river. The tug worked that day and part of the next. The ice started to move at 10 a.m. on Tuesday and it was not long before the river was clear of ice. Coal and other supplies were rush to the **INDIANA** the same day.

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The small tug **BECKER** became caught in an ice floe on Tuesday and was being carried out into the lake when the tug **MAX L.** of Amherstburg went to her assistance and cut the boat out of the ice.

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Excerpts from the
Amherstburg Echo
1933

January 13, 1933

First Section of Cofferdam is Dry
Pumps at Sump Take Care of Leakage
DRILLS AT WORK

The first section of the Livingstone Channel dry work has been pumped dry and the drills are hard at work getting the bottom of the river ready for the excavation of the rock. There are several leaks in the cofferdam and these are being taken care of by the pumps which are running twenty-four hours a day. This huge job is being done by the George Mills Construction Company, under the personal direction of George Mills. The cofferdam is a mile in length and about 1000 feet wide. The present depth of the channel is 24 feet. This will be lowered to 28 1/2 feet, and as this is through solid limestone it is necessary to first blast the rock and then remove it from the bottom with large dragline machines. Electric power to run the pumps and the compressed air used by the drills is generated by the steamer **INDIANA** which is moored beside the dam. This boat is also used as a floating hotel on which the employees of the Mills Company live. Coal is hauled from the Mullen dock in Amherstburg to the job on flat scows towed by Capt. J. E. McQueen's tug **MAX L.** and Captain Cook's gas tug the **BLANCHE G.**

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**Lightest Forty-seven Years**

Lake Freighters hauling ore from the iron deposits of the Lake Superior district to the steel centers this season carried their lightest burden in forty-seven years. The report of the Lake Superior Ore Association showed that gross tonnage for this year was 3,567,985. The total was the lowest since 1885 when the movement amounted to 2,468,446 gross tons. Last year 23,467,786 gross tons were transported. The heaviest traffic was during the years from 1923 to 1930, when ore shipments fluctuated between 42,623,572 gross tons in 1924, and 65,204,600 gross tons in 1929, the year a record was established.

**Celebrate Anniversary**

Capt. and Mrs. James Jones, Dalhousie St., were recipients of congratulations by their numerous friends on the occasion of the 53<sup>rd</sup> anniversary of their wedding on Saturday, January 7<sup>th</sup>. The happy couple were married here at the church of St. John the Baptist. Since then they have lived in St. Claire, Port Huron and Detroit. When he was retired from the U. S. Government service in 1921, Capt. Jones returned to his home town and has resided here since. Capt. Jones is a sailor as was his father, John Jones, who was in the wreck of the schooner **CONDUCTOR** at Long Point in 1854, and who was rescued through the heroism of Mrs. Abigail Becker.

February 03, 1933

### **Admits 30c Pay On Channel Job Other Charges Proved To Be False**

Major R. C. Crawford, in charge of the army engineers in this district and government supervisor of the Livingstone Channel deepening project, said today that while common laborers working on the channel are paid only 30c an hour, other charges against the contractors have been proven false.

The Col. Thornton F. Broadhead, Post No. 2269, Veterans of Foreign Wars, has forwarded to Michigan's representatives in Congress and to the Secretary of the Treasury a resolution condemning the matter in which the channel work is being done. Besides complaining of the 30c an hour rate of pay, the resolution sets forth that 90 per cent of the labor employed is Canadian, supplies and materials are being used, that the water supply for the workers is unclean and that the employees are forced to purchase company canteen supplies at exorbitant prices. The original contract was let to Arundel Corporation but has been sublet to the Mills Company of Montreal.

### **Overhauling Water Craft**

Capt. Earl McQueen, having his tug, the **MAX L.** and the **BATAVIA** overhauled and fitted out for the ensuing season. His small motor craft is also undergoing an overhauling.

February 10, 1933

### **Drag Line Machines Are Working Twenty-four Hours per Day on Dry Section of the Livingstone Channel Required Level is reached by the Contractors 175 Employed on this job**

Working twenty-four hours a day, giant drag line machines are taking rock from the first dry section of the Livingstone Channel project – the largest of these has a bucket which will move seven yards of material at a time. The George Mills Construction Company has the contract for this and the other dry section of this mammoth engineering job. The coffer dam was constructed last fall by the Dunbar and Sullivan Dredging Company and the water was pumped out at a rate of 75,000 gallons per minute. It did not take long after the water was all out until the actual work of this started; however, it was necessary to dig a “sump” into which water leaks through the dam, and water from the natural springs in the rock flows and is taken out of hole by the pumps.

Standing on the banks of the cofferdam and looking at the “hole” that is a mile in length and 600 feet wide the magnitude of the work is realized. The present depth is 24 feet and it will be deepened to 28 feet. Men working on the “floor” of the cofferdam look like flies. Draglines seem like parts of a mechano set and an ex-army truck that is used for hauling purposes is like a toy. The greatness of the job makes everything small in comparison. The contractors have reached the required level in one section. Here the rock has to be handled twice. It is loosened by blasting and removed by drag lines to a pile on the “floor” from whence it will be dumped into the river. The bottom is of limestone formation and powerful charges of dynamite are required to loosen the rock. Four pumps running night and day keep the bottom as dry as possible. These

have a capacity of 25,000 gallons per minute but do not run at full pressure.

Three shifts keep the work going on steadily. There are at present about 175 men employed. They are housed on the former passenger steamer **INDIANA**, on which also the power for the drills and pumps is generated. The men have comfortable quarters, a store where they may purchase cigarettes, chocolate bars and other incidentals. The cabin is used as a recreation room where the men have their hot stove gossip and indulge in the great American indoor game. They are served their meals cafeteria style in the dining room which seats 100 men. Boats that run from Grosse Isle to the channel carry passengers and supplies. As the company has reached level in one section the work is expected to progress more rapidly but no estimate could be given as to how long the job will last.

### **Whaleback Breaks Way Through Heavy Ice**

Battling every foot of the way the whaleback steamer **HENRY CORT**, owned by the Lake Port Shipping and Navigation Co., broke a passage through the ice jam in the Amherstburg channel on Wednesday morning, en route from Toledo to Sandwich with a 3,000 ton cargo of coal. The **CORT**, one of the best ice breakers on the upper lakes, found the going hard but managed to get through the ice which blocked in the river on Monday.

### **River Ice Blocked**

The Detroit River blocked Monday for the second time this year. The conformity of Bois Blanc, lying as it does paralleling the shore, makes the blocking of ice at its lower point easy. It forms in keystone shape and is difficult to dislodge.

### **Damage by Blasts**

Complaints are being heard on all sides about the blasts at the Livingstone Channel dry work. Householders state that the blasts rock their houses and if continued, will cause considerable damage. Already some chimneys have been loosened and in one instance plaster has been shaken from the ceiling of a house. While the blasts are not strong enough to do the damage at once, the continual concussions may cause considerable harm. The same danger arose about 20 years ago when work was being done on the Canadian channel. A protest was sent to Washington and the nuisance stopped. It is rumored that residents on Grosse Isle are organizing to protest against the blasts and if they are continued, Amherstburg residents will likely follow suit.

February 24, 1933

Capt. Howard Hackett is tearing down the old dock in front of the property owned by Miss Hackett.

The engineers of the Coal Co., Messrs. Mayville and Beaudoin, are splicing up the old coal derrick so they can reach the pile of Mills Co. fuel and put all this company's fuel in one place.

### **Rush Work on Lightship**

David Lowe, contractor for the repairs to the **BAR POINT** lightship at the government supply depot south of the flour mills, is rushing the work so that all repairs will be completed by April 1<sup>st</sup>,

when it is expected that the **DETROIT** and **CLEVELAND** passenger steamers will go into commission and the lightship, with Capt. S.A. McCormick in charge, will be at her station.

### **Successful Operation**

Mrs. (Capt.) A.C. Callam underwent an operation for the removal of gall stones at Harper hospital on Saturday, Dr. W.D. Barrett being in charge. She has been poorly for some time, and received treatment in the same hospital some time ago, but was not then in condition to undergo treatment. For the past month she has been staying with friends in Detroit. Capt. Callam is keeping ship at Wyandotte, this winter.

### **Heavy Blasts**

The severity of the blasts at the Livingstone Channel is still being blamed for damage to houses in Amherstburg and even in houses a few miles out of town. The chief complaint is that the explosions shake the plaster off walls and ceilings. Everyone thinks that "something ought to be done about it," but no one seems to know just what should be done. A petition to the council, signed by those who object to the heavy blasts would be the first step to take, and the council would have something definite to work on.

March 03, 1933

## **We Can't Let This Question Drop These Heavy Blasts Have Got To Stop**

*"I think this council should take some action on the blasting that is being done at the Livingstone Channel,"* said Deputy-reeve Down at the council meeting on Monday night, introducing a subject that has become of vital interest to householders in Amherstburg and vicinity. *"There are many complaints from ratepayers regarding the severity of the blasts, and personally I know that some of the plaster in my own home has been cracked by the force of the explosions."*

*"The township of Anderdon,"* remarked Councillor McNally, *"have passed a resolution to conform with action taken by other municipalities objecting to the heavy blasting that is being done. I think they will co-operate with us."*

Mayor Park: *"Do you wish to send the resolution to the Mills Company or to Washington?"*

Councillor Marra: *"While there is little damage to my buildings as yet, except plaster falling, I think that the resolution should be sent. We could write the Mills Company and if they did not act we could appeal to Washington."* *"I think the reason for the heavy blasts is that incompetent men are setting the charges,"* was the opinion of Deputy-reeve Down.

A discussion on the technicalities of setting blasts followed, but it was the consensus of opinion that the council should not tell the company how to set the charges, but to advise them that the severity of the blasts must be lessened. The result of the discussion was that a resolution will be sent to the George Mills Company, advising them that the blasts must be so lessened that no damage will be done to local property.

Just to cement the fact that some action should be taken, shortly after the discussion a heavy blast made the town hall quiver. A glance of disapproval fitted over the faces of the assembled council and each one smiled as though to say, *"I told you so."*

March 10, 1933

**S.J. Pettypiece**  
**Esteemed Citizen, Old-Time Sailor, Reaches Last Port**  
**Native of Anderdon, Ex-Councillor, Public School Trustee**

At his home overlooking the Detroit River upon which he had sailed for many years and along which he had been employed for nearly half of his life, Stephen John Pettypiece passed away Sunday evening in the 83<sup>rd</sup> year of his age. The funeral was held on Wednesday afternoon. Services were conducted at the home by the Rev. H.A. Wright, Rector of Christ Church, and burial was in Rose Hill Cemetery.

Mr. Pettypiece sailed the lakes for some years. He quit when he suffered an accident by falling down a hatchway. For thirty-five years he was connected with the Detroit & Windsor Ferry Company as their representative on the Amherstburg dock looking after the ferry from Detroit and to Bob-Lo. For nearly fifty years he also had the contact for attending the range lights on the Canadian side of the lower Detroit River, and for nearly 60 years he was a constable.

Mrs. Pettypiece survives him with four sons: Ernest, hardware dealer at Birmingham, Michigan; Lloyd, veteran of the Great War, Amherstburg; Howard, expert drill worker and William. The two latter live with their mother, and to the family is extended the sincere sympathy of the town.

March 17, 1933

**COUNCIL WILL ASK CANADIAN GOVERNMENT**  
**TO TAKE ACTION REGARDING CHANNEL BLASTS**  
**Members believe blasts are increasing in force**  
**And causing damage to town buildings**  
**Dynamite Car Left Standing on Tracks Near Town Limits**  
**Arouses Ire of Council**

That the blasts from the Livingstone Channel deepening project are endangering property and the peace of mind of citizens was the opinion of the members of the town council who met in regular session at the town hall on Monday night. The subject was introduced by Deputy-reeve Down, who said that no action had been taken on the letter sent by the town to the George Mills Construction Co., contractors for the work at the channel, and suggested that the matter be taken up with the government at Ottawa immediately, and demanded that the disturbances be prohibited.

*"The blasting is getting worse," Mr. Down remarked, "and I think we should take the matter to headquarters. We wrote them, and they did not have the courtesy to reply to our letter. The situation is getting serious and demands instant action."*

*"There is no particular damage being done," voiced Councillor McQueen. "When similar work was being done here years ago the blasts were worse than the ones they are shooting now."*

*"We're not interested in what they did years ago," countered the deputy-reeve, "it is the present damage we are speaking of. It is ridiculous to say no harm is being done when almost every householder is complaining. It is not only the damage to houses, but it is the effect on the nerves of the citizens. Personally I know of a case where a citizen's nervous condition has been accentuated by the shocks, and I suppose there are others." "The work has got to be done,"*

Councillor McQueen interjected.

The advisability of leaving a car of dynamite standing at the Gordon siding for an indefinite period of time, was also questioned by the deputy-reeve. *"Leaving a car of dynamite there is a dangerous procedure, in my opinion,"* he said. *"Have we no jurisdiction over this?"*

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BLANCHE G. Burned

Fire of unknown origin destroyed the upper part of the tug **BLANCHE G.**, and endangered the lives of workers at the Livingstone Channel on Friday night. The tug was lying alongside the passenger steamer **INDIANA**, which is being used as boarding quarters for the workmen, when it broke into flames. One man was on the tug but he managed to escape. The alarm was spread and the tug cut adrift. It burned down to the steel hull, but the wooden deck and house were destroyed. The **BLANCHE G.**, in charge of Capt. George Cook, has been used for hauling coal from the Mullen dock in Amherstburg and dynamite from the Gordon dock to the channel work, and has been making daily trips.

Capt. Wm. Livingstone, president of the Lake Carriers Association, writes a letter re the building of a remedial dam or dike at the Livingstone Channel. He argues that Amherstburg can make no reasonable objection to the proposed dike.

March 24, 1933

Lighthouse Starts Season

Mr. John B. Knapp returned to his duties as keeper of the Colchester light on Friday, March 17th. This will mark Mr. Knapp's seventeenth year at the light. Mr. W. Bock, of Windsor, will be his assistant. They were taken to the light by Seeley Lypps owing to the fact that the turbulent water prevented Mr. Knapp from bringing his own boat over last fall.

Captain George Cook Injured in Auto Accident

George Cook, who had been for some time running a supply boat for the George Mills Construction Company at the Livingstone Channel improvement work, was seriously injured in an automobile accident on the highway running into Port Clinton, Ohio on Thursday of last week. Cook, David Mills, eldest son of George Mills, and another man left the **INDIANA** that night to go to Port Clinton to look at a boat which they thought of purchasing to replace the **BLANCHE G.**, destroyed by fire a few days before. While driving along the highway at a good speed, their car left the pavement, turned over two or three times and in the melee, Cook was hauled out with a broken neck and injuries of a very serious nature to his body. The other two men escaped with minor injuries. Cook was taken to the Port Clinton hospital, where he lies between life and death. He is a Kingsville citizen. His parents and his wife live there.

March 31, 1933

The **BAR POINT** lightship is fitted out at the Marine Dock and will be located there in a few days for the season. Capt. S.A. McCormick is in charge with Engineer Logan, Seaman Ernest Pineau and Cook G.W. Fountain.

Those River Blasts

Someone smartly said to *The Echo* the other day: *"This crabbing about big dynamite blasts on the river is all nonsense. They are no heavier than they were some years ago, only people have forgotten that, or their vaccination against concussion has run out and they are no longer immune to shock."* His opinion however is all "wet", as the schoolboys say.

April 07, 1933

MILLIONS OF WHITEFISH FRY DUMPED IN UPPER LAKE ERIE Fish Hatched at Kingsville Now on Their Own BOON TO FISHERS

Thirty-four million, five hundred thousand white fish fry will be placed in the upper section of Lake Erie this week by the Department of Marine and Fisheries. These were hatched at the new modern fish hatchery at Kingsville, and were taken in boats an hour's run off land, and deposited at points near Ruthven, Arner, Pelee Island, Colchester Light, Wheatley, Leamington and Rondeau. The Kingsville Hatchery is in charge of John D. Montgomery, formerly of Collingwood. Mr. Montgomery succeeded Samuel Adamson, who retired last year after completing 50 years in the government service. The white fish eggs are secured in November from the fishermen, and are put in glass containers which have a capacity of 100,000 eggs each. These jars are placed tier on tier in the hatchery at Kingsville, where it takes five and a half months for the fry to hatch, after which water is run into the jar and the small fish swim over the top into a long trough which leads to a central tank from where they are dipped out and placed in large cans which are taken in boats and dumped into the lake. Fishermen say that due to this work of the government, their catches of white fish in Lake Erie are on the increase. Mr. Montgomery has been in the government service since 1913, and has served at Collingwood, Sarnia, and Northern Ontario.

April 14, 1933

Grosse Isle Also Objects To Blasts

Amherstburg citizens have been invited to attend a meeting in the Grosse Isle township hall on Friday evening, April 14th, to protest against the method of blasting at the Livingstone Channel. The invitation came in the form of a letter to Mayor Dr. W. Fred Park from Hale G. Knight, supervisor of Grosse Isle Township. In his letter Mr. Knight said: *"We are planning to hold a meeting in the schoolhouse in Grosse Isle township next Friday evening, April 14th, at 7:30 p.m. and are inviting all the people who are interested in making a protest against the present methods of blasting now being carried on by the George Mills Corporation in connection with the deepening of the Livingstone Channel. As your community is as close to this work as our own, we thought perhaps your citizens might be troubled by this blasting as much as those at Grosse Isle. We should be glad to have yourself or any others who might be interested to be present at the meeting. If it is impossible to attend, we would greatly appreciate a letter from you, if you feel there is any cause for protest,"* Dr. Park has communicated with Mr. Knight and told him that the town of Amherstburg has already sent a protest to Ottawa.

Thrown into Lake

Gordon Colborne opened the swimming season on Wednesday – in this case he did not want to be the first one in but was forced to take the plunge. He was working on the Government derrick putting out the channel lights when the boom swung around and hoisted him into the lake. He was soon rescued by the crew of the tug **MAX L.**

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The J.W. Westcott Co., of Detroit has rented a piece of dock property in Amherstburg for the purpose of establishing a local marine reporting station.

Bells installed on the Lime Kilns lightships ring all day, every day with only two second intervals between strokes. The ire of the local residents has been aroused.

April 21, 1933

### **Flour Cargo**

The steamer **GEORGE L. EATON** of the Hall line discharged a cargo of flour for Marra's Bread Limited on Monday evening. Local labor was used for the unloading of the bags.

### **Tug from Sandwich**

Capt. Lloyd Pillon has brought his 50-foot tug down from Sandwich to this port with the intention of securing tug and derrick work here.

### **Fitting Out Dredges**

The Dunbar & Sullivan Dredging Co. are fitting out their equipment at Stoney Island to begin dredging operations at three different points - the cofferdam behind Bois Blanc Island, the contract at Ballard's Reef and the dredging in Fairport Harbor - as soon as conditions with the Tugmen and Dredgeman Unions are settled.

### **Equipment to Cofferdam**

The Arundel Corporation has taken two drill boats, an oil burning dredge and two tugs to the wet section of the Livingstone Channel, and will be operating at full strength in about ten days.

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Two cargoes of coal were discharged by steamer at Mullen's coal dock last week, one for the Mullen Co., and the other for the Arundel Corporation.

May 05, 1933

Lake Erie Gives Up Body of Air Pilot Lost December Third

The body of Patrick Tuohey, war time pilot who was killed when the plane he was flying plunged into Lake Erie near Bar Point last December 3rd, was found washed ashore at Cottonwood Point, 15 miles north of Monroe, Michigan, on Monday. Carried to their death in the crash also were three passengers, Robt. S. Brown, Catherine Seis, and Marcella Kopinsky. The bodies of

the women were recovered shortly after the accident; the body of Brown has not yet been found.

Prior to the accident the plane took off from the Trans-American airport in Toledo in a fog which had grounded all air traffic, including the U. S. mail planes, and headed for the Detroit City Airport. Shortly before noon it was sighted momentarily by a coast guard patrol boat, circling low and apparently without bearings, near Bar Point light. Some hours later the plane was found floating a mile west of **BAR POINT** lightship, badly mangled, further proof that it hit the water travelling at a great speed or fell from a great height. For two days, due to heavy seas, it was impossible to raise the plane. On the third day, however, the tug **MAX L.** and the barge **BATAVIA** under the command of Capt. J. Earl McQueen, left Amherstburg for the scene of the accident and raised the wreckage, which was brought into the Government dock.

May 12, 1933

The steamer **COALHAVEN** of the Canada Steamship Lines, fueled up at the Mullen dock this week.

Capt. J. Earl McQueen, with the **MAX L.** and a double crew has returned from a trip up the lakes with a dredging plant for the Duluth Superior Dredging Company in tow.

The Dunbar & Sullivan Dredging Company started this week on the building of the dyke for the second section of the Livingstone Channel dry work.

Buoys Set Out

The gas buoys at Point Pelee and Grubb's reef were placed in position last week by the crew of the Government derrick scow under the direction of Captain J. Earl McQueen.

May 26, 1933

Although there will be a drastic curtailment of the United States Border Patrol and the Coast Guard Service in the Detroit area, four of the larger patrol boats will continue the service in the Detroit River during the summer months. These will devote themselves entirely to aid direction of navigation in the Amherstburg Channel, as all river traffic is using this water lane while the work of deepening the Livingstone Channel is going on.

June 02, 1933

FIND BODY OF AVIATOR AT COLCHESTER

Lost in Plane Crash Last December

While walking along the shore of Lake Erie on Sunday afternoon about half a mile from the townline of Colchester South and Malden, Mr. and Mrs. Bert Wilson of Harrow discovered the body of Thomas Neal Brown, the owner of the ill-fated aeroplane that crashed in Lake Erie near Bar Point last December. The body was taken to the funeral parlors of J.H. Sutton at Windsor, where it was identified by Raymond Brown, brother of the deceased.

The body was the last of the party of four who met their death in the aeroplane crash. There were two women and two men in the party who were flying from Toledo to Detroit on December

3rd. The bodies of the two women were found shortly after the accident and the body of Patrick Tuohy, the pilot, was found on May 1st north of Monroe, Mich.

BLUENOSE PASSES `BURG ON WAY TO CHICAGO

Cutting the waters of the Detroit River with her knife-like bows, the schooner **BLUENOSE**, pride of the Nova Scotia fishing fleet, passed Amherstburg about 7:30 p.m. Tuesday in tow of the **CITY OF TORONTO** en route to the World's Fair at Chicago. Captain Angus Walters and his crew, who are part owners of the trim-looking craft, saluted the residents of Amherstburg who lined the banks of the river to get a view of the famous racer.

Although the schooner is up in years she has many races to her credit. Her last race was three years ago when she showed her heels to the **THEBAUD**, the fastest craft the Gloucester fishing fleet could produce. Capt. Walters attributes her speed to the pride the crew take in her on overhauling her every year and in manning her during the races. He, however, is one of the keenest old salts on the Banks and his victories depend greatly on his ability to take advantage of every opportunity of wind and water that presents itself. The **BLUENOSE** will be one of the major exhibits at the World's Fair.

Engineers Visit Cofferdam

Fifteen members of the Engineering Institute of Canada visited Amherstburg on Saturday afternoon on their way to view the operations on the dry work of the deepening of the Livingstone Channel. They spent the afternoon inspecting the work at the cofferdam.

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The Dunbar & Sullivan dredge **EMPIRE** arrived on Sunday from Fairport.

June 09, 1933

## **ON RIVER BOTTOM**



The above picture of O. E. Fleming and Captain J. Earl McQueen was taken at the bottom of the Livingstone Channel when Mr. Fleming was recently making an inspection of the dry work which is being done by the Mills Construction Company. Mr. Fleming is president of the Canadian

Deep Waterways Association. His host on the trip was Captain J. Earl McQueen.

### **Capt. C. Christianson Schooner's Pilot**

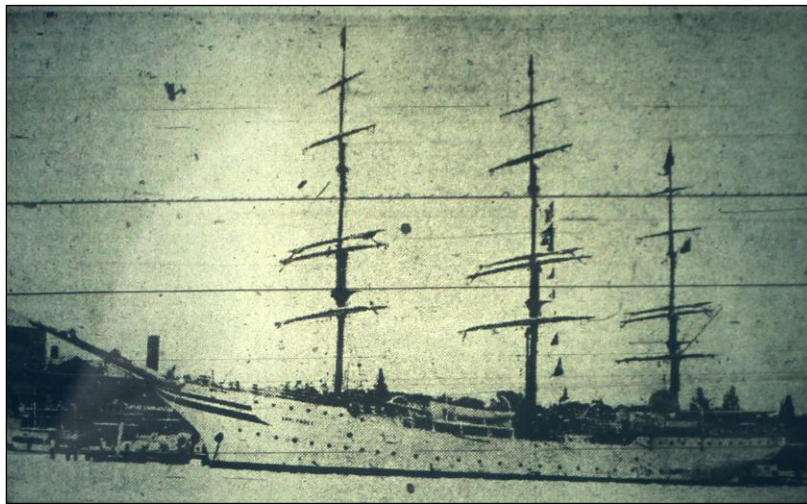
A distinct compliment was paid to the old town of Amherstburg when the government of Norway commissioned Captain Con Christianson, who for many years made his home here, to act as pilot on the Norwegian sailing ship **SORLANDET**, from Ogdensburg on the trip up the lakes to the Fair at Chicago. Capt. Christiansen left Detroit by plane Saturday and joined the ship at Ogdensburg. He is now on his way up the lakes and will be given a rousing salute when he passes Amherstburg.

The **SORLANDET** crossed the Atlantic Ocean from Norway under her own canvas. She has 88 Norwegian marine apprentices aboard and is touring Canadian waters on her way to the Chicago Exposition to represent Norway on June 20<sup>th</sup>.

Capt. Christiansen has been in the employ of the U. S. Marine Service for nearly 50 years and was stationed at the Lime Kiln Crossing for a quarter century. He is a Past Master of Thistle Lodge, No. 34, A.F. & A.M., and has many warm friends in Amherstburg.

June 16, 1933

### **THE NORWEGIAN SHIP SORLANDET CAPTAIN CON CHRISTIANSEN, Pilot**



### **That Norwegian Schooner**

Few Amherstburg people caught sight of the Norwegian training ship **SORLANDET**, as she passed up the river Sunday morning on her way to Chicago. She was expected Saturday afternoon, and the shore was lined with people who wished to salute Captain Con Christiansen, the pilot, but it was not until four o'clock Sunday morning she hove in sight. A Norwegian representative of the Associated Press came to Amherstburg by speed boat and boarded her here. The terrific row made by his boat as she swept up and down these waters awakened some people, who otherwise would not have caught a glimpse of the **SORLANDET** at all. The **SORLANDET** left Kristiansand, Norway, on April 28, bound for the Century of Progress Exposition in Chicago.

Built seven years ago, she is the only square rigger to have been placed on the ways in many

years, and carries no auxiliary power. She is used by the Norwegian Merchant Marine as a training ship for boys and the 85 youngsters, between the ages of 14 and 17, who man her, are the hand-picked selections from more than 400 who volunteered for the glorious adventure of bringing her to the United States. Besides the youngsters, the ship carries a crew of 17, including the commander, Capt. Magnus Andersen, who is accompanied by his wife; Capt. Helge Brunsvik, three mates, a sergeant, surgeon, cook, steward, boatswain, four quartermasters, two wireless operators and a schoolmaster.

### **Docking Privileges**

The Detroit & Windsor Ferry Company have extended a very great privilege to Amherstburg to use their dock and waiting room at the foot of Murray Street for the season. This will bring a good deal of business to Amherstburg, as it will enable tourists motorboats and yachts to land here in safety, while the occupants are visiting the town. Everyone is appreciative of the compliment paid us by Capt. Simpson and his company.

### **Native's Sudden Death**

Capt. Joseph Bernard was found dead in bed at his apartment in Detroit Friday morning. Mr. Bernard was born in Amherstburg 61 years ago, son of the late Antoine Bernard, well remembered here. Of the family there are living two sisters and one brother. Mr. Bernard early took to the lakes, and was for many years a marine engineer. He was married here to Miss Josephine Renaud. She survives him. The Bernards moved from Amherstburg to Detroit about 15 years ago.

### **Cargo of Cedar Posts**

The tug **SAYMO** arrived in port Sunday evening from the Manitoulin Island with a cargo of 8,000 cedar posts for the Conklin Planing Mills, Amherstburg. A number of men were given work unloading the cargo.

June 23, 1933

### **Progress in Drilling**

Sufficient progress has been made on the drilling of the solid rock at the foot of Bois Blanc Island that a dredge will soon be set to work bringing up the rock which will be used in the construction of the second cofferdam to be built halfway between Bois Blanc and the **BAR POINT** lightship.

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Through the courtesy of Capt. J. Earl McQueen, of the good tug **MAX L.**, several summer residents of Amherst Pointe, including Will M. Hayes, Jay Sorge, Fred O'Donnell and Lloyd Embree, were taken out to the drill boats now drilling in the Livingstone Channel, on the afternoon of Friday, June 9th. The party was thrillingly entertained by the various operations and were loath to return even at a late hour in the afternoon.

A most friendly gesture toward the summerites at Amherst Pointe, given for the first time in the history of the colony, were the salutes sounded from the deck of the **GREATER DETROIT** on the evening of Saturday, June 1th, by Captain John A. Hyatt, the admiral of the Detroit & Cleveland Navigation company's fleet of lake flyers. Among those who waved from Amherst Pointe in recognition of Captain Hyatt's friendly message were Mr. John Sullivan, Lloyd Embree, Mr. and Mrs. Will Hayes and others. At the close of the Detroit-Buffalo passenger traffic season, Captain and Mrs. Hyatt, whose home is in Detroit, plan to visit Amherst Pointe and from that favored point of vantage view the traffic of the Great Lakes as it passes to and from via the Amherstburg Channel within hailing distance of Amherst Pointe beach.

June 30, 1933

ARUNDEL DRILL BOAT TURNS TURTLE

A great deal of excitement was caused in town on Sunday night when it became known that the Arundel drill **T.N.T.** had turned turtle in the Livingstone Channel, below Bob-Lo Island. Fortunately the only loss was property damage. There was but one man aboard at the time and he easily made his escape. It seems that when the two day-watchmen changed shifts, Sunday evening, with the two night-men, they left no steam on the boiler as they had washed it out. There was considerable overweight on one side of the drill due to the machinery and also to seepage, and two spuds were up on the same side.

Before the night watchmen, one of whom was Jerry Renaud, of Amherstburg, could get up steam so as to manipulate the spuds and run the pumps, the drill listed heavily to that side and it was impossible to blow a signal or summon help. Watchman Renaud took the small boat and was rowing to the dredge nearby to notify them when the drill upset. Since that time, divers have made an examination of the wreck and plans are in progress to have her righted. It is estimated that the loss will be about \$20,000.

July 07, 1933

Dredge Worker's Mishap

Charles Klean (*sic*), employee of the Dunbar & Sullivan Co., suffered an accident at the Livingstone Channel Friday midnight, which might easily have caused instant death. He was jerked from the top of the 80-foot boom of the clam shell dredge **HANDY ANDY** as he was making some repairs, and fell like a plummet nearly that distance, landing head first on a rock pile. His head was badly mangled, and he was hurried in an unconscious state to a marine hospital in Wyandotte where he is lying in a precarious condition. Mr. Klean (*sic*) is well known in Amherstburg, as he has been working for this dredging firm for a long time.

July 14, 1933

Why not clean-up Callam's Bay? Wrecks Mar Beauty of River Front

It was hoped that when Federal officials representing the Public Works Department were in Amherstburg last week viewing the river front and harbor, that they would be impressed with the great necessity of having the various wrecks cleared out of Callam's Bay.

The beautiful bay has been degraded by using it as a marine boneyard. It would cost very little

to blow up the hulks reposing on the bottom there and tow them out into deep water, or let them float away. A job like this could be undertaken by unskilled labor, under the supervision of someone with a knowledge of dismantling wrecks, and thus give work to those who are now unemployed.

Mr. Gott, Federal member for the riding, brought the matter to the attention of Federal authorities some months ago, but so far they have taken no action. It ought in all conscience to be done this summer. It is very easy to envision what a wonderful swimming place for the whole district could be made in Callam's Bay, not to mention the excellent harbor it would be for yachts, and even for vessels in distress.

T.N.T. Raised

The **T.N.T.**, drill scow of the Arundel Corporation, which overturned recently, was raised on Wednesday and towed by the tug **MAX L.** to the shipyards at Detroit for repairs.

Old Boat Engineer

Joseph P. Wells, aged 81 years, native of Dresden, died in Detroit, Saturday. He ended more than 60 years of service as a marine engineer in January, 1932, when he retired.

July 21, 1933

AMHERST POINTE NEWS

The rock and concrete jetty installed in 1930 by the community at the northern extremity of the Amherst Pointe beach for erosion-preventive purposes, after withstanding without damage the high rollers of the past several seasons only to be badly damaged by the ice piling upon it last spring, has been restored to service during the past week, the work being done for the Association by Hilton F. and Thomas Mickle.

These temporary jetties, or groins, as they are termed by the Government, built at the expense of the local property owners in an effort to preserve the beach line from erosion which is ever constant with the years, and more so during the past year due to the closing of the Livingstone Channel and all lake traffic passing via the Amherstburg channel within hailing distance of Amherst Pointe beach, at their best can only last a few years before the ice jams in the spring takes them out, and it is the hope of the Malden beach property owners that the governmental authorities, township, county, and provincial as well as the Federal government, would at once see the wisdom of safeguarding the shore line below Amherstburg by having rock placed in a haphazard manner in shallow water along the beach from Beaudoin's Corner to the Brunner Mond plant north of the town, the rock being obtained when the river channel was deepened in 1912 and towed on a light-draft scow to the shore line where it was back in 1912, unloaded by man-power. With modern machine methods, and modern light-draft scows of a capacity of three or four hundred tons, it would seem that this protection would be but the work of a few days and at a cost that would not be prohibitive as a governmental undertaking. Looking into the future from the known beach recession of the past ten years, there is a strong probability that a continuation of this erosion at the rate now in progress will not only destroy within two or three years the fast disappearing Malden beach line unless the governmental authorities in their far-seeing vision foresee the wisdom of preserving not only this valuable permanency of the roadbed of the King's Highway No. 1, which is even now in peril at several points close to the water's edge.

July 28, 1933

To Become a Showboat

The former Detroit and Windsor ferry **PROMISE** which used to run to Bois Blanc, is to be transformed into a showboat, stationed at the foot of Baldwin Avenue, Detroit. Col. Harold S. Baker and Clayton R. Pollan announced that they had purchased the **PROMISE** from the Detroit-Windsor Ferry Co. for a Detroit syndicate. It is understood that the purchase price was \$25,000. *"Approximately \$26,000 is being spent remodelling the vessel, which will be known as the Showboat Promise,"* Pollan said. *"The sale was consummated with the understanding that the ship would not ply Michigan waters. The engines have been removed and the generator as well as other parts which fascinated engineers of the Ford Motor Co., have been obtained by Mr. Ford for his museum."* The ship was designed by Frank. E. Kirby. She is to be equipped with dining-rooms, a special dance floor and a stage so that patrons may eat, drink beer, and enjoy skits at the same time.

Heavier Traffic on River

Residents along the river and lake fronts have noticed that the traffic is much heavier and that there are many more boats out this year than was the case in 1932. This observation can be proved to be correct by the recent announcement from Cleveland which reads: *"marine circles here predict that five times as much iron ore would be moved on Great Lakes freighters this season as was shipped during the summer of 1932. The forecast followed an order by the Pittsburgh Steamship Company to place 40 more ships in commission for the iron ore trade. The company has at present 31 vessels in commission and the addition of 40 more will bring its fleet to eight times the size of that used last year."*

August 04, 1933

MARINE REPORTING OFFICE AT HEAD OF CHANNEL RE-OPENED BY J.W. WESTCOTT CO. OF DETROIT IRVING T. KELLY AGAIN IN CHARGE, ASSISTED BY MILES MARICLE AND C.D. KELLY

The marine reporting office, operated on the Lower Detroit River by the J.W. Westcott Company, re-opened on Tuesday, August 1st, after being closed since the middle of June last year. The increased tonnage on the Great Lakes this year tendered it necessary for this service to be re-installed. Irving T. Kelly, of Amherstburg, is in charge of the office, with Miles Maricle and C.D. Kelly as assistants. The office is established on the Ballard Reef lighthouse.

The office is for the purpose of giving information to owners as to where their boats are, and giving skippers their orders as to the disposal of their cargo. Many boats receive orders at the head of the lakes to proceed to Lake Erie with their cargoes, but do not know until they reach the marine office at what port they are to unload.

As the water level drops more quickly in the lower part of the river than it does above, the marine office also phones the levels to Sandwich so that boats with a deep draught may lay in there until the

water rises to sufficient height to allow free passage.

Steamer GREATER BUFFALO Breaks Paddle Shaft

It was an unusual sight Wednesday noon to see the giant D. & C. steamer **GREATER BUFFALO**, being towed upstream through the Amherstburg channel by the Great Lakes tugs **ABNER C. HARDING** and **LOUISIANA**. The passenger boat was crippled on Tuesday night while en route from Detroit to Buffalo when the shaft broke at a point about 50 miles southeast of the South East Shoal. It was taken in tow by her sister ship, the **GREATER DETROIT**, which was upbound from Buffalo to Detroit, and brought to the mouth of the Detroit River, where the tugs hooked on. The **GREATER DETROIT** proceeded it to the Detroit wharf.

Dredge NEW YORK at Work in Channel

The suction dredge **NEW YORK**, owned by the Great Lakes Dredge and Dock Company, arrived in port early Sunday morning, and on Monday was at work in the lower end of the section being done by the Arundel Corporation to the lightship. The length is approximately three miles. The company has established headquarters in Amherstburg, their office being on the Wigle dock, south Dalhousie Street.

Large Crowds on River Steamers

The crowds that are seen on the Put-in-Bay and Sugar Island boats as they pass up and down the river on their regular trips prove the popularity of short pleasure jaunts by water and give rise to the feeling that discontinuing the Bob-lo Island boats and closing the island was not a good move on the part of the Detroit & Windsor Ferry Co. So far this summer has been one of the driest and hottest seasons in years and city dwellers are taking advantage of every opportunity to find surcease from the heat of the city. The Bob-lo trip has always been a popular one and ever since the island was converted into a playground, thousands of people every year took advantage to spend a few hours on one of the most beautiful spots on the whole chain of lakes and rivers that comprise the Great Lakes waterway.

Children who live in the city should be given every chance to get into the great out-of-doors and in former years Bob-lo was one of the places where it was safe and pleasant for youngsters. It is not presumed that the Ferry Company would care to operate their boats and the island at a loss but it is doubtful if they would have lost money in such a hot season as this has proven to be. Reduced fares would probably have drawn enough extra passengers to repay the Company.

A natural playground such as Bob-lo was never meant to be closed. Of course the amusements and refreshment stands might not have transacted the amount of business they did when money was more plentiful but if the boats were operated only at cost it would have been better than to close the island to the public.

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The Great Lakes Dock and Dredging Company have rented office space at the Wigle dock, Dalhousie Street South.

August 11, 1933

## **PASSES 'BURG ON WAY TO WORLD'S FAIR AT CHICAGO**

A fishing schooner, **GERTRUDE L. THEBAUD**, of Gloucester, Mass., passed Amherstburg about 1:30 o'clock on Wednesday afternoon, bound for the World's Fair at Chicago. She was running under power from an auxilliary engine but had all sails set, and was a beautiful sight as she slipped through the water at a good rate of speed. The Governor of Massachusetts and party were guests of the skipper. The **THEBAUD** was the Gloucester fishing fleet's selection for the international schooner race between the Canadian and American fleet. She will be on display at the exposition with the **BLUENOSE**, which passed here on her way to Chicago some weeks ago.

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A load of 20-inch pipes was brought to Amherstburg by truck for the Great Lakes Dredge and Dock Company to be used by the suction dredge.

Work on the Ballard's Reef contract has begun.

The tug **COLUMBIA** made a call at this port Tuesday for the first time in several years.

Friends are glad to see Capt. F.H. Hackett up town these days after a long serious illness.

The Chicago Material Co.'s dredge is preparing to start work on the rock job at Ballard's Reef.

Old Drillman Dies

One of Amherstburg's oldest drillmen passed away at River Rouge on Monday afternoon, in the person of Gilbert Morencie, aged 66 years, who succumbed following a long illness during which he had successive strokes of paralysis. His remains were brought to the Sutton morgue at Amherstburg on Thursday morning, and the funeral took place to Rose Hill cemetery in the afternoon.

Mr. Morencie was a native of the Canard district, son of the late Joseph Morencie. Of the family, three sisters and one brother are living - Mrs. William Hamel, of Amherstburg, Mrs. Robert Kett, of Detroit, Mrs. George Tipping, of the Canadian Sault and Henry Morencie of Anderdon. Mr. Morencie worked for years with his father in the Amherstburg quarry and nearly forty years ago, joined of a drilling crew on the Detroit River work, following that occupation until ill health compelled him to give it up. He worked not only on the Detroit River, but at Buffalo. In Amherstburg he was married to Miss Annie Kett, daughter of the late Nathan Kett, and she survives him with six children: Clifford and Charles, of Amherstburg, Martin and Thurl, drillmen of River Rouge, and Stella, Mrs. Fred Smith, of Detroit. Morencie moved from Amherstburg to River Rouge. He was a very likeable man, who leaves many friends who will mourn his death.

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August 18, 1933

## **Construct Diving Helmet**

Bing Sucy, Bill Mayville, and Roy McKenzie, have rigged up a diving helmet and are spending their time examining the subterranean wonders of the Detroit River bottom. Their explorations have not been rewarded by any great finds except a number of "dead soldiers" and some that are not so dead. The helmet is constructed from a water tank which they have remodeled so it will sit tightly on the shoulders, with an open face made of isinglass. Air is pumped to the diver by means of two automobile pumps.

August 25, 1933

## **Grosse Isle Channel Improvement Proposed**

A plan for an All-American Detroit River channel from Fighting Island to deep water in Lake Detroit River in the rear of Grosse Isle has been submitted to the State Advisory Board, Michigan's representative group for the Federal administration of Public Works, by the Port Committee of the Wayne County Board of Supervisors. The project calls for an expenditure of approximately \$10,000 by the Government. It is the revival of a scheme that has been brought up periodically for the past 50 years. If it ever goes through Detroit River will have three deep water mouths.

## **Dredgeman Hurt in Auto Crash**

### **Collision at Jones' Corner Friday**

B. Marshall of Sault Ste. Marie, an employee of the Great Lakes Dredge and Dock Co., sustained bruises and cuts about the face and head when a Ford Coupe in which he was riding collided with another car at the corner of Murray and Dalhousie Streets (George Jones Corner), Amherstburg, on Friday morning about 1:30 o'clock. He was given medical attention by Dr. E. D. Hutchinson and afterwards removed to Grace Hospital.

September 01, 1933

## **Creation of Six Artificial Islands**

### **Brings Protest**

### **Yachtsmen Say These Peril to Small Craft**

The creation of six artificial islands in Lake St. Clair, through the deposit of dredged material from the new Livingstone Channel, is being attacked by Detroit yachtsmen, who contend the islands are a menace to small boat navigation.

Two of the islands already have reared their heads two feet above the water. They, together with four yet to be created, lie to quite an extent on the path over which Detroiters frequently sail. Taking the initiative, Edward H. Zerbe, a director of the Detroit Yacht Club, and other officials of the Detroit River Yachting Association, appealed recently Rep. Clarence J. McLeod. The Congressman wired Secretary of War George H. Dern, asking that the present dumping process be suspended.

The War Department replied that Secretary Dern is away on his vacation and asked to be relieved of a definite decision until he returns. Meanwhile the dredge **NEW JERSEY**, of the

Great Lakes Dredge & Dock Co., is pumping tons of mud from the lake bottom through a huge pipe to the second island.

In his communication to Secretary Dern, McLeod said the proper way for deepening the channel would be to spread the removed soil in deeper sections of the lake, permitting at all times a minimum depth of 12 feet. He also called attention to the fact that there is an adequate dumping ground available in the lake.

The channel, when complete, will be approximately five miles long. Under present specifications the dredged material would be disposed of in six islands, each 800 feet long, extending along the southern border of the channel. The success of this method, engineers have pointed out, depends upon the consistency of the soil, which must resist a strong lake current.

### **Gives Opinion On Blasting Judge Toms Denies Petition for Injunction**

The celebrated case of John H. Smedley vs. George Mills & Co. came to an end in the Circuit Court at Detroit on Saturday when Judge Robert M. Toms denied the plaintiff's petition for an injunction restraining the defendant company from blasting limestone out of the Livingstone Channel off Grosse Ile, or at least from making so much disturbance about it.

Thus is obliterated and buried, says the Detroit Sunday News, the one green oasis in all that dusty legal desert of nisi prius and bills of attainder and writs of certiorari. Smedley, the News continues, is a Grosse Ile resident who complained that the blasting was making life among the bonky glades of that bucolic isle a jumpy and harassed affair, something like rooming upstairs over a fire hall. He presented affidavits tending to show that the blasting kept the crayon enlargement of Great-Uncle Abner in a constant state of agitation on the parlor wall and was afflicting the Grosse Isle pigeons with nervous headaches and spots before the eyes.

#### **On the Other Hand**

The company, in rebuttal, contended the sound of their blasting was as gentle as the splashing of fountains in shaded patios, and as soothing as the soft plunk of \$10 bills into the cash register. They said they stood a pencil on end on the porch of a house near the blasting and that the complained-of reverberations failed to disturb it.

Judge Toms, baffled by this contradictory evidence, promised to look into the thing personally and with the knowledge and consent of both parties, hied himself to Grosse Ile, when no one knew he was coming. His investigations were carried on wholly within the confines of a golf club on the island.

### **Grosse Ile Blasting Noisy? The Judge Plays Golf and says "No"**

The results were contained in his opinion Saturday. While the opinion may never rank as a legal document with the ponderous pronouncements of Blackstone or Coke or sway the destiny of the nation like the decisions of John Marshall and Roger Taney, it may serve to spice the labours of some leary-eyed midnight-working law student of the future.

### **Here's How It Was**

Says Toms, J., in part: *"Two explosions were observed, the first as the Court was about to drive from the second tee and the second late in the evening as the Court sat in the locker-room of the club philosophizing with his friends."*

*"The drive from the second tee was notably bad, but the Court is unable to attribute this disaster to the explosion in the river bed. The drive would probably have been just as bad anyway."*

On the occasion later in the evening the Court found, with nice scientific observation, that the reverberation did not cause the ice in the water glasses to tinkle.

### **Just Now and Then**

"The blasting did cause certain muffled reverberations, but no perceptible tremor was felt. The blasting is not frequent, occurring only two or three times within 24 hours, and is more than a mile removed from plaintiff's house. Even were the blasting done by a company not operating under contract directly with the Government of the United States, the Court's observations would not justify it in interfering with work by its injunction.

But the Court is impressed by the more compelling reason that the defendant company is engaged as a direct agent of the Federal Government in performing a governmental function. The fact that the defendant company, a private corporation, is doing the work under contract with the War Department, does not alter the fact that the work itself is governmental in nature and that much supervision and control over the methods employed is retained by the War Department that the work is in fact, the work of the Government. The temporary injunction prayed for will not issue".

September 08, 1933

Sixty-four ships of the Pittsburgh Steamship Company, including the seven barges, are now in commission on the upper Great Lakes. This is indeed a sign of the time.

September 15, 1933

### **Money for River Work**

The U.S. War Department Tuesday allocated \$1,462,000 for deepening the channel in the Detroit River to 26 feet. It likewise allotted \$501,000 for increasing the depth of the channel in St. Mary's River, Mich., to 24 feet. The Detroit River vote is merely the annual appropriation for the Livingstone Channel work. A third allotment of \$230,000 was made for dredging a channel in the St. Clair River, Mich. Of this sum, \$150,000 will be used for dredging under private contract and \$80,000 for hiring labor for dredging to be done with government equipment.

September 22, 1933

### **Wants Action on St. Lawrence Waterway**

George Dern, United States Secretary of War, speaking at a conference of officials and leaders at Superior, Wis., this week, urged the ratification by the United States Senate of the St. Lawrence deep waterway treaty with Canada, followed by immediate construction of the project.

*"The building of the waterway,"* Secretary Dern said, *"is an important part of President Roosevelt's recovery program."* He added President Roosevelt reiterated to him *"that he hopes*

*the Great Lakes-St. Lawrence waterway treaty, will be ratified and that the project will be constructed."*

Demand that the St. Lawrence project be placed at the head of the list of public works to be approved at Washington, both to provide work for thousands of jobless and to open a new era of transportation for the land-locked mid-continent was voiced by United States Senator Robert M. Lafollette, Jr.

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Body Recovered

The body of the dredgeman who was drowned when he fell off one of the Arundel dredges at work in the Lower Detroit on Wednesday afternoon, was found on Saturday a short distance from the dredge by a United States patrol boat which was dragging for the body.

Level Dyke Banks

The George Mills Construction Company have been awarded the contract to level the dyke banks of the Livingstone Channel. The earth and rock has been there for some years, and obstruct the view of Grosse Isle residents of the Detroit River. The Government has granted their request to have the banks removed.

September 29, 1933

MANY THRILLING ADVENTURES WERE JUST PART OF DAY'S WORK

Captain John Manson At Lighthouse for Many Years

Lighthouse keepers will soon be returning to their winter quarters with their task of keeping the waters safe for shipping completed for another year. There is one keeper of a light who has gone to his reward, but whose memory will stay in the minds of those who knew him and knew of his heroism and strict application to duty. He was Captain John Manson, Amherstburg, for many years the highest paid and oldest keeper of the service both in years and in point of service. Many tales are told of Capt. Manson's lonely vigils and many untold because he did not care to relate incidents, although thrilling and adventurous to the landsman were just part of the day's work to him.

Probably one of the most nerve-wracking experiences was one where he lay in bed in the lighthouse at Colchester reef, where he was stationed for many years, wracked with the pains of a paralytic stroke. There was no one to administer tender care to help ease his pain. There was just the familiar walls and the flickering shadows that played on them. He lay still, but now and then his lips worked spasmodically as he tried to gather his straying thoughts. His torture had endured all day and sleep would not come. The gathering dusk soon enveloped the little room and sleep finally came as a blessed relief. He did not know how long he lay there but the piercing blast of a steamboat whistle awakened him with a start and his first thought was for the light, the beacon that warned boats to beware of the reef. He turned with an effort to ease out the window and could see plainly the lights of a passenger steamer a few miles away. He could not see, but imagined the gay throng of laughing merrymakers, who gave no thought to the course the ship, was trusting implicitly in the seamanship of the officers. Capt. Manson could visualize that they were headed for the reef where no warning signal glowed.

Urged by the call of duty, though every move forced a groan of pain from his lips, he crawled from his bed. With one side paralyzed he made his painful way across the floor to the door and the winding stairs which led to the light. Up each step he dragged himself and half way up another blast from the steamboat whistle made him redouble his efforts. More than once it seemed to him that he was fainting but each time he cast the strange feeling from him. At long last he reached the room, a match flickered in his hand and he set the wick aglow. At first it burned low, then burst forth in all its brilliancy. Colchester Reef displayed its warning! On the floor lay the keeper in a dead faint. The ship's course was changed and the passengers did not know how their lives had lain in the hands of a partly paralyzed man.

The next day a son, William Manson, still living at Amherstburg, sailed down to the light and found his father in need of a physician. A passing boat was signalled and the old man taken to his home port. He recovered from the stroke and returned to service the following year.

Captain Manson was born in Scotland and when a young man came to Canada. He entered the lighthouse service and for five years was in charge of the lightship at Bar Point. He lived on it with his wife and their first child. Later he was transferred to the Colchester Light. Although he encountered many experiences that almost robbed him of his life, he survived to pass away peacefully at his Amherstburg home.

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The dredge **JUPITER** has joined the U.S. dredging fleet at work on Ballard's Reef.

## Freighter Goes Ashore

The **THUNDER BAY QUARRIES**, 600-foot freighter owned by Boland & Cornelius, of Buffalo, went aground early Wednesday morning on the west side of the Amherstburg Channel, a mile and a half below Bois Blanc. The craft was laden with stone and was down bound from Alpena to Fairport.

## Barge and Cargo Sunk

Rammed by the freighter **LEHIGH** in the fog of Wednesday morning, the barge **LORETTA** with a cargo of \$80,000 worth of sulphur, went to the bottom of Lake Erie. The crash occurred off Bar Point light, five miles south of Amherstburg. The bargeman, Harmon White, of New York, had barely time to climb aboard the freighter, which had dropped a ladder over the side for him. The **LEHIGH** was reported as undamaged by the crash.

October 06, 1933

The tug boat, **CISCO**, has joined the Cook fleet at this port and is being given an overhauling at the Goodchild slip, foot of Park St.

The Great Lakes Dredge and Dock Company's dredge **NEW YORK** pulled out again Monday morning, having been in at the Government dock since Friday when the southwest wind balled up the whole works, tipping over the pontoons and doing other damage.



## **Drowned Off Dredge**

Stephen Graham, deckhand on the suction dredge **NEW YORK** at work at Bar Point, was drowned on Thursday night when the pipe line on which he was working turned over and he was unable to save himself owing to the choppy seas, which also prevented fellow workmen from saving him.

## **All-American Channel**

The first step in the opening of the All-American channel in the Detroit River at Wyandotte was the opening of tenders for the project by Major R.C. Crawford of the U.S. War Department. The lowest bid was \$18,750, submitted by the Great Lakes Dredge and Dock Company of Chicago. October 13, 1933

## **FORTY-ONE YEARS AGO**

This November coming, a young Amherstburg lad played an important part in the thrilling rescue of the crew of the sailing vessel **CANADA**, which had foundered on the rocks of Colchester Reef. He was wheelsman of the tug **ERIE BELLE** which was sent from Amherstburg to aid the distressed vessel. Today this sailor, Harry Pocock, is the only surviving member of this gallant crew. At present he is retired and living in Windsor. Many will remember him as senior captain of the Detroit & Windsor Ferry Company fleet who, prior to his retirement, was master of the ferry **LASALLE**.

The **CANADA**, a sailing vessel which was known to mariners as a "timber drover," was a canal-sized vessel (short and wide). She plied the Great Lakes, her cargo made up largely of lumber. One afternoon when she was lying anchored off the Hackett dock at Colchester waiting for a load, a storm came up. The anchors did not hold and she was piled up on the rocks of the Reef. A telegram for assistance was sent from the Hackett dock to the Duff and Gatfield marine office at the Lime Kiln Crossing and the **ERIE BELLE** was dispatched to the rescue. In spite of the terrific swell the tug hove to on the lee side near the stern and the crew of the sailing vessel was able to jump aboard. Next day they returned to the scene of the wreck with the captain and underwriter, but the ill-fated vessel had broken in two and was abandoned to the waves.

The **ERIE BELLE** was owned by the Odette and Wherry firm of Windsor, and was manned by a crew consisting of the late Captain John Tobin, the late Charles Conroy, mate, Henry Pocock, wheelsman, the late Harry Bradford, chief engineer, the late John Smith and the late William Johnson, firemen.

Many oldtimers will remember that the **ERIE BELLE**, before being converted into a lake tug, was a passenger steamer piloted by the late Captain Jacques Laframboise, which ran between Windsor, Amherstburg, Colchester, Kingsville and Pelee Island. In 1851, while coming out of Kingsville harbor, she ran afoul the anchor of another vessel; a hole was punched in her side and she sank. While being raised it was necessary to cut away part of her cabin and she was rebuilt as a lake tug used to pull the sailing vessels through the river. In 1883 while in the Kincardine harbor her boilers blew up. She sank, but the remains of her hull, were discovered recently.

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Those along the river front Tuesday forenoon caught their last sight of the celebrated schooner **BLUENOSE** as she passed down on her way home to the Maritimes after being on exhibition at the

Chicago Fair.

The sandsucker **EMERY** dredged 800 tons of sulphur from a sunken barge at Bar Point and had it taken to Cleveland.

Tug Released

The tug **COLUMBIA** of the Construction Materials Corporation, Chicago, which ran aground near the dam of the Livingstone channel in the lower Detroit River, was pulled off on Sunday, October 1st, by the tug **MAX L.**, in charge of Capt. J. Earl McQueen.

October 27, 1933

The Dunbar & Sullivan dredge **EMPIRE** was taken to Trenton this week, where it has a job digging in the harbor.

WORKER KILLED AT LIVINGSTONE CHANNEL

When a gasoline tank which he was repairing exploded, Steve Dobay, 35, a mechanic employed by the George Mills Construction Company on the steamer **INDIANA** was instantly killed on Thursday afternoon. Dobay was engaged in repairing a hole in the tank, and, according to fellow employees, had completed the task. He then took an airline carrying 100 pounds pressure and applied it on the tank to ascertain if it was airtight. So far as can be determined, he did not withdraw the pressure soon enough and too much air was allowed to enter the tank. It exploded while he was closely examining it for further leaks.

The unfortunate man was a Hungarian by birth and had been employed at the Livingstone Channel since early June. An inquest was conducted by Wayne County authorities on Friday.

November 03, 1933

BEGIN PUMPING WATER FROM THE SECOND DRY CUT

Once again the pumps are running full blast at the Livingstone Channel, this time lifting water at the rate of 75,000 gallons per minute out of the second section to be done in the dry by the Mills Construction Company. The pumps were started on Monday and it is expected that it will take between seven and ten days to take all the water out. This section is about a mile in length. Record time was made on the first dry work and the company is away ahead of schedule. The work will be continued through the winter months. On Monday the pumps were at work pumping out the section of the dry work at the Livingstone Channel. The George Construction Company, who are in charge of this work, are ahead of their schedule.

STEAMER AGROUND

The motorship **ORMIDALE** was aground on the west side of Ballard's Reef on Wednesday morning and was considerably damaged, the number one, two and three compartments being filled with water. She was bound from Bay City, Mich., to Cleveland, Ohio, with a cargo of 2100 tons of sugar. The cargo was transferred from the distressed ship to the **ILI 101** Wednesday.

November 10, 1933

Marine Notes

The large derrick owned by the Great Lakes Dredge & Dock Company has been engaged during the past week removing boulders from the Amherstburg channel. This derrick is one of the most modern in use on the Great Lakes and is capable of lifting 100 tons. The Great Lakes suction dredge **NEW YORK** has been taken to Wyandotte to do some work and the place on the Livingstone Channel work has been taken by the dredge **MOGUL**, which is the largest dipper dredge on the chain of lakes. It is expected that Great Lakes **DREDGE NO. 9** will be on the channel job this week.

November 17, 1933

VESSEL OVERDUE

The Cleveland News called The Echo on Wednesday, much perturbed over the whereabouts of the steamer **UNDERWOOD** of the Great Lakes Corporation Line. The **UNDERWOOD** passed Westcott Marine Agency at 12:30 on November 13th, and on Wednesday was approximately two days overdue at Buffalo. It is believed she was waiting for weather as she carries a travelling crane on her deck and could not weather the recent gales as the ordinary freighters.

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### CAPT. McQUEEN'S TUG "MAX L." SUNK STRIKES RIDGE OF ROCKS IN LIVINGSTONE CHANNEL

The tug **MAX L.**, owned and operated by Captain J. Earl McQueen of Amherstburg, was sunk when she struck a ridge of rocks in the middle of the Livingstone Channel at about 2:30 o'clock on Monday afternoon. As the barge **BATAVIA** was in tow alongside, Captain McQueen and his crew of six men were able to climb to safety on the barge before the tug sank. A hole was punched in the stern of the tug by the rocks. She will be repaired as soon as possible. The **MAX L.** has been plying back and forth along the same course all summer, but it is believed that owing to the dredge working in the channel, the dippers have piled up rocks ahead of them, causing a ridge to form. There has been from 20 to 25 feet of water on the course and the **MAX L.** was drawing only nine feet when she struck. An Arundel tug towed the barge into port.

The **MAX L.** has been owned by Captain McQueen for five years and has herself been in many rescues of ships in distress. Last week she pulled the **ORMIDALE** off when she ran aground on Ballard's Reef.

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Deporting River Workers

Men on the U.S. government Livingstone Channel project which is 70 per cent in Canadian waters off Amherstburg, now are forbidden to board and room in Amherstburg. Enforcement of the regulation prompted Eccles J. Gott, M.P. for South Essex, to send the following telegram to Prime Minister Bennett: *"Commencing today American government regulations compel Livingstone Channel employees to live on the American side. Looks like a radical order*

emanating through short-sightedness, as many Americans resident of the United States are at present engaged in Windsor, Walkerville and other border towns. Steps to draw this to attention of official Washington should be taken forthwith. Canada conveniently closer to work and every courtesy has been extended by our government officials. Workers not even permitted to board in Canada, yet contractors use Canadian wharves for their convenience. Contractors are in no way to blame."

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### **Captain E. Warwick Dies**

Captain Ernest Warwick, Great Lakes ship master for many years and formerly a resident of Froomfield, Lambton County, died at Port Huron last week. He has resided in that city for 25 years. Of a sailing family, he had spent most of his life on the lakes. He is survived by his wife, Eva Callam, of Sarnia, and three daughters. A brother, James, and a sister, Mrs. Archie Gibb, reside at Froomfield.

November 24, 1933

### **CAPTAIN McQUEEN'S NEW TUG 'PROGRESSO' ONE OF THE FINEST**

Captain J. Earl McQueen's new tug, the **PROGRESSO**, arrived in port from Toronto on Monday. This is rated as one of the finest and most powerful tugs of its size on the chain of lakes. It was purchased by Captain McQueen from the Toronto Drydock Company and brought to Amherstburg by Captain William Stitt, of Brockville. The tug is 75 feet long with an 18-foot beam and draws nine feet of water, is complete in every way with sleeping quarters for the crew and a large galley. The port of Amherstburg now enjoys a tug service that is second to none. Efforts will be made soon to salvage the **MAX L.** which was wrecked last week when it hit a boulder in the Livingstone Channel.

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BLASTING CASE BEING HEARD

Citizens of Amherstburg are vitally interested in the Mrs. Marie Aikman vs. George Mills Construction and the Arundel Corporation suit, which is being heard by Chief Justice Rose in the Supreme Court at Sandwich this week. Mrs. Aikman is suing the construction companies for damages to her home on Laird Avenue, Amherstburg, which she alleges were caused by excessive blasting on the Livingstone Channel Improvement work. The damages asked amount to \$15,000.

The trial opened on Tuesday morning and at a late hour on Wednesday, defence testimony was still being heard. Stanley L. Springsteen, of Windsor, and A.H. Stevenson, of Amherstburg, are acting for the plaintiff, and Phelan & Richardson, of Toronto, for the defendant companies.

Evidence for the plaintiff was given by A.J. Gosselin, A.G. Little and L. McGill Allan, contractors, also Bernard Burke, Detroit attorney, who maintains a summer home near Amherstburg, and N.A. Marra.

In their pleadings, the defendant companies claim that the blasting was conducted with reasonable care and skill, in execution of work authorized by the Parliament of Canada, and that

none of it damaged the plaintiff's property. They are pleading the Public Authorities Protection Act. Witnesses who appeared for the defence included Kenneth Heagy, of the U.S. corps of engineers; Jack Schlessinger, resident engineer of the Arundel Corporation; John Munro, drilling and blasting foreman of the company; and John Foley, superintendent of the Sibley Quarries.

FRANCIS HACKETT DIES

Another member of the early families of Amherstburg passed away early Friday morning in the person of Captain Francis Joseph Hackett of Park Street, who had been in failing health for six months. Captain Hackett was born at Maple, Ontario where his father, the late Dr. Joseph Hackett, was located, but later returned to Amherstburg. His mother was Jean Hedley also a member of Amherstburg's prominent early families, and sister of the late Charles Hedley, at one time editor of the Monetary Times Toronto. Captain Hackett was the last of the Dr. Joseph Hackett family. Those who predeceased him were: Miss Josie Hackett; Bessie (Mrs. Charles Thrasher), and a brother, William, all well-remembered in Amherstburg.

Frank (Gale) Hackett at an early age took to marine life and sailed on many kinds of early schooners and tugs, up and down the lakes, getting his papers as a lake captain. In 1900 he was appointed by the Lake Carriers Association as master of the **SOUTHEAST SHOAL** lightship, retaining that position for some years. Later he had charge of a patrol boat on the Detroit River, and a light at the upper end of the Livingstone Channel. Of late years he had lived a retired life.

Surviving him are his wife, formerly Miss Ida M. Botsford, daughter of the late Mr. and Mrs. George Botsford; two daughters: Jean, Mrs. S.S. Macdonald, of Detroit; Mary Elizabeth, Mrs. Charles Abercrombie, of Windsor; and a son, Stuart, of Amherstburg. Captain Hackett was a man of strong personality. He was known throughout the chain of lakes and had many friends who mourn his demise. The funeral services were conducted at the residence Sunday afternoon by Rev. W.S. Irvine, pastor St. Edwards Presbyterian Church, and burial was in Rose Hill Cemetery.

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The Canadian Steamship Lines steamer **COALHAVEN** discharged a cargo of coal at the Mullen dock in Amherstburg on Monday.

## **Canadian Engineer's View of Livingstone Channel Work**

The view of Canadian engineers on the hiring of men for the Livingstone Channel improvement is expressed by an organization of the stationary engineers, "The Power Engineer", which is published in Montreal. In the issue of October 1933 under the head of "Nobody's Business", it has the following to say:

A firm of dredging contractors is deepening a section of the Detroit River between Amherstburg and Windsor, known as the Livingstone Channel, and building cofferdams for the improvement of navigation. On a scow in the stream there is a floating power plant, and for many months past dredges pile-drivers and other parts of the plant have been a hive of industry, watched with anxious eyes by workers on the bank. The scene of action is in Canada for Livingstone Channel is in Canadian territory and the project had to receive the authorization of the Canadian government before it could be undertaken, but the workers employed are United Statesers from Detroit, although the neighboring towns are full of unemployed. Canada's Alien Labour Act is flouted, the contract labour provision of the Immigration Act is disregarded with impunity.

Nobody appears to be able to do anything about it for somebody blundered. The contractor in charge of the work is serving the government of the United States, and that government received the permission of the Canadian government to have it done. In granting permission in March, 1932, the Department of External Affairs at Ottawa failed to include in its stipulations any reference to labor. No doubt the academicians of the department thought they had acquitted themselves with distinction when they inserted in the slipshod agreement a rigmarole that.

*“The works or materials built or deposited in Canadian waters shall automatically become the property of the Crown in the right of the Dominion, or the province of Ontario, or the property of private individuals depending upon the ownership of the site where the works are built or materials placed. Thus they define the property rights that will obtain when the work is completed, but they would have rendered a more substantial service to king and country if they had defined Canadian labour’s rights while the work was being done. Since last March the Canadian Association of Stationary Engineers and the all-Canadian Congress of Labour have been pressing this matter upon the attention of the powers that be.*

*As was pointed out by The Canadian Unionist in April, the Livingstone Channel is an international waterway, open to Canada’s ships as freely as those of the United States. But the U.S. government is not spending \$2,000,000 or any part of that sum from philanthropic motives. The vast majority of ships which use the waterway are of U.S. registry, and the situation is that a foreign government is improving a road in Canadian territory for the benefit of its own nationals. There is no visible reason why a foreign government or its agents should, in such circumstances, be exempt from the requirements of Canadian law.*

*Replying to questions in the House of Commons last May the Minister of Labour and Immigration, Hon. W.A. Gordon denied that permission had been given to import workers into Canada from the United States for the Livingstone Channel project. Yet the men have entered the country. The provincial authorities in Ontario have considered the case from all angles, and although anxious to do everything possible to secure jobs for Ontario workers they can do nothing that the work in the channel, being in “navigable waters” is within federal jurisdiction. Hoisting and stationary engineers in Ontario are required to hold certificates of proficiency from the provincial government, but here is a case where the federal government assumes control and the Operating Engineers Act of Ontario cannot be enforced.*

*The responsibility for the exclusion of Canadian workers from the jobs in Livingstone Channel rests with the Dominion government. It is true that the United States government was authorized to have the work done, but from the moment the project was put in the hands of a contractor it should have been regarded as a private undertaking so far as concern the conditions of its execution, and that contractor should have been made to conform with Canadian laws. The omission of labour stipulations from the international agreement is excusable only on this basis. But that omission was a blunder, and the Canadian government merely enlarges it by according to a private contracting firm the privileges which it might grant to another government.”*

December 01, 1933

The Sarnia Steamship Co. have taken over 13 boats of the defunct Mathews Steamship Company. This brings the total number of boats owned by the Sarnia Company to 24.

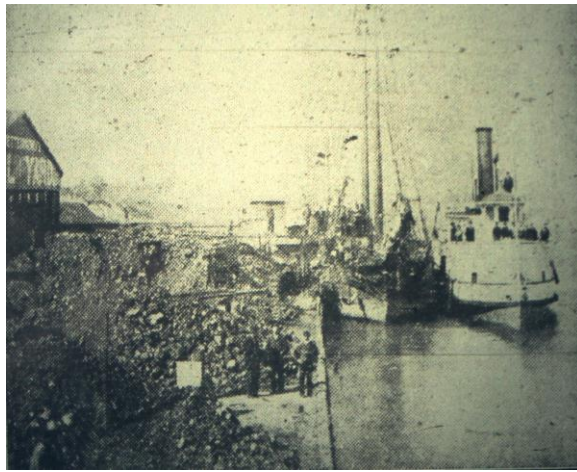
December 15, 1933

Capt. A.C. Callam left this week for Buffalo, where he will be engaged during the winter looking after the Str. **BACK BAY**. Mrs. Callam will join him later.

## VESSEL PASSAGES

L.T. Kelly, local representative of the Lakes Carriers' Association operating a marine reporting office here, reports that since the office opened on August 1<sup>st</sup> to December 15<sup>th</sup>, 4,748 vessels have passed up the Detroit River, and 4,874 down, making a total of 9,622. This total compares favorably with the peak year of 1929.

## Blew Up Fifty Years Ago



## THE TUG 'ERIE BELLE' OF WINDSOR

Here it is lying near the dock at Windsor prior to going to Kincardine to salvage the **CARTER**. The **ERIE BELLE**, the steamship on right, was 125 feet long, though the picture does not give a true idea of its size. Standing topmost on the tug is its Captain, John E. Tobin.

## SOLE SURVIVOR OF DISASTER RELATES STORY OF EXPLOSION

*(Kincardine Review Reporter)*

On November 21, 1933 the fiftieth anniversary of the explosion of the boiler of the tug **ERIE BELLE** of Windsor, on the lake south of Kincardine, Henry A. Pocock of Detroit, the last survivor of the disaster, told the Review Reporter the true story of how it came to pass that the boiler exploded, sending a part of the crew to their death.

On November 21, 1883 Henry Pocock was a young man of 18 years, wheelsman on the **ERIE BELLE** which was owned by a Windsor firm, and used as a wrecking tug. Prior to that the **ERIE BELLE** had been a passenger vessel and before that was the tug **HECTOR** brought to Detroit from the coast by the Cherbourg Tug Co. It burned at Detroit and the hull was purchased by Odette and

Wherry, of Windsor, who converted her into the **ERIE BELLE**. That it was not a small tug trying to pull off the shore the stranded sailing ship **CARTER**, was made clear by Mr. Pocock for he said, the **ERIE BELLE** was 125 feet and 25 feet wide.

Three times since the disaster has its sole survivor been in Kincardine, but the last occasion was 1886. At that time he was the member of a crew which was doing salvage work in Georgian Bay, raising the steamer **QUEBEC** which had gone down in 1884. To do this work, pontoons were required but these were in Kincardine. When the crew of the salvage ship attempted to pump their pontoons on Sunday, the Lord's Day Alliance would not permit it, but late Sunday evening the work was done. Raising the **QUEBEC** took ten months, Mr. Pocock said.

But returning to the story of the **ERIE BELLE**, which is remembered by many of the citizens who resided here at the time, and by others who have had the story told to them, the tug had been sent from Windsor to Kincardine to pull the sailing vessel **CARTER**, which was loaded with square timber, off a sandy point south of Kincardine where the vessel was stuck fast. It was a typical November day that 21<sup>st</sup> fifty years ago, with a cold wind and snow blowing about to make more miserable the work of the sailors. The **ERIE BELLE** was in charge of Captain John E. Tobin who was directing operations, while below Bill Osgoode, chief engineer, was watching the steam. Government inspectors would permit not more than 65 pounds of steam for the **ERIE BELLE** and under proper circumstances the surplus would have blown off. But Bill was conservative with his steam and had rearranged the boiler so that it would take 100 pounds of steam without "blowing off". At least he thought it would. But on November 21<sup>st</sup>, 1883, the boiler wouldn't take it and with an explosion which was heard around for miles, blew the tug to pieces and sent the crew hurtling through space, to light, some dead, some maimed, on the waters of the lake. The engineer, his second, John Smith and William Sayles, the fireman, were killed by the blast, for they were working in the engine room.

As debris fell about him, the captain of the ship floated helpless his arms paralyzed and only quick and gallant action by the wheelsman, Frank Conroy, saved the captain's life. Swimming away from the piece of timber to which he had been clinging, the wheelsman placed his chief on it and started swimming to shore. In the meantime, the volunteer boat crew rushed from Kincardine to the scene of the disaster, where their life-saving boat was already in use by the **CARTER**, and brought to safety the crew of the ship which was now a floating mass of shattered timbers.

How did James Gardiner come to be aboard the tug? That is simple. Henry Pocock had permission from the captain to let him go out on the tug. When the explosion took place Pocock clambered out a porthole, dragging and pulling Gardiner behind him. Today Gardiner lives as a recluse in a shack in the bush north of Inverhuron. George Brown, deck hand, escaped death in the disaster only to be drowned in 1910 when he fell from a pier at Windsor.

The body of the chief engineer was claimed by his brother and taken to Lorain, Ohio but the firemen, Sayles, was buried in Kincardine Cemetery, while the body of the cook was taken to Windsor. William Johnston, another fireman, lived two years after the disaster, but was thereafter mentally unbalanced and died in an institution in London. John E. Tobin, captain of the **ERIE BELLE**, lived till 1917 and for many years was well known on the lakes as an able sailor. His own brother, Billy Tobin, who was his mate on the ship, died in 1893 and Conroy, who saved the captain's life, passed away in 1897 at Prescott. Dan Finlayson, another member of the crew, was blinded as a result of the mishap. He passed away at Windsor.

And now, 50 years after the tragedy, Henry Pocock, now a man well on in years, is the only



member of the crew and the only one who knows and can tell the real story of the **ERIE BELLE** disaster. (Editor's note: Captain Pocock is one of the best known captains on the chain of lakes. For years he was in charge of one of the D. & W. Ferry boats.)

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All range lights, including Livingstone Channel lighthouse and meteorological station, have been ordered to be kept in operation by George Gott, Amherstburg, agent for the Department of Marine until the Str. **E.C. POPE** passes up, and Strs. **MAINE** and **HENRY** pass down. This will close navigation with the exception of Str. **CORT**, which expects to make several trips between Detroit and Buffalo, but will run the river in daylight only.

Low Water

It is seldom that a boat has to wait at the mouth of the Detroit River until the water rises sufficiently to let it proceed up the channel. However, on Monday morning the water was so low that the Steamer **HURON** of the Wyandotte Transportation Company had to delay several hours near the foot of Bois Blanc Island until there was enough water for her to continue up the river. The **HURON** draws 17 feet 10 inches and the depth at the Lime Kiln crossing was only 17 feet 7 inches.

December 22, 1933

OPERATIONS SUSPENDED FOR WINTER GREAT LAKES PLANT LAID UP AT WYANDOTTE

The Great Lakes Dredge and Dock Co., which has been working on the river for some months, suspended operations for the winter and moved their equipment to Wyandotte, Mich, last week. The company has given employment to a number of Amherstburg men, who will now be unemployed. An effort was made to have the equipment laid up in Amherstburg and free dockage was offered, but the Company, because of the N.R.A., were forced to pull into an American port. The Company has one of the best equipped dredging plants on the lakes.

Boys Have Narrow Escape

Trying to emulate Eliza's alleged stunt of using cakes of ice for a means of transportation, three youngsters - Harold Overholt, Billy Wigle and Max Reynolds - hopped on a big piece of ice and went floating down the Detroit River near the waterworks dock on Saturday. Their trip almost had a disastrous ending for the boys did not allow for the swiftness of the current and the ice-cake began to float out into the river. Realizing their danger, Lester Hamilton of Amherstburg and Bert Sutton, of the Great Lakes Dredge & Dock Co., threw the boys a heaving line and they were pulled to safety just before their improvised craft was swept underneath a Great Lakes scow. The quick action on the part of the two men probably saved the boys from an icy bath or worse.

MR. AND MRS. SAM JACKSON SPENT MANY YEARS ON THE GREAT LAKES WITH DREDGING COMPANIES

Both now retired and Living amid Peaceful Surroundings at their Home on the Townline

Living in a picturesque, low rambling house that seems an expression of their lives and themselves, Mr. and Mrs. Sam Jackson, old-time residents of Amherstburg, have put their active life behind them and their days are now quiet and contented. For many years they travelled the waters of the Great Lakes with a dredging outfit deepening waters and rivers and doing their little bit to make the waters more navigable. The work now has become but a memory to them, but a vivid one, one that can be recalled with pleasure and satisfaction and the knowledge of work well done.

Mr. Jackson celebrated his 81st birthday on Saturday. He was born in Richmond, Surrey, England. When a young man he came to Canada on a sailboat and started working on a dredging job at Port Dalhousie. Later the dredge began work on the biggest job he has had in his dredging career, digging a feeder to the Welland Canal from Dunnville to Welland Junction, 21 miles. That undertaking is firmly imprinted in his mind. *"It was terrible,"* he said. *"The mosquitos were there in millions and many of the men contracted ague and suffered painfully. We couldn't sleep on the dredge at night because of the mosquitos and we had to go ashore and spend the nights in barns or some other shelter where they were not so bad."* From there he went to Toronto where Michael Sullivan joined the outfit and he and Mr. Jackson worked together for many years for the Dunbar Company.

He first came to Amherstburg in 1877 on the dredge and worked here for some time. One incident occurred that he particularly remembers. They were dredging in the river and using nitro-glycerine for blasting. The strong current caused the wires to pull the charge out of the rock and two drillboats were blown up inside of 24 hours before a method was found to hold the charge in place. He worked in many places on the lakes and it was while dredging that he got his left foot caught in the machinery and had it cut off.

Mrs. Jackson also worked on a dredge as cook. She was born in Scotland 88 years ago and came out there with her first husband, William Pitt. He was in ill health and died while in Amherstburg. Mr. and Mrs. Jackson met on the dredge and their romance blossomed until it bloomed into marriage at Chicago in 1872. When possible they made their home in Amherstburg in the winter time and resided in the house which they now occupy on the townline, Anderdon. When they left the strenuous life of dredging they settled down in their comfortable little cottage. Here they are spending their quiet days in contentment, a comfort to each other. Mrs. Jackson had a daughter and son by her first marriage but both are dead. The daughter, Mary Jane Mero, wife of Eli Mero, died three years ago, and the son, a sailor, dying of typhoid fever some years ago. They have no other relatives but many friends, and are all in all to each other.

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### **Lightkeeper Safe on Shore**

John B. Knapp, lighthouse keeper of Colchester light, and his assistant, S. Bock, safely arrived on shore Wednesday afternoon after being held up for over a week due to ice conditions. Mr. Knapp's son, Wallace, and his son-in-law, Forest Cornwall, left the Colchester shore Wednesday

morning and pushed their way through the floating ice to the lighthouse. Last Tuesday the Department of Marine and Fisheries notified Mrs. Knapp that she could signal her husband from the mainland that he was relieved from duty this winter, but the news came a day too late, the wind having blocked the ice between the shore and the lighthouse and Mr. Knapp and his assistant were unable to get through. It was thought for a time this week that they would be marooned at the lighthouse for several days more, but shifting winds on Tuesday and Wednesday cleared away a great deal of the ice.

December 29, 1933

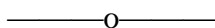
### **Editorial:**

Speaking at a "Seaway Conference and Celebration" held at Superior, Wisconsin, when a number of U.S. Senators were in attendance, Hon. George Dern, Secretary of War for the United States, strongly supported the St. Lawrence waterway project and predicted that at the next Congressional session the agreement with Canada would, with the powerful aid of President Roosevelt, be ratified. U.S. Senator Robert M. La Follette, Jr., an enthusiastic advocate of the project, demanded early action expressing the opinion that thousands of Americans could be usefully employed in a work which, when completed, would open a new era of transportation for the land-locked middle states.

On July 18<sup>th</sup>, 1932, the St. Lawrence Waterway Treaty, providing for a 27-foot waterway from the Atlantic Ocean to ports on the Great Lakes, was signed by American and Canadian representatives at Washington, D.C. The treaty is to be ratified first by the Senate of the United States of America and afterward by the Parliament of the Dominion of Canada. The estimated cost is \$543,429,000 to be borne equally by the two nations after making due allowance for expenditures already made by each country.

Advocates of the project have claimed that a saving of six cents per bushel in transportation costs will be made by reason of the building of a waterway of sufficient depth to permit ocean steamers to navigate the entire distance to Fort William and Duluth. In view of the fact that the net ton-mile rate charged for ocean transportation, it is difficult to understand how advocates of the waterway scheme figure out any saving. As to the estimated cost of construction, namely, \$543,429,000, it should be remembered that there is no guarantee that the cost will not exceed this estimate, as costs of such projects have a habit of doing. The Trent Valley canal was to cost \$6,960,000, its completed cost was \$30,000,000; the Welland Canal was to cost \$40,000,000, its completed cost exceeded \$128,000,000; the Panama Canal was estimated to cost \$150,000,000, but its cost was more than double that sum.

With transportation facilities sufficient to move 500 million bushels of wheat, and limited as we are by the "London wheat agreement" to a maximum yearly export of 200 million bushels, with a national debt exceeding \$226 for every man, woman and child in the country, it would be an act of folly for Canada under present conditions to engage in a project which would add to our debt problems and would be a destructive competitor of our national railways.



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