



Echo **SOUNDINGS**

MARINE NEWS OF 1910-1911

Excerpts from the
Amherstburg Echo

Volume VIII
2005



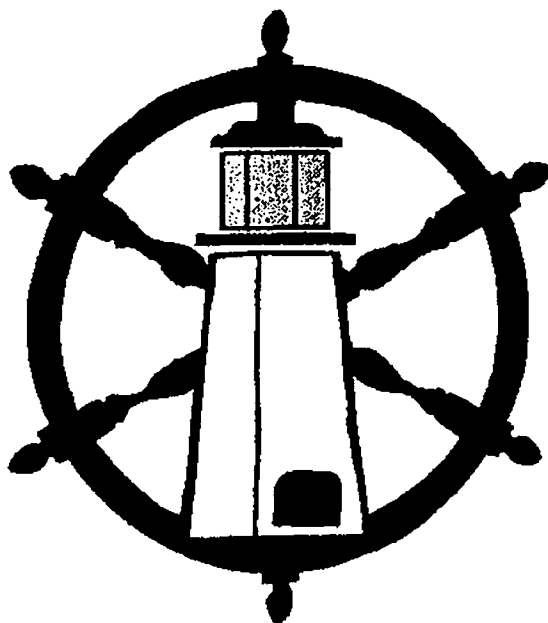
A publication of the Marsh Collection Society
Amherstburg, Ontario



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Introduction

The Marsh Collection Society, a non-profit organization, is based on the historical collection of John Marsh and his sister Helen, owners and operators of the *Amherstburg Echo* for over 50 years. They founded the Marsh Collection Society in 1983 with the intent that a research facility be opened after their deaths. Helen passed away in March, 1986 and John in February, 1993. The research centre was opened October 1, 1994.

The Marsh Collection includes photographs, books, documents, postcards, artifacts and other items relating to the Town of Amherstburg, the lower Detroit River district and the Great Lakes. The collection also contains genealogical materials and reference books. Donations of relevant items are accepted.

A large part of the Marsh Collection is books, files and photographs relating to the marine history of Amherstburg and the Great Lakes system. These items form the nucleus of a future marine museum. The *Amherstburg Echo* and Bowes Publishers Ltd. have graciously allowed us to reprint the "Marine News" columns and other relevant articles which appeared regularly in the newspaper from its first issue in November, 1874. The *Echo* is still in publication today, having operated continuously for 131 years, and occupies the building constructed for the *Echo* in 1915.

Echo Soundings is published by the Marsh Collection Society in the hope that residents of Amherstburg and other Great Lakes communities will read about and enjoy the rich marine history of their town.

January 7, 1910

The lake shipbuilders have orders for 30 vessels for 1910 delivery. The new boats will cost about \$10,000,000. They will have a carrying capacity of about 205,700 tons a trip or, figuring 20 trips for each steamer, about 4,114,000 tons in a season. Twenty of the vessels are bulk freight steamers, four are package freighters, five passenger boats and one a fire tug. Five of the bulk freighters are of the 600-foot class and are for the Pittsburgh Steamship Company. There is only one lumber carrier in the list. Eighteen of the ships will be turned out at the yards of the American Shipbuilding Company. Eight will be built by the Great Lakes Engineering Works, three by the Toledo Shipbuilding Company and one by the Manitowac Dry-dock Company. About 100,000 tons of steel will be used in their construction.

Capt. Fred. J. Trotter shipped all his steam pumps via M.C.R.R. to Grosse Île to the dry work, where they will be used in pumping out the big cofferdam while the company's own pumps are being repaired. It was reported that a small leak was discovered in the north end and that Supt. Locher did not care to take any chances. Capt. Trotter's pumps will remain there all winter. One of the pumps was badly damaged by falling off a car when being loaded.

Capt. C.E. Sayre of the steamer *Munro*, which went on ground at the Southeast Shoal during the *Clarion* disaster, is doing a lot of "idle chair warming" at Milwaukee. He made a report to his owners, which was published. A week later he made another report in which he says "that he failed only because the fog signal at Southeast Shoal lightship was not sounded until after the fire broke through the deck of the *Clarion* and his own ship was among the breakers of the shoal." If the second report is correct, why did he not mention it in his first report? Why make an attack on the crew of the Southeast Shoal lightship and throw bouquets at himself? The crew of the lightship have been tried out for years and always proved true. There is no glory in attacking the faithful.

Detroit Journal: "The commerce of the Great Lakes shows a tremendous increase. Yes, but let the channel deepening go on. We must have vessels of 30-foot draft - if necessary for the dividends." Let the good work go on. Make the channel a mile wide and fifty feet deep, if necessary. It all helps Amherstburg.

The tugs *Reid* and *Diver* of the Reid Wrecking Co. of Sarnia, left on Wednesday through the heavy ice for the steamer *Harry Berwind* in the St. Mary's River near Houng [sic] Island on December 6th. Capt. James Reid stated that he was confident that he would have the *Steinbrenner* at a dock within a short time despite the fact that she now lies in very deep water.

Blame for the foundering of the steamer *W.C. Richardson* in Lake Erie December 8th as the result of which five of the crew lost their lives, has been placed on the captain and first mate by the steamboat inspectors at Buffalo. The license as master and pilot of Capt. Enos J. Burke is revoked and the license as master and pilot of Chief Mate Leander Robinson is suspended for one year. Both are Detroit men. This decision of Frederick L.R. Pierce and William P. Nolan, the Buffalo inspectors, was announced as a result of evidence said to show that the steamer was undermanned and that the crew was inexperienced.

The tug *Francis B. Hackett* and the Pere Marquette car ferry *No. 14* with a number of cars aboard ran down through the ice to the upper end of Bois Blanc Island last Friday and Saturday and started the mass going. The ferry met with some difficulty in the windrows, and as soon as she went back the river above Bois Blanc closed up again. The January thaw came right along on New Year's day, continuing until Sunday night when the wind shifted to the northwest again and zero weather arrived Tuesday morning. Ice cutting was resumed and by the end of the week all the local ice houses will be filled. Tuesday at midnight a heavy sleet storm from the southeast coated everything a half-inch deep with ice and Wednesday travelling was dangerous for man and beast.

J.J. Murphy of the Great Lakes Dredge & Dock Co. has arrived in town from Chicago to look after their interests here. Mrs. Murphy will remain in Chicago until spring.

James Bainbridge, the smallest chief engineer on the smallest tug of the Dunbar & Sullivan

Dredging Co.'s fleet, has gone to his home in Troy, N.Y., to spend a few weeks with his parents.

January 14, 1910

There will be a free-for-all contest to select the name for the new steamer for the Detroit, Belle Isle & Windsor Ferry Co. and it is announced by F.J. Mason, general passenger agent of the line, that \$10 in gold will be given the person who first sends through the mail the name which will be chosen for the ship. The contest started on Saturday and will run ten days. No list will be considered which has more than five names submitted. When the *Columbia* and *Britannia* came out the names were selected in the same manner and the officers of the company were deluged with letters containing thousands of suggestions. It is a curious fact that residents of Canada were successful in naming the other two boats, Miss Sarah Gibson of Windsor naming the *Columbia* and John G. Mullen of Amherstburg naming the *Britannia*. Passengers will be carried on four decks of the new steamer, room having been provided in front of and around the sides of the pilothouse for the fourth deck. The new ship will be launched at the Toledo yard about March 1st.

Heroism displayed in saving life on the Great Lakes nearly half a century ago is to be officially recognized in the proposition embodied in Senator Flint's Bill before the House at Washington, D.C., to give life-saving medals to Edwin Spencer, now living in California; Charles H. Fowler, until recently bishop of the Methodist Episcopal Church at New York City; and Joseph C. Hartzell. The proposition has reached the approval of the Treasury Department, should it become law. The proposed awards are an echo of the loss of the vessels *Lady Elgin* on September 8th, 1860, which was one of the most fatal disasters on the Great Lakes, and wreck of the *Storm*, lumber-laden, May 10th, 1864, on both of which occasions many lives were saved. The three men named had assisted in saving passengers from the *Lady Elgin*, while Hartzell also performed valiant work at the wreck of the *Storm*, near Evanstown, when all the crew except one man were saved. The three men were students at the Northwestern University. The *Lady Elgin* was rammed and sunk by the schr. *Augusta*, Capt. Malott of Kingsville. The *Augusta* was little injured. Her name was changed to the *Col. Cook* and she is still in commission.

The extensive renovations to the str. *Ossifrage*, which several workmen have been laboring at for the past number of weeks, have been completed at Chatham and the boat will be the most palatial that has ever traversed the river between Chatham and Detroit and Windsor.

Charles Hackett was at Colchester for a week raising the Canadian Government gas buoy from the ice and towing it to George S. Cornwall's beach. He also succeeded in saving the anchors and chains and they will all be brought to Amherstburg during the winter. The buoy weighs 8 tons and is valued at from four to five thousand dollars. It was swept out into the lake during the December cold snap and was located by Mr. Cornwall.

Capt. Fred. J. Trotter succeeded in stopping the leak at the cofferdam and getting the hole dry with his big wrecking pumps this week. About 200 men were at work stopping the leak with sand. The pumps will remain there till spring in case of another break.

The wrecker *Favorite*, which tried to buck her way through the ice from Cleveland to the wreck of the steamer *Wissahickon* on the north shore of Lake Huron, was compelled to turn back when halfway across and will remain in Cleveland until the ice breaks up.

The Shipmasters' Association No. 7 of Detroit are making preparations for their 17th annual ball, which will be held at the "Wayne Casino," Detroit, January 20th, 1910. On the various committees are several well-known Amherstburg masters. Every effort is being put forth to make this party the most enjoyable event of the season. Two full orchestras, Finney's and Stone's, have been engaged with special music for the occasion. The floor will be put in the pink of condition under the supervision of Prof. A.F. Gaines. Supper will be served on American plan at 50c. per plate, or *à la carte*. Grand march at 9 o'clock sharp. Continuous music and dancing until 2 a.m. Cards of admission, \$1.50, admitting gent and two ladies. As many of the patrons have been overlooked in sending out invitations owing to several of the mailing lists being destroyed by fire in November when the Biddle Block burned, where the Shipmasters'

rooms are located, the management hopes that any of the patrons who have not received invitations at this time will phone the Shipmasters, Main 795, or mail their address and they will see that invitations are sent. For the many patrons in Windsor, Walkerville and Amherstburg, the D.B.I. & W.¹ ferry will leave the foot of Third Street at 2 a.m. and connect with Amherstburg and Walkerville cars.

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January 21, 1910

The Marine Engineers and Firemen, Seamen and Cooks, in convention at Buffalo, decided to continue the strike next season. Victor A. Olander, general secretary of the Lake Seamen's Union, in announcing a renewal of the strike, said: "After eight months of fighting we feel better able than ever to give battle to the Lake Carriers next spring. We do not fear the conflict and we know we will eventually win."

Capt. Alex. Cunning, master of the wrecking tug *Favorite*, left Detroit Friday afternoon in the fishing tug *Angler* for the stranded *Wissahickon*, on Outer Duck Island. There has been no word received from the fleet working on her since December 28th. The tug *Reid* had considerable trouble getting up the river from Detroit to the sunken steamer *Steinbrenner* in Mud Lake, encountering ice 14 to 18 inches thick. It made very slow progress and it was necessary at times to use ice plows to cut the way. Dynamite will be used to break the ice in the vicinity of the wreck and piles will be driven around it preparatory to the building of a cofferdam.

O.H. Phillips, 30 years of age, and chief engineer of the steamer *Strathcona*, shot himself in the temple at Port Colborne. Phillips had been at work on the engine of the steamer ever since the early part of December and for the past week has been drinking heavily.

The most interesting news in marine circles this week is the attempt of the D.B.I. & W. ferry steamers *Britannia* and *Pleasure* to buck their way from Detroit to Toledo, through eighteen-inch solid ice most of the way, under contract with the council of that town to smash the ice in the Maumee River in an effort to break the jam that threatens to cause a flood in the city in case of a thaw. This flood is almost an annual occurrence in Toledo and while the expense of getting the ice crushers is heavy, it will be far cheaper than the flood. Capt. Duncan Nicholson is in charge of the expedition and the *Britannia* is his flagship. The *Britannia* was built for ice-crushing, but this is her first effort at it and Capt. Nicholson declares she is a winner. She is commanded by Capt. J. Wilkinson and Capt. John Densteadt is in charge of the *Pleasure*. The two boats are equipped for a long siege if necessary, but it appeared yesterday as if they'd get through by Friday night. The boats left Detroit Wednesday morning at 8 and arrived at Amherstburg at 8:30 [p.m.]. The worst obstacle they encountered was a solid windrow in mid-river opposite old Fort Malden. Both stuck there nearly an hour, but succeeded in dislodging the obstruction. They remained in Amherstburg overnight and left at daylight yesterday morning to continue their trip. The company gets \$1200 a day rental for each boat, but this is considered reasonable in view of the fact that the boats are running without insurance and should an accident happen, the entire loss will fall upon the company. Ice is at all times dangerous.

The tugs *Aldrich*, *J.A. Pardo* and *Trotter* are having their engines overhauled.

Special meeting of Drillmen's Local 504A on Tuesday evening next at 7:30. All members are requested to attend. Robt. Kett, Pres.

The Amherstburg Iron Works, which has been shut down since New Year's for repairs to their machinery, started full blast on Monday. They have three large dredge dippers on hand to rebuild and will employ a large number of men.

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January 28, 1910

Plans of great magnitude are in process of completion on the lakes on both sides of the borderline.

¹ Detroit, Belle Isle & Windsor Ferry Co.

Men of much prominence in lake marine circles in the States are at work on a project for the formation of a working agreement by the leading bulk freight companies outside the Pittsburgh Steamship Co. which will effect immense economies in operation and will avoid operation of vessels at a loss or when there is a scarcity of tonnage to be moved. Within two weeks it is confidently anticipated that leading Canadian bulk freight lines will be included in a big merger of three or four of the leading bulk freight lines with a large capitalization and ample financial backing. It is understood that the Inland Navigation Co. fleet will be sold out and placed in the big company to be formed. James Playfair of Midland, Ont., is the man who will likely head the merger if it goes through as confidently expected. The Inland Navigation Co. fleet includes a dozen or more modern steel freighters, owned by R.O. & A.B. Mackay of Hamilton, Ont. The company was formed two years ago with a capitalization of more than \$1,000,000. It is stated that the big steamer *Stadacona*, built at the Ecorse shipyard last year, will be included in the merger.

The St. Clair & Erie Ship Canal Company's bill, of which D. Farrand Henry, Detroit, Mich.; H.C. Boulton, Toronto; C.A. Youmans, Neillsville, Wis.; Charles E. Boyd and Wm. E. Tisdale, Simcoe; and A.C. Pratt, M.P.P., Toronto, are the incorporators, is again to the fore at Ottawa. It is the Tisdale project of digging a canal across the county of Essex from the mouth of Jeanette's Creek² to the east of Pelee Point, making an artificial island of what is now the peninsula known as the county of Essex. The extension of time asked for is two years and the incorporators promise to extend 10 per cent of the amount of the company's capital stock within that time and to complete the project within five years. The incorporators also ask that the bonding power be increased from \$10,000,000 to \$12,500,000.

At the meeting of the Lake Carriers in Detroit last week the report of James Livingstone, president, contained some interesting local items. Among other things, it says: "Work on the Livingstone Channel is considerably ahead of contract requirements. The work accomplished on this project probably exceeds all records in the amount of work accomplished in the same length of time on Government contracts. Up to December 15 approximately 980,000 yards of material had been taken out and 265,000 pounds of dynamite used in blasting. After negotiations between the Lake Carriers and the Canadian Government, the latter has notified the Association that a vessel has been purchased and is being fitted out at the yard at Sorel, Quebec, which will be stationed at Southeast Shoal, Lake Erie. The new lightship and fog signal will replace the good ship *Kewaunee*, maintained at Southeast Shoal for a number of years by the Lake Carriers."

There is an agitation going on in the west for the taking over of the whole of the grain elevators of the western provinces together with the terminal elevators at the head of the Great Lakes. This scheme, as originated, was to be taken up by the Governments jointly of the three provinces particularly interested, but they apparently found it to be too big a thing and in Manitoba it served its purpose, probably in an election campaign. Now they want the Federal Government to take the project off their hands.

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February 4, 1910

Capt. D.C. Girardin has been appointed master of the steamer *Harvey H. Brown*. His deceased father sailed this boat for a number of years and it is a compliment to the son to be selected to succeed such a well-known master as the late Capt. D.J. Girardin.

The steamers *Britannia* and *Pleasure* of the Detroit, Windsor and Belle Isle Ferry Co., which were hired by Toledo to break the ice jam, arrived in Windsor at 11 o'clock on Friday morning. Little trouble was encountered by the ferries in Lake Erie. The two ice-crushers left Detroit on Wednesday, Jan. 19th and were paid for their work at the rate of \$1200 per day. The owners of the boats will receive between \$10,000 and \$12,000 for the job of breaking the jam. Capt. D. Nicholson enjoyed the outing immensely. He laid over in Amherstburg Thursday night and paid a visit to old friends. He was entirely satisfied with the work of the two boats in the ice. The expense of the trip will be shared by the city of Toledo, the

<sup>2</sup> at Lake St. Clair west of Chatham, Ontario (Kent County)



Pennsylvania, Lake Shore, Wheeling and Lake Erie & Toledo Terminal lines and the marine interests. This is without doubt the greatest feat ever undertaken on the Great Lakes and many wise ones predicted disaster to the steamers and failure in the undertaking. The record will likely stand for many years and Capt. Nicholson and his masters and crews will hand the story of their relief of millions of dollars worth of property at Toledo down to their children's children for generations. The *Britannia* and *Pleasure* hold the record and the wisdom of building such ice-breakers is certainly a great compliment to Captain Walter Campbell, manager of the ferry company.

The tug *D.N. Runnels* that sank early last fall below the *Columbia* dock has been raised.

Delegates of the Lake Tugmen and Dredge Workers' union and officials of the Tug and Dredge Owners' Protective Association will meet in Detroit February 14th for the purpose of adopting a new schedule and drawing a working agreement for the coming season. The meeting is expected to be one of the most important held in years and much interest will be centred in the drawing up of the wage schedule. Other lake organizations have been after more money during the past few months and from some sections it has been given to understand that the tugmen will not prove an exception. No arrangements have yet been made for a conference between the Tugmen's Union and the officials of the Great Lakes Towing Co. The meetings are also of great importance because this company is the largest on the lakes. The last contract was for two years and will expire March 31st. Next week's meeting will decide whether the company will be asked to advance wages. The tenth annual convention of the Tug Firemen and Linesmen Protective Association will meet in Detroit February 7th. The sessions will be held at the Brunswick Hotel. They, too, will discuss wages.

Ernest Harris is having an electric light plant rebuilt for installing in his freighter *Helen* the coming spring.

Ed. Jones, foreman of the repair gang, has fitted M. Sullivan's derrick scow with a couple of big air compressors. The steel dump scows are also being overhauled.

Ebb and flow of the water in the river this winter is causing considerable uneasiness among local vesselmen who have tugs along the river. The steamer *Faustin* has a big list to port and other craft are experiencing the same trouble.

In order to enable them to handle the heaviest dredge work with dispatch, E. Woods & Son are putting in their foundry a 14-ton steam hammer purchased from the Buffalo Foundry Co. A 20-foot foundation will have to be provided for this ponderous machine and it will make their place of business one of the best-equipped for the purpose in the West.

The Reid Wrecking Co. of Sarnia, Ont., has been working on the steamer *Henry Steinbrenner*, sunk in Mud Lake, since January 17th. Capt. Reid said that the big freighter has settled 14 feet in the mud and that the divers have much trouble on that account. Reid's new tug *Sarnia City* has left Sarnia through the ice for the wreck. She is said to be one of the best-equipped wrecking tugs on the Great Lakes. It is said that the raising of the *Steinbrenner* is a very heavy job. The Reid Co. expects to get its share of the wrecking in Lake Erie in the spring.

February 11, 1910

**DEATH OF H.A. HACKETT.**-The great white plague was responsible for another sad bereavement in Amherstburg Tuesday when, after suffering for two years living in alternate hope of recovery and despair at growing weakness, Capt. Henry A. Hackett, eldest son of Mrs. Agnes Hackett, passed to the Great Beyond. Death came as a welcome release from intense suffering, induced by extreme weakness. Capt. Hackett, or "Harry" as he was more familiarly known, was born at Bois Blanc September 18th, 1868, and is descended from a family of sailors. James Hackett, the great-grandfather, was born, lived and died in Scotland. James, his grandfather, early took up life as a sailor on the Atlantic Ocean and, coming to Ontario in 1830, plied the upper lakes until 1837, when he was appointed keeper of and established the first light on Bois Blanc Island, and the light has been in charge of the Hackett family ever

since. In 1870 the keepership was transferred to the late Andrew Hackett and when he died, May 28th, 1901, his widow, Mrs. Agnes Hackett, took charge. Mr. and Mrs. Andrew Hackett had a family of six children and this is the first break in the chain. The others are Captain David, Margaret, Charles and Grace, who reside with their mother, corner Dalhousie and North Streets, and Roy of Des Moines, Iowa. On August 17th, 1899, the subject of this sketch was married to Miss Annie Bailey, daughter of David Bailey, and four daughters were born to them, one of whom died a year ago. The others are Elizabeth, Alexis and Norma. Capt. Hackett was closely identified with the lighting and buoys of the lower Detroit River all his life and much of the splendid service that has been built up in recent years grew out of suggestions made by him. A year before he became ill, Hackett Bros. purchased the tug *Aldrich* and he became captain of her. He was an active member of Rose Lodge No. 28, I.O.O.F., and Thistle Lodge No. 34, A.F. & A.M., and was Past Grand of the first and Past Master in Masonry. He also took an active interest in Capitular Masonry, being honored two years ago with the position of Superintendent of St. Clair District. He was also a member of Windsor Preceptory, Knights Templar. Two years ago the coming spring he was compelled to relinquish active work and gradually grew weaker. His sufferings were born with Christian fortitude and to the last he whispered words of cheer to his stricken family. The funeral will take place this (Friday) afternoon at 2:30 to St. Andrew's Presbyterian Church, of which deceased had been an honored member, a manager and also an elder. Burial will be in Rose Hill Cemetery. Both Masonic and Oddfellow fraternities will take part in the ceremonies. To the bereaved family and relatives sincerest sympathy is extended.

Capt. Henry Cook arrived home on Thursday last after a very pleasant visit with friends in his old home, Port Colborne.

Capt. James Reid of the Reid Wrecking Company, Sarnia, Ont., is in St. Louis conferring with the owner of the steamer *City of Providence*, relative to raising the boat, sunk by an ice gorge. Capt. Reid believes he can raise the steamer without delay.

Capt. Charles Hackett, who was given the job of raising the big gas buoy that broke away from its anchorage and drifted onto the bank at Colchester and was frozen in a big ice jam, succeeded in cutting it out last week and will put it in shape for spring.

Capt. Walter Lawler will bring out the steamer *E.M. Peck* in the spring. Frank Auffret will go as mate.

Capt. John Sullivan, superintendent of the M. Sullivan Dredging Co., was in town Monday on an inspection trip to their lower repair yard.

The boiler of the tug *J.E. Monk* is being overhauled and next spring will be as good as new. Little Jimmie Bainbridge, chief engineer on the little tug *Paddy Myles*, and John McLean of the tug *Shaun Rhue* arrived in town Sunday from their homes in Troy, N.Y., to make repairs to their tugs. Geo. H. Jones will be chief on the tug *Shaughraun* of the same fleet this season.

A couple of big hoisting cogs arrived for the M. Sullivan Dredging Co., to be put in the dredge *Hercules*.

Edward Jones and wife left this week for Detroit, where Ed. will superintend the Sullivan repair work. His assistants also left same day. Repairs at this port are almost completed.

Goodchild Bros. are making necessary repairs to the engine and cabins of the tug *J.A. Pardo* at the foot of Murray Street.

John McGee received the contract from the D.B.I. & W. Ferry Co. to supply the café with No. 1 hard coal and hauled it over on the ice this week.

Ice survey work has been discontinued by the U.S. Engineers as the condition of the ice is unsafe, due to wearing away and thawing. Even if the projected cold wave arrives as scheduled, it is not likely that the men will venture out again. The work was nearly completed.

Dredgemen will hold a conference with contractors next Monday in Detroit to arrange conditions and wages for the coming season. This affects the five organizations connected with river work - engineers and cranesmen; Dredgemen's Protective Association; Licensed Tugmen; Tug Firemen; and Drillmen.



February 18, 1910

Samuel McDowell of Windsor was in town Thursday of last week visiting relatives. Mr. McDowell has charge of the passenger quarters on the steamer *Amasa Stone* and his duties call him to feed during the summer such men as Rockefeller, the Vanderbilts and other well-known American millionaires. He says the story about Rockefeller's weak stomach is a myth. Of course it must be remembered that Mr. McDowell can set it up in such a palatable manner that even a weak stomached man couldn't resist.

The steamer *Ossifrage* will go on the Windsor-Chatham passenger route commencing May 15th. There will be two regular trips per week out of Chatham and two out of Windsor and Detroit till the end of June, while in July there will be two trips out of Chatham and three out of Windsor.

The steamer *E.A. Shores Jr.*, at Marine City, has been sold to J.N. Mullen, coal dealer, and the steamer *John Otis* has been purchased by Dunbar & Sullivan.

The Amherstburg Iron Works are working an eight-hour day and have a big gang of men on three big steel dredge dippers, overhauling them. They have a large amount of other work to get out.

Joseph Whalen and Oscar Smith, formerly employed on the tug *Excelsior*, stationed at this port, but now of an ice-crusher in the Niagara River, drove down from Windsor on Friday in a cutter to visit friends. They had been delegates to the engineers' convention at Detroit.

February 25, 1910

When the big bulk freighters *Henry Steinbrenner* and *H.A. Berwin* collided in a blinding snowstorm last December near Round Island in Mud Lake, St. Mary's River, the *Steinbrenner* sank quickly with a great hole in her side. Wrecking operations were begun on her last month by Capt. James Reid of the Reid Wrecking Co. and it was necessary for tugs to break through ice 16 inches thick to reach the sunken vessel, most of this rough work being done by the tug *James Reid*. The *Steinbrenner* has a hole in her 24 ft. wide and extending down almost to the keel. She has settled in the mud bottom and it is necessary to pump the sand and mud from her in order that the diver may work. This has made the job a longer one than would otherwise have been the case. Capt. Reid took the contract to raise the steamer and deliver her in Detroit for \$30,000.

Capt. Thos. A. Patterson of the tug *Pallister* will spend the rest of the winter in this locality.

Capt. James Jarmin left this week for Toronto, Ottawa and other cities in connection with the Boone Dredging Co.

Fred. Gerard, chief of the ice-breaking tug *Ecorse* accompanied by his wife spent Saturday and Sunday with friends in the 'Burg.

Capt. John McQueen is placing the *Lurline* engines in the steel tug *Leroy Brooks* this week. The boiler and other machinery has been installed and new pilothouse and cabins will be built.

The houseboat which has been on the bank of the river in front of Edward Woods' for the last two summers and which was offered for sale by Mrs. Nihill of Detroit in the *Echo* 'For Sale' columns, was sold to Capt. Frank Hackett. He has moved it above the waterworks and will repair it and maintain it as a floating storehouse.

Owing to the fact that the Canadian Government will maintain a lightship hereafter at Southeast Shoal, Lake Erie, the suggestion is made that the old lightship *Kewaunee* that has marked the shoal for so many years be placed between Point Albino and Sturgeon Point, Lake Erie. Capt. Frank Hackett and crew from town sail the *Kewaunee*.

Among the interesting items in the annual report of United States Consul H. Conant of Windsor is information it contains regarding the Government's work in deepening the Detroit River. The greater part of the Government's work along this line was done last year on the Canadian side of the boundary and within the limits of the Windsor consular crossing. This was at the Lime-Kiln Crossing, just off Amherstburg. It is shown that 2,650,000 cubic yards of earth were excavated from the channel, 40 per cent of which was limestone bedrock which necessitated the use of dynamite to dislodge, making the work very

slow. The estimated cost of the year's work on the undertaking was \$2,000,000 of which \$800,000 was for labor done either by contracts or the United States Government. There were 15 dredges, 11 drillboats, 20 tugs, five derricks and six launches engaged in the work. The maximum number of men employed was 850, 20 per cent of which number were Canadians, the remainder being United States citizens. The report also contains the information that the new Livingstone Channel is now more than half finished, five miles of earth being excavated.

Except for a minor point or two, agreement has been reached by the dredge owners and the delegates of the five marine labor organizations at a conference in Detroit and contracts have been signed. The schedules to be paid are the same as for the 1909 season. Approximately this means: For engineers on dredges, \$150 a month; cranesmen, \$110 a month; tug captains, \$120 to \$165 a month and an allowance of \$22.50 a month for board; tug engineers, \$110 to \$120 and allowance for board; tug firemen, \$55 to \$65 a month; dredge workers, \$55 to \$66 a month; rock drill workers, \$2.25 to \$3 a day. The wages paid the members of the Licensed Tugmen's Protective Association vary in different ports according to local conditions, hence the difference in the scale. A new clause in the agreement provides that the Government certificate of inspection given to tugs must be lived up to. It has long been discretionary with a captain of a tug carrying a single crew as to working overtime to make a tow, provided the overtime during any one month did not exceed 16 hours. Under the new clause such overtime must not conflict with the tug's inspection certificate, which specifies that a crew must not be worked longer than 13 hours.

**DAMMING LAKE ERIE.**-Hon. Wm. Pugsley tabled in the House of Commons on Thursday the report of the International Waterways Commission dealing with the proposal to dam the outlet of Lake Erie with the idea of deepening the lake harbors and the Detroit and St. Clair channels. The commission expresses itself as opposed to the proposed damming of the lake for the reason that the results will not be of sufficient value to navigation to compensate for the lowering of the level of the water in Lake Ontario and the St. Lawrence River. "It may be stated in general terms," says the report, "that as in the case of Lake Erie only a very moderate degree of improvements, regulation above what nature provided, is practicable in any of the lakes, and that such as it is, this improvement is obtained at the expense and to the injury of the navigable waters below." The report includes a record for the last forty years of the various levels of the lakes and shows that in the lowest stages of navigation on Lake Erie it would be possible to increase the level of Lake Erie by one foot. The result naturally would be the deepening of every harbor on the lake by that amount. On St. Clair, Lake Michigan and Lake Huron, the water level could be increased by less than one foot by the proposed dams. On the other hand, the proposed changes on Lake Erie would result in lowering Lake Ontario by four inches during the autumn months and this would lower the levels in the Iroquois Canal by seven inches. The report points out that Buffalo and its southerly suburbs would suffer by increased damage by floods and from a postponement of the opening of navigation in the spring. "It does not follow," says the report, "that nothing can be done to improve the level of the lakes. It is impossible to raise it by simply reducing the size of the outlet, but here again are vested rights. Somewhere in the Niagara River between Lake Erie and the Falls a submerged dam may be placed that will greatly benefit the navigation above without that below. Without attempt to regulate Lake Erie the level of the lakes may be raised sufficiently to compensate for the damage heretofore inflicted by the Chicago drainage canal."

Capt. Thomas Hanley, master of the M. Sullivan drillboat fleet, is seriously ill with pneumonia at his residence, 199 17th Street, Detroit. His son, Thomas Jr., who has been spending the winter in town, left Wednesday for his bedside. Capt. Hanley has been in this locality for the last 25 years and worked himself up to the highest position on the fleet. He is known all over the Great Lakes as one of the best of drillboat experts. He has been laid up for nearly five weeks but once he recovers sufficiently to get the good fresh air of the lower Detroit River again, he will soon become as good as new.

Capt. J. Laframboise of Cleveland is on a visit to his parents and many old friends. Capt. Laframboise will sail the 600-footer *William B. Schiller*, launched last fall at Lorain, O., for the Pittsburgh



Steamship Co. *Schiller* has everything going, being fitted up in the most modern style. The captain is an old Amherstburg boy and is one of the younger masters who is sustaining the reputation of being the best that sails. He was for five years in the *Maunaloa*.

Lake Erie between Pelee Island and the mainland is one solid sheet of glare ice and the horse channel is used daily by crowds who enjoy the drive in spite of the cold winds. A quantity of produce is being taken over to market.

Capt. Thomas Hassett of Buffalo and Capt. R.J. Latchford of Cleveland were in town Saturday and Sunday renewing acquaintance. They had been attending the big convention in Detroit. Capt. Hassett is general representative of the International Brotherhood of Steam Shovel and Dredgemen. Capt. Latchford spent a season here on Smith's dredge No. 9.

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March 4, 1910

MULLEN COAL CO.—The above company has been incorporated with a capital of \$100,000 with head office in Detroit. The company will erect a 425-foot fast fuelling dock at Sandwich to be ready for the opening of navigation and will also have fuel docks at Amherstburg and Detroit and fast fuel lighters at Amherstburg, Sandwich and Detroit. The base of operations will be Amherstburg. John G. Mullen, one of the best-known coal dealers on the chain of lakes, will be the leading light in the new enterprise, backed up by a strong company of well-known capitalists. Mr. Mullen has been engaged in the coal business at Amherstburg for 37 years and has a very large connection with the vessel interests and has established a most enviable reputation for square dealing during that long term. For nine years he has been manager of the Pittsburg Coal Co.'s Detroit River branch and that company parts with his services very reluctantly.

Capt. Dorion Elliott of Bay City has been appointed inspector of power boats on inland lakes and rivers of Michigan. The appointment of an inspector of power boats on inland waters was authorized by the last Legislature, the inspector to be under the charge of the commissioner of labor. The position carries with it an annual salary of \$1800, expenses paid by the state. Capt. Dorion Elliott has sailed on the lakes several years, having been in command of some of the big ore carriers. He was placed in command of the new big *Wainwright*, which was launched at the Wyandotte yards in January, 1908. Previous to that he was captain of the *Uganda*, another of the Mehl fleet.

February, which was one of the coldest months in the local record, departed in a blaze of spring-like indications, and if there is anything in that lamb-lion fairy tale, March is due to go out in a blizzard that will make a record for a long time. Ice broke in the river Tuesday and ran freely until Wednesday, when it jammed fast. It piled twenty feet high on the head of Bois Blanc and along the Amherstburg shore. Wednesday night it broke again and is running out fast. The ice is solid in Lake St. Clair; Detroit River is open to about Twenty-fourth Street and solid from there to Lake Erie. Extensive moving fields are reported over Lake Erie; some open channels along shore are reported on the south shore. In comparison with same period last season, there appears to be more ice in Superior and Michigan, less in Huron and more in Erie.

Grant, Smith & Co. & Locher, the contractors of the Livingstone Channel (dry work), who have been operating all winter, have only a week's supply of coal on hand. They have secured the Pittsburg Coal Co.'s stock on the docks here and the tug *Trotter* is fitting out to make an attempt to clear the river of ice so that the coal can be transferred by lighters to Stoney Island.

The str. *Faustin* has had new hatches built for her and her hull will be overhauled this week.

Capt. E.E. Harris is having repairs put on the str. *Helen* this week.

On Tuesday there were two or three terrific shocks from explosions of dynamite at the "dry works," which set dishes jumping. The new drill is boring a five-inch hole. Many persons in the vicinity thought there was an earthquake about 5 o'clock that evening.

Fitting out work has begun on the steamers of the Detroit & Cleveland Navigation Company and will be pushed actively until the boats are ready for the first trip of the 1910 season. If ice conditions are

favorable, the first trip to Cleveland will be made near March 25th. Last year navigation to Cleveland was opened by the steamer *City of Detroit*, which left Detroit on the morning of March 29th. She had no trouble making the trip, her running time being close to the summer schedule.

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March 11, 1910

Advanced spring weather Sunday up to late afternoon gave place to another touch of winter weather, the thermometer falling from 65 degrees above to 30 above in 12 hours. The moving of a storm from the Canadian Northwest to the eastern side of the Georgian Bay was the cause of the change. Tuesday it grew milder again and though there are genuine March winds there is a tang of spring in the air. Heavy winds have broken up the ice fields back of Bois Blanc and the river is running almost clear. As soon as the ice runs out of Lake St. Clair the dredging fleets will be put to work on the Livingstone Channel. It is not expected that work will become general until after the 21st inst.<sup>3</sup>

On testimony of a boiler expert from Chicago that an apparatus has been devised to do away with smoke from boats, Judge Connolly of Detroit settled the case of the D.B.I. & W. Ferry Co. by declaring that ferries have no more right than factories to violate the smoke ordinance. Judge Connolly will accompany representatives of the firm and their attorneys to Chicago when convenient to examine the device. "It will be seen that all boats, freighters as well, stop the nuisance," he said.

Hon. L.P. Brodeur, the Canadian Minister of Marine, is rapidly regaining his health at Pinehurst, N.C. His physician spoke encouragingly of this patient's health. The Canadian Minister of Marine is enjoying an absolute rest. It will probably be a matter of several weeks before he returns to Ottawa.

The merger of the Inland Navigation Co. and the Midland Navigation Co. has been completed and the consolidated company will have sixteen steel freighters in its service. Headquarters of the new company, which is likely to be called the Inland Navigation Co., will be in Hamilton. As at first stated, James Playfair of Midland will be the general manager. Capital stock of the new company will be \$3,500,000 and it will be the greatest bulk freight carrying combination in the Canadian lake marine trade.

The House at Washington, on motion of Representative Green of Massachusetts, chairman of the Committee on Merchant Marine, passed a bill amending the Payne-Aldrich tariff law to permit the Government to remit tonnage taxes on Canadian vessels entering the Great Lakes service. Prior to the passage of the new tariff law, a reciprocal arrangement of this kind was in effect between the United States and Canada. The Payne-Aldrich Act repealed the law providing for the remission of tonnage taxes in the cases of Canadian vessels. This was done through an inadvertence and to correct the error the Green bill was reported to the House Committee.<sup>4</sup>

The City of Toledo is meeting all sorts of discouragement in attempts to collect on its Detroit ferry ice-breaking investment. Of a total bill of \$11,100, only \$500 has been forthcoming and this has been from the Toledo Shipbuilding Company. Director of Service J.R. Colwell said that bills have been sent out to the interested parties but nothing in the way of cash has been returned. "We have a written agreement with the owners of the *Ball* for \$1000," said Director Colwell. "The counsel for the company, Harvey Goulder, now seems to think that the owners of the *William M. Rogers* ought to pay a part of that sum." Unused to dealing with marine interests, the service director declares he is losing patience. "Why, what do you think? The owners of the *Rogers*, when I sent them a bill for \$500 for the work done by the ice-breakers in releasing the craft with its 11,000 tons of coal, instead of paying the money write back in reply to the effect that by rights the city ought to reimburse the owners for money spent in hiring tugs to tow the craft down

<sup>3</sup> of the present month

<sup>4</sup> The Payne-Aldrich Act was passed in 1909. President William H. Taft intended to revise tariffs downward but Nelson W. Aldrich, a senator from Rhode Island, and Sereno E. Payne, a congressman from New York, created a more moderate version, which was passed. The tariff issue is considered one of Taft's largest misjudgements while in office.



the river."

Fifteen workmen from Toronto and Montreal presented a petition signed by 40,000 people, mostly workmen, to Sir Wilfrid Laurier, Hon. Mackenzie King and Hon. Dr. Pugsley to ask that the Government undertake promptly the deepening of the Welland Canal to 22 feet and the further improvement of the St. Lawrence water route to Montreal. Sir Wilfrid, in reply, said that the Government had already under consideration the proposal for deepening the Welland Canal to 22 feet and as soon as the Finance Minister could see his way clear to provide the necessary funds without unduly straining the finances of the country the work would be proceeded with and Canadian workmen would, of course, be employed.

**THE NEW FUELLING CO.-J. NORVEL MULLEN IS PRESIDENT.**-*Detroit Free Press*.-"In the organization of the Mullen Coal Company under Michigan laws with a capitalization of \$100,000 to do a fuelling business along the Detroit River, the Pittsburgh Coal Company will have an active competitor this year. The new company will have a fuelling dock at Sandwich, a coal dock at Amherstburg from which coal will be taken in a lighter to the dredging operations in the lower Detroit River, steam lighter operating from the Sandwich dock to boats in Detroit, and steamers *E.A. Shores* and *Faustin* to bring up supplies of coal from Lake Erie for the docks at Amherstburg and Sandwich. The new dock at Sandwich will be built at Taylor's Point, about a mile above the Pittsburgh coal dock. It will be 425 feet long and the contract for its construction has been given to Chandler Bros. The dock will be rushed to completion by May 15 or June 1. It will be equipped with buckets that lift five tons of coal. John G. Mullen and J.N. Mullen of Amherstburg are actively interested in the new coal company and the latter, who is a son of John Mullen, is president of the company. John G. Mullen has spent 37 years in the river coal business and for ten years has been manager of the Detroit River branch of the Pittsburgh Coal Co.'s business. He has resigned and will be succeeded by J.H. Florey."

**Raft Worth \$100,000 Found after 35 Years.**-*Toronto Globe*.-"Thirty-five years ago on a dark night a tug was battling with the heavy seas of Lake Erie. In tow she had an immense raft of oak timber for Port Colborne, being brought from the upper lakes. The heavy seas parted the raft, which was only fastened together by pins. The one part was brought safely to shore, but the other disappeared as if it had been swallowed up. This proved a heavy loss to the owners. No amount of searching could find the timber. Now, after many years, it appears it has been found. The immense raft has been located near Gull Island. Several farmers going out on the lake to fish found it about one mile from shore, frozen in the ice. They immediately came to port and broke the news. The timber is all squared oak, which is very valuable. Experts there say it is worth one hundred thousand dollars. It will be staked, located and as soon as the ice breaks up brought to Port Colborne. The find is creating much excitement there. The timber at the time it was lost was valued at fifty thousand dollars. Prices have doubled since that time. The many years in the water have not damaged it to any extent. It is said the timber belongs to the estate of the late Dalton McCarthy."

This story has the same flavor as the one published some time ago about the raft of walnut which sank in Big Creek, Essex County, and is probably as veracious.

**"Ste. Claire" Will Be Name of New Excursion Steamer.**-The Detroit, Belle Isle & Windsor Ferry Co. announce that *Ste. Claire* will be the name given to the elegant new steamer being built at Toledo for the Bois Blanc route and general excursion business. Many thousands of names were received in response to the offer of \$10 to be given to the person who would be the first to send in the name which would be chosen.

Miss Emma McTavish, 21 Myrtle Street, Detroit, is the winner of the prize. In making this selection the company has been influenced by the fact that the name *Ste. Claire* is to be increasingly linked to the health and pleasure of the city of Detroit, whose limits are gradually reaching up the river and will soon border Lake St. Clair.

The company's acquisition of Île aux Pêches, located at the foot of this lake, at which point before

many years Detroiters will be seeking pleasure and entertainment, has also had an important bearing on the choice of name made. This is an international name, as the lake separates the two countries.

The form of spelling will be that used originally by the early explorers in the lake region of the country. Lake Ste. Claire received its name from LaSalle, who, with Father Hennepin, sailed up the Detroit River in 1679 in the *Griffin*. Upon leaving the river and entering the lake he broke a bottle of wine on the bow of the *Griffin* and christened the body of water "Lac Ste. Claire" in honor of Ste. Claire, patron saint of the day.

The *Ste. Claire* will be the handsomest of the fleet.

**American Won This Time.**-Miss McTavish, who was successful in picking a winning name, is the first American citizen to win the prize offered by the ferry company in the naming of its boats, the two previous occasions having been captured by Canadians. John G. Mullen of Amherstburg won the prize for the *Britannia* and Miss Sarah Gibson of Windsor the prize for the *Columbia*. Names were received from all parts of Canada and the United States in all three contests.

Capt. Jacques [Laframboise] is fitting out his yacht "*Cora B.*" and expects to place her on the "dry works" route this week.

James Stewart is fitting out the tug *John E. Monk*. The *Monk's* boiler was rebuilt during the winter and she has added power for the season's work.

The launch *Lucy*, owned by Wm. Finlay and laid up in Wyandotte for the winter, was completely destroyed by fire Wednesday morning. The loss is \$400. Covered by insurance.

The tug *Trotter* opened navigation at this port this week and it livened marine affairs up. She fitted out in response to a call for coal from Grant, Smith & Co. & Locher, Stoney Island. Monday the *Faustin* took on 250 tons from the Pittsburgh Coal Co.'s dock and was towed to Stoney Island by the *Trotter*. This relieved the situation.

Capt. Thomas Patterson of the tug *Pallister* has arrived in town from Buffalo. He looks as if Buffalo fare and New York air agree with him.

March 18, 1910

The wrecking steamer *J.E. Mills* is being fitted out.

The tug *D.N. Runnels* was taken to Detroit on Monday for repairs.

Engineer Albert Westaway is fitting out the Sullivan Dredging Co.'s tug *Pauline Heckler*.

Chas. Anderson, who has been with the Pittsburgh Coal Co. at this port the last two seasons, has been engaged by the Mullen Coal Co.

Al. Bowers, ship carpenter for Dunbar & Sullivan, is in town for the season and is making his home with Mrs. Mailloux at Gordon.

The Dunbar & Sullivan Dredging Co. are fitting out their entire fleet and the drillboats are expected to pull out today (Friday).

Capt. J.E. Mahon and crew left this week for Detroit to fit out the str. *E.A. Shores* of the Mullen Coal Co.'s fleet. He sailed the *Faustin* last season.

Capt. William McTaggart of Sandusky is spending a few days in town. He has been employed with the Great Lakes D. & D. Co. for a number of seasons.

The yacht *Don* was dropped into the water Saturday and is busy this week towing the pile driver which is driving stakes back of Bois Blanc on the new channel.

The gas buoy in front of Colchester was torn from its moorings and put into the lake by the ice on Sunday. It was caught out near Middle Sister Island Monday and towed to town by the tug *J.A. Pardo*.

The tug *Pallister's* seams opened on Friday and she filled with water so rapidly at her mooring below Bois Blanc dock that she nearly sank before the tug *Trotter* got to her side and placed a steam pump aboard. She was brought to Amherstburg, where she will be fitted out by William England, who came from Toledo for that purpose. The *Pallister* is owned by the L.S. Sullivan estate of Toledo and last year was



used by the United States Engineers in their work in the lower river. Formerly she was a Toledo harbor tug.

According to a report emanating from Erie, Pa., trace has at last been found of the wrecked Marquette & Bessemer car ferry No. 2, which went down in a storm on Lake Erie the night of December 7th, 1909, with 32 men. The report states that a lot of cars aboard the ferry when she sank had been located under the ice off Port Bruce, Ont., 14 miles from Port Stanley, and that the hulk of the ferry is also visible.

The Candler Dock and Bridge Building Co. is placing the material on the ground for the construction of the new coal dock at Sandwich for the Mullen Coal Co. The dock will be built entirely of oak and will be 425 feet long and 80 feet wide. The Candler Company also is enlarging the Bates Street dock of the Detroit, Belle Isle & Windsor Ferry Co. so that the heavy summer traffic may be handled with greater ease and facility. Other work obtained by the company is the building of the piling foundation and cofferdam for the new freight building of the D. & C. line at the foot of Shelby Street; a new dock for the Cadwell Silex Stone Co. at Walkerville; and extensive repairs to the Pittsburgh Coal Co. dock at Sandwich. The dredges of the company are being fitted out and will be in operation in about 10 days.

Men from many parts are arriving in town and are looking up positions on the river. The coming season promises to be a very busy one in Amherstburg.

Mr. Goode, local manager for the Buffalo Dredging Co., has started the work of fitting out their fleet at Detroit. There seems to be no scarcity of men. The fleet is expected to be at their dock here next week.

The Lake Carriers' Association are arranging to place the lightship *Kewaunee*, Capt. Frank Hackett, at the Southeast Shoal until such time as the new Canadian lightship goes on the job, when the *Kewaunee* will be removed to the *Grecian* shoal, between Colchester light and the shore, for the rest of the season. *Grecian* shoal is considered a serious menace to navigation, several groundings having occurred there last year.<sup>5</sup>

A brisk northwest wind on Sunday broke up the ice on Lake St. Clair and it commenced coming down through the night Monday. The river has been floating full since, and as soon as this clears there will be nothing to prevent river work opening. Goodchild Bros.' trip to rescue the American gas buoy Monday was the first attempt to navigate Lake Erie this season. They found no ice in sight as far as Middle Sister Island.

March 25, 1910

If it needed any further proof that spring is on deck, the advent of Capt. Robert Mains Saturday supplied the last vestige. It is considerably more than a quarter century since Capt. Mains first started work for Dunbar & Sullivan at the Lime-Kiln and his annual return to Amherstburg has become as much a matter of course as the first spring robin, and just as welcome. He will command the tug *Shaun Rhue* again this season.

The tug *Welcome* and derrick scow of the Great Lakes D. & D. Co. came to this port on Monday from Detroit.

Charles Hackett is painting and overhauling the gas buoys and other aids of navigation at the foot of Murray Street, preparatory to setting them out.

The Mullen Coal Co. has rented the rooms above the Kitchen Drug Co. store and these will be fitted up for their occupancy.

The rest of Dunbar & Sullivan's fleet came down from Detroit Wednesday night. This consists of

<sup>5</sup> In July 1891 the steamer *Grecian* struck an obstruction in Lake Erie two miles northwest of Colchester Reef. At first supposed to be an old wreck, it was later found to be part of a group of boulders which extended three-eighths of a mile farther south than indicated on navigational charts. Although the obstruction was then marked with buoys, they eventually were carried away and the steam barge *Robert Mills* struck there in December of that year, sinking near Bar Point. (She was pumped out and released.) (See Vol. III(3), pp. 55, 60 and 88-89.)

the dredge *Tipperary Boy*, derrick scow *Cuilene Rhue*, tug *Spalpeen*, floating machine shop, etc. and they will be put in shape for immediate work on the Livingstone Channel.

The Dunbar & Sullivan drillboat *Hurricane*, Capt. Paul Ryan days and Capt. Frank Harmon nights, and the drillboat *Earthquake*, Capt. William Morin days and Capt. Charles Fortier nights, with crews of thirteen men, pulled out Saturday morning on the Livingstone Channel after a three-month lay-up. The dynamite factory also opened up last week in charge of expert Barnes and is running full blast. The dredge *Brian Boru* and tugs *Shaughraun* and *Shaun Rhue* are also at work.

Falls Bros. are tearing down their coal sheds at the rear of the post office and will remove them to the M.C.R. station. This dock may become a big fuelling dock, as the water is 22 feet deep at that point. Falls Bros. are figuring on erecting cement coal schutes on their lot at the M.C.R.

The Dunbar & Sullivan dynamite factory back of Bois Blanc has been put in shape for the season and work of manufacturing explosives has already begun. Superintendent O.B. Barnes, George Dease, H. Pettypiece, Fred. McRae, Ben Brow and John Welsh are employed there this year.

The str. *Faustin* of the Mullen Coal Co. made a trip to Toledo last week for a load of coal for the dry works. She opened navigation from this port to Toledo. The tug *Trotter* made the trip with her. The str. *Shores* will also commence hauling coal as soon as the river is clear of ice.

Capt. Ernest E. Harris is reaching out ambitiously in marine matters and to this end has purchased a half interest in the steamer *Douglas* from Capt. John Desana of Wyandotte. The steamer will be put on the Detroit, Stoney Island and Amherstburg route as soon as navigation is declared officially open.

Lewis Goodchild is at Pelee Island with the tug *J.A. Pardo*, hauling tobacco to the mainland.

Capt. Herbert Coyle has a big gang of assistants at work making repairs to the dredge *Old Glory*.

Albert Bailey received his Master's papers Tuesday and has been appointed captain of the str.

*Faustin*.

The sand scow *C.H. Little* opened the sandsucking season by coming down Friday night and getting the first load off Malden beach.

The opening of the season of the D. & C. run by the steamer *City of Detroit* next Monday morning will be marked by the usual concert given by the newsboys' band, which has made the first trip to Cleveland for the past few years. During the summer months two steamers will leave Detroit every Saturday evening, returning from Cleveland Sunday evening. The number of day trips over the line will be diminished, there being only two per week instead of three. Steamers will leave Detroit on day trips Wednesdays and Saturdays and Cleveland on Thursdays and Saturdays.

Bids were opened at the U.S. Engineers' office, Detroit, Monday for the services of a tug on the lower Detroit River this season. The tug *John E. Monk*, Capt. David Hackett, was the lowest tender at \$23 per day. The tug *Pallister* had the job last year. She will be used in general towing the coming season.

April 1, 1910

The new passenger and freight steamer *Rochester* of the Richelieu & Ontario Navigation Co. fleet, built by the Detroit Shipbuilding Co., made her trial trip down the river on Saturday and received a hearty reception from the numerous craft at the mouth of the Detroit River. She was in command of Capt. James Owen of Ogdensburg and ran down as far as the Southeast Shoal.

The Buffalo Dredging Co. has forwarded a check for \$1094 to Marine Clerk Keane at Detroit for the payment of taxes to the United States Government last season. This is the second of the dredging companies to pay a tax of \$1.02 per ton for the privilege of going from Amherstburg to Detroit with its dredges. The Starke Dredging Co. has a bill of \$2461, which is expected will be paid soon.

The D. & C. passenger steamer *City of Detroit*, Capt. Archie McLachlan, inaugurated service between Detroit and Cleveland Monday. The Detroit Newsboys' band accompanied the boat and she had a good list of passengers. Boats in the lower Detroit River gave her a noisy welcome. She reports no ice and made the run across Lake Erie in schedule time. The str. *City of St. Ignace*, Capt. Alex. McKay, was placed on the daily run Wednesday night.

Victor Chauvin, game warden for the western district of Ontario, made an important seizure of nets and fish in Lake Erie. With a chartered tug, Chauvin and several deputies went to a point eight miles east of the Southeast Shoal buoy in Lake Erie, about 12 miles from the Canadian shore, and seized 100 nets belonging to American fishermen and nearly half a ton of fish that was in the nets. Two fishing tugs could be seen about five miles from where the nets were taken and these tugs are thought to be the tugs from which the nets were set. No pursuit was offered the American boats, the nets seized being valued at \$500.

The work of raising the sandsucker *Reliance*, which was sunk in St. Clair River near the Flats last summer, will be started within a few days. The steamer *Mary Groh* of the McMorran fleet is now at work raising the pontoons sunk in Sarnia Bay and they will be taken to the Flats and will be used in raising the *Reliance*. According to marine men, the sunken vessel is directly in the path of downbound steamers and will have to be removed before the opening of navigation.

Lighthouses, gas buoys, lights and other aids to navigation are being lighted as quickly as possible this week. Capt. John Manson went to Colchester Light and Capt. Louis Goulin and crew to the Middle Ground on Tuesday and there lighthouses, together with Bois Blanc, gleamed out their message for the first time that evening. The Lime-Kiln lightships will be in position before the week is out. When Capt. Manson arrived at Colchester Light he found ice piled up on the breakwater twelve to fifteen feet high, while a good part of the repairs put on last year have been destroyed by last winter's ice jam.

The str. *Douglas*, of which E.E. Harris is manager, has gone on the freight route between Detroit, Wyandotte, Stoney Island and Amherstburg, making round trips daily, leaving Amherstburg at 7 a.m. and Detroit at 2 p.m. As soon as Capt. Harris can make arrangements for a dock he will be prepared to handle local freight of all kinds. At present he is hauling only on order for Amherstburg merchants. The *Douglas* has been overhauled, repainted and put in first-class shape and he expects to have a license for carrying passengers during the summer months. She went on the route Monday.

The steel steamer *Charles Beatty* discharged a cargo of coal for the Pittsburgh Coal Co. this week. Hugh Mackenzie is master of the steamer. His wife was a Miss Sunderland, niece of Mrs. Hardy. They spent the winter after they were married in this town. Their home is now in Toronto.

M. Sullivan's drills *Exploder*, *Destroyer* and *Dynamiter* were brought to Amherstburg on Saturday and work of fitting them out is being rushed so that they will go on the job the later part of the week.

The ferry *Papoose*, Capt. James Tobin, came down to Bois Blanc on her first trip with material for the island last week.

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April 8, 1910

A body believed to be that of Capt. John McLeod of the Marquette Bessemer car ferry, which foundered between Conneaut and Port Stanley on December 10th, was found on Wednesday in the intake of the Niagara Falls Power Co., Niagara Falls, N.Y. The body was badly decomposed but the clothing was intact and in the pockets were found \$125 and a bundle of documents. One of the lifebelts of the car ferry was attached to his belt. The captain's body had travelled considerably over 100 miles. Thirty-five lives were lost when the ferry foundered.

The moving ice in the St. Mary's River on Friday took away the cofferdam built by the Reid Wrecking Co. around the steamer *Steinbrenner*. Ice began to move very rapidly that morning and it was found very difficult to keep tugs that had wintered beside the sunken steamer tied up. The coal had been consumed in wrecking operations and for a time it seemed as if they would be swept down the river. The loss of the cofferdam will delay the raising of the vessel, as everything was ready to pump her out when the ice left. Wreckers could have raised her during the winter, but feared that her ore cargo would freeze.

The wireless telegraph is expected to play an important part in lake marine service this season. A large number of boats are being equipped with machines and with numerous shore stations and but few points on the Great Lakes will be out of the zone of communication. One wireless company has planned to install a big tower and station on Isle Royale, one of the principal danger points in Lake Superior, and with the station to be erected by the Canadian Government at Port Arthur the largest lake in the chain will

be thoroughly covered. There are now ready for operation stations at Sault Ste. Marie, Calumet, Grand Marais, Marquette and Duluth. The equipment for Isle Royale will go out on the first boat from Duluth.

Acheson Johnson, who was chief engineer on the str. *Helen* of the Harris fleet, has accepted a position as second engineer on the steamer *Leland*.

Capt. E. E. Harris' str. *Douglas* is kept busy carrying freight down from Detroit to the dredges. The coming season promises to be a good one for her.

The tug *George T. Nelles* of the Great Lakes D. & D. Co. stopped at this port Monday to coal and get supplies. She was on her way from Cleveland to Bay City to bring down a dredge.

Alex. Barron, chef of the dredge *Ontario*, expects to leave this week for Port Stanley to take charge again this season.

While assisting to move the drill *Destroyer* Wednesday afternoon, Elmer Carpenter was struck by a cable which slipped. It cut his face badly, knocked out two teeth and wrenched his jaw. He will remain ashore for a few days to nurse his injuries.

Capt. Robert Mains, the "Sunny Jim" skipper of Dunbar & Sullivan's tug *Shaun Rhue*, fell and severely injured his hip when stepping from the tug to the dredge *Brian Boru* on Monday. After being doctored, the captain was able to take charge of his tug on Tuesday.

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April 15, 1910

The Rivers and Harbors Bill of the U.S. Senate has been amended, providing for a survey of the Detroit River, which will mean the further improvement of this waterway. The day when the staccato notes of the drill and the rattle of dredge buckets ceases at this point is not yet in sight. Michigan waterways are liberally provided for in the new bill, getting \$1,974,000. The Detroit River gets for general work \$500,000 and for the Livingstone Channel \$630,000.

Word has been received from Buffalo by Captain George McAuley of Walkerville, notifying him of the finding of the body of his cousin, George N. McAuley of Southampton, Ont., who perished in the wreck of the *Clarion* in Lake Erie last fall. Young McAuley was a member of the crew of the ill-fated boat and when it sank during the heavy fall gales he distinguished himself by making an attempt to save the lives of several of his fellow sailors and went to his own death in doing so. McAuley was well-known in marine circles in the county. He has a brother residing in Leamington.

Capt. Lewis Bellecours left on Saturday afternoon for Cleveland to join the str. *Castalia*, on which he will sail this season.

The lightships, gas buoys and all aids to navigation have been placed in position the past week and navigation is fairly open. Local marine men are receiving messages daily to report at their different boats for the season.

The tug *John E. Monk*'s boiler has been completed and she has gone on the Government contract towing the sweep scow. Capt. Jos. Marks will sail her and James Stewart and James Cook will look after the after end.

William Finlay has purchased the gasoline launch *Venture* from Henry D. Menzies of Detroit. She is 36 feet long, 8 feet beam, has 40 horse-power, four-cylinder engine and will be used in the passenger trade on the lower Detroit River.

The Buffalo Dredging Co.'s fleet came down from Detroit Saturday night and on Monday morning were put into commission on the Livingstone Channel. It consists of three drills, one dredge and the tugs *Kinch* and *Williams*.

The str. *E.A. Shores* broke her wheel chain when coming into port on Friday night and nearly ran into the dock. Capt. Mahon saw the accident in time and dropped the anchor and she swung around and did not touch a thing. The *Shores* discharged part of her coal cargo for Dunbar & Sullivan's dredges. Orin Ong has shipped as steward on her.

Fire early Saturday swept the big floating machine shop of Hickler Bros., anchored at the dry works of the Livingstone Channel, Stoney Island. A workman on his way to the shop saw the flames and the



alarm was sounded on whistles of craft nearby, but the fire had too great a start. The tug *Spalpeen* hurried over from Amherstburg and a stream of water was played on the big hull which carried the shops, about 300 feet long. After a hard fight the flames were subdued before the hull was destroyed, but the complete equipment in the shops is believed to be ruined, and the loss is estimated at \$20,000. In the shops were drills, lathes, steam hammers, planes and other tools. While the origin of the fire is not known definitely, it is believed that in some manner the greasy deck near the boilers became ignited. The timbers are well-saturated and make excellent fuel. Hickler Bros. of Sault Ste. Marie brought the big floating shops down to the Livingstone Channel for the purpose of looking after repairs to tools used in the dry work of the new channel, which is being done by Grant, Smith & Co. & Locher.

The tug *Lotus* is sunk in the mill slip.

The Government derrick is being fitted out this week.

John Doty is the new engineer on the tug *W.B. Aldrich*, the buoy boat.

Wm. Logan, supt. of the Buffalo Dredging Co., was in town Sunday on business.

The str. *John Harper* discharged a cargo of soft coal for Falls Bros. last week.

W.F. Cody of Detroit is in town and will take a position on one of Sullivan's drills.

Wm. Connell, mate of the barge *Bailey*, left Monday for Lake Ontario to fit her out.

The Canadian Government dredge *Ontario* is undergoing extensive repairs at Wallaceburg.

Capt. Alex. Callam left Monday for Port Huron to fit out the steamer *Fitzgerald*, which has been in winter quarters there.

The Pittsburgh Coal Co.'s derrick is being equipped with a new clamshell bucket from the McMyler Mfg. Co., Warren, O.

Capt. Thomas Cooper will sail the Dunbar & Sullivan tug *Shaun Rhue* nights again this season. John McLean will be engineer.

George Maguire has gone from Boston to Chicago to take charge of the big drillboat No. 6 of the Great Lakes Dredge & Dock Co. Bert Maguire will remain in town and take a position as blaster on the Buffalo drill No. 1.

The supply boat *Marguerite* of the Sullivan fleet has been fitted out. Lorne Bertrand is engineer and Gurvin Bertrand will look after the helm. She is used for carrying the men to and from the drillboats.

The str. *Crocus* arrived at this port Thursday with the Bar Point lightship and the Lime-Kiln south and north lightships and put them in place. The big Canadian gas buoys for Grubb's Reef and Bar Point are also ready to be put in their places.

Edward (Dude) Green, who has been chief steward in the M.C.R. station at Detroit, and wife are visiting a few days with his mother in town. He will go sailing this spring on the big steel str. *Abraham Stearns* of the Hawgood fleet.

Edward B. Jones, who is superintending the work of building schutes on the steamer *John Otis* and barge *E.E. Tyson* and at Windsor for the Mullen Coal Co., spent Saturday and Sunday in town. He expects to have the work on the lighters finished this week.

The tug *W.A. Rooth* (Capt. A.J. Grisdale and Engineer Geo. Scott) brought over the Great Lakes Towing Co.'s lighter *Rescue* on Wednesday. It is understood that the *Rooth* will be one of the Trust tugs to be stationed at Amherstburg this season.

The Great Lakes Dredge & Dock Co.'s tug *Gillen* and scow derrick No. 11 were here on Tuesday from Detroit picking up stuff belonging to the dredge *Columbia*, which goes this season to Duluth. She will likely be accompanied by the tug *Gillen*.

April 22, 1910

Hugh Harmon, second engineer on the steamer *Carnegie*, was found guilty by a jury at Port Arthur for the killing of Albert Walmer, the watchman on the same boat. The charge was manslaughter and Justice Latchford sentenced Harmon to three years in the Kingston Penitentiary. The two men had been out drinking and met on the boat to settle an old score. Harmon said that Walmer pulled a gun on him and that

he had to shoot in self-defence.

C.E. Stewart of Ottawa is in the hospital at Sarnia suffering from terrible burns about the face and head as a result of an explosion at the wharf of the Reid Wrecking Co. at 5 o'clock Wednesday afternoon of last week. Mr. Stewart was sent to Sarnia from Ottawa by the Marine Department to superintend the placing of buoys and marine signals. Under his guidance, George Day, a laborer, was putting calcium carbide into a gas buoy when an explosion took place which was heard all over town. Neither of the men was directly in front of the opening, but the flash and flying fragments of carbide burned them both. They were thrown several feet by the force of the explosion. Day's injuries are less serious than those of Stewart, whose eyesight may be impaired as a result. It is believed the explosion was caused by the presence of a quantity of rain water in the tank.

The Buffalo Dredging Co. took between eighty and one hundred local men this year and that cleared up nearly every available laboring man left in town. Work has been plentiful in this district for anyone who wants a job and the result is fewer idle men are seen on our streets than in former years at this time.

The Canadian steamer *Dunelm*, Capt. Clarence Albinson, called here Sunday and took on 100,000 cases of tomatoes from the canning factory for Port Arthur.

Walter Surteese, marine architect, and Mr. Egan, constructional superintendent of the Marine Department, were here on Saturday arranging to erect a new structure for the storm signals at this port. They will also make a report on the condition of the crib at Colchester Reef lighthouse, which is gradually giving way. The portion constructed last season is the only part that is safe, and from its appearance, that part is as solid as the rock of Gibraltar.

Charles Brown fell off the dredge *Pan American* in the St. Mary's River and was drowned.

The steamer *George H. Jones* was launched at Owen Sound Saturday. In leaving the ways, the stern fastenings failed to give as soon as those at the bow and an accident was narrowly averted. As the big hull slid down there was a crashing and splintering beneath her, but she landed in the water safely, tipping until the water covered a third of her deck, then righting. Half a dozen men enjoyed the short but thrilling ride.

Heavy fog over Lake Huron was responsible for two marine accidents early Monday morning. The steel steamer *Maryland*, 316 feet long, collided with an unidentified steamer five miles off Harbor Beach in the fog and darkness at an early hour and limped into the harbor with a big hole stove in her bow. The name and fate of the other boat are not known. Owing to the fog, both boats were running slowly, however, and it is believed the other boat was not badly enough damaged to be in a serious condition. The *Maryland* was bound for Duluth with coal. The tug *F.B. Hackett*, towing the dredge *Columbia*, went in shelter at Harbor Beach, creeping in through the fog during the night.

The tug *John E. Monk*, Capt. Joseph Marks, made her first trip this week and has gone on her contract for the U.S. Government at this port.

The dredge *Columbia*, which worked on the Livingstone Channel last season, was taken to Duluth this week by the big tugs *Hackett* and *Green*.

Capt. William McTaggart, drillboat expert for the Great Lakes D. & D. Co. of Sandusky, is spending a few days in town. He is suffering with rheumatism.

Sullivan's big drillboat *Destroyer* has been equipped with the latest drill machines and has had an extra machine installed. She will now carry two blasters to a shift.

Circular letters are being issued by the International Seamen's Union commenting on the fact that underwriters increased the insurance on steel vessels 1 per cent for 1910, while they diminished the rate for wooden vessels. The Seamen's Union claims that the wooden vessels are mostly operated by union men and that therefore the accidents have been fewer, which caused the insurance men to be lenient with the owners.

Capt. Charles Hackett of the buoy boat *Aldrich* placed and lighted the gas buoys for the Department of Marine and Fisheries this week.

The warehouse at the waterworks dock is being repaired and the str. *Douglas* and the Pelee Island boat will make this their landing place.

The Amherstburg Iron Works have branched out into electric work. They have secured the contract from the Buffalo Dredging Co. to put the engine and 100-light dynamo of drillboat No. 5 in shape and have set it up in their shop and are overhauling it.

Joseph Pineau, engineer for the Pittsburgh Coal Co., took an unexpected dip into the river Saturday afternoon, which fortunately turned out to be only the opening of the swimming season. Engineer Pineau was pulling on the siphon of the scow which lay alongside the dock when the pipe gave way suddenly, precipitating him into the drink; being something not on the program, he gulped enough water to nearly founder him and he went to the bottom. By the time he reached the air again his plans were all laid for a swim for life and he didn't require the lines, life-preservers, logs etc. which his companions threw in for him. A quick trip home, thorough change of clothes and hot applications inside prevented cold.

**BREAKING RECORDS AT STONEY ISLAND.-Within Another Six Months the "Dry" Section of the Livingstone Channel, opposite Amherstburg, Will Be Ready for Use and Now There Is a Likelihood of Further Widening.**-(*Detroit Free Press*.)- The skipper of the Stoney Island ferry boat wasn't appalled according to the sartorial standards commonly supposed to obtain in a position of such responsibility. Blue clothes, brass buttons and gold braid were missing. It is possible that could the tan from exposure to the elements have been pierced the discovery would have been made that the skipper's nose was blue, for the chill wind which swept up the river from Lake Erie was sufficient to drive good red blood back from the surface on the face of even so seasoned a navigator. But that point will always remain in doubt, for the tan proved impenetrable.

Instead of a natty uniform there was a heavy coat, above the upturned collar of which showed the frayed edges of a sweater and a pair of well-worn overalls. Arctics, a cap pulled well down over the ears and coarse leather gloves completed an outfit designed for service rather than looks and which seemed admirably adapted to the requirements.

It is a moral certainty that the ferryboat would not have been given a higher rating than P.D.B. by Lloyds.<sup>6</sup> It was a flat-bottomed square-nosed craft into which six persons could be crowded and still leave an inch or so of the hull exposed above the icy waters that every time a venturesome passenger ventured to draw a long breath threatened to engulf the whole outfit.

When the last of the passengers had been squeezed into the narrow space on each seat in such a manner that it would have been next to impossible for them to fall out had the boat turned turtle, the captain mounted the bridge - in this case one of the end seats - grasped a cable running from the shore to Stoney Island and we were off.

**Exciting Trip.**-Eliza's fear of crossing the river by jumping from cake to cake of ice seems commonplace in comparison with the excitement attendant upon reaching Stoney Island these spring days when the ice from the upper lakes is running heavy. The muscular skipper at the bow passes his hands rapidly along the cableway, keeping a firm grasp to prevent the boat being swept down the river, and permits the swift current to furnish most of the motive power. It is a case of dodging floating fields of ice that would cut the tiny boat in two as though it were made of paper or break the skipper's hold and send the craft and its occupants sweeping helplessly down toward Lake Erie, a not altogether pleasing prospect.

The skipper doesn't seem to mind the experience. He doesn't have time to, for that matter. From the instant the boat leaves the Grosse Île shore on the way to Stoney Island until it bumps into the pier of the old Michigan Central bridge and the journey is over, it is a continual round of hopscotch with the ice; a case of waiting while a large cake sweeps by, or propelling the boat deftly between miniature icebergs that threaten to crush it, or hurrying through the open water before further obstacles are encountered that furnishes an unusual experience and brings a sigh of relief when the trip has been successfully negotiated.

Just now travel between Grosse Île and Stoney Island is very heavy, owing to the large number of men employed at the latter place. Within a short time the trip will have settled down to its normal state,

<sup>6</sup> insurance company

so far as excitement is concerned, for the ice will have disappeared and the launch that plies regularly between the two islands all summer will go into commission. And eventually the rush to Stoney Island will have ceased altogether and the marshy stretch of territory, for years unoccupied save by rattlesnakes and frogs, will have fallen back into its old quietude, for the only excuse for this unwonted activity will have been removed.

**Sprang Up in a Night.**-When the Livingstone Channel in the lower Detroit River was commenced, Stoney Island grew into prominence almost in a night. It was the base from which one of the most daring feats in engineering annals - the construction in mid-river of a cofferdam a mile long and a sixth of a mile wide - was conducted. This is in a sense ancient history, yet the story is ever interesting of how the contractors succeeded in pumping out the enclosed area and kept it pumped out while an army of workmen drilled and blasted and shovelled and scraped, that the solid rock which had always prevented navigation at this point might be removed.

It has been a titanic struggle in which nature is losing out before the onslaughts of determined mankind. Already the end is in sight, although the task is far from complete. Indeed, there is a strong likelihood that two years more will elapse before the channel is actually put in commission, owing to pending congressional action regarding the project.<sup>7</sup>

But whatever disposition is made of the question now up for consideration, the hardest part of the struggle is over. The real test came with the building of the giant cofferdam, the largest ever constructed. It is two years in April since the first scowload of dirt for the foundation of the cofferdam was dumped into the river. Now considerably more than two-thirds of the "dry" work in connection with the channel has been completed, and another six months will see the last shovelful of rock removed from the course as originally planned, with everything in readiness to let the waters back into the area from which they have so long been excluded.

**Some Digging.**-This means that approximately 700,000 cubic yards of limestone have been removed in much less than two years, for some months were required in constructing the cofferdam. Even allowing the full two years it would be necessary to move one thousand cubic yards of rock every twenty-four hours, provided every day was utilized. In computing the total, however, Sunday must be excluded, four hours, provided every day was utilized. In computing the total, however, Sunday must be excluded, for G.P. Locher, in charge of the work for Grant, Smith and Company and Locher, contends that six days in a row is enough for any man to work, and activities are suspended on the seventh.

One thousand cubic yard every twenty-four hours means something. That is an average of a trifle less than a minute and a half for every cubic yard and when it is remembered that a cubic yard is a big load for a steam shovel, the speed with which the work has been carried forward begins to become apparent. Of course, as already noted, the actual working period has been much less. It must also be understood that for much of the time three steam shovels have been in use; but with all this, the record established for expedition promises to stand for some time to come unless lowered by the same forces that made it.

At present in the middle of the river off Stoney Island there is a channel three hundred feet wide, more than two-thirds of a mile in length and with a maximum depth through the rock of eighteen feet, whose sides look as though they might have been cut with a saw, while the bottom of the channel is so smooth that it reminds one more than anything else of a great floor ready for the dancers. Along one side of the excavation extends a mountain of rock that would go far toward furnishing a cargo for every vessel on the Great Lakes, the result of three months of gouging into the fastness of the river bottom.

**Continuance Performance.**-With the regularity of clockwork, mammoth steam shovels go crunching through the mass of rock loosened by tons of dynamite, scoop up a load and deposit it on great iron skips or trays that when filled are carried away on cables and dumped on the mountain that shuts off the view of the Canadian shore as effectually as though Canada had never been there. Day and night this performance continues with only a sufficient pause to change crews, save when operations are suspended

<sup>7</sup> It would be, in fact, another two and a half years before the Livingstone Channel was officially opened.

on Sunday. Three hundred men are employed and the contractors are months ahead of the schedule agreed upon by the Government engineers. Rapidly the shovels are eating their way from the center toward each end of the cofferdam, leaving a clear course in their wake that will one day furnish accommodations for the marvellous tonnage of the Great Lakes.

Six months more and the last of the section as originally planned will have been completed. This will hardly be the end of the undertaking, however, it having been practically agreed that the channel will be widened at least another 150 feet. President Livingstone of the Lake Carriers' Association and his associates in that body have labored untiringly in behalf of the enlargement and a favorable report has been made to Congress. The only thing lacking to complete the transaction is the granting of an appropriation which will, it is predicted, come in due season.

It must be apparent to all in the least familiar with the improvement of the lower Detroit River that if it is planned to ever widen the channel, now is the proper time, when everything is in readiness to carry the work forward. In that event it will delay completion of the dry section some months, making necessary the removal of approximately another half million cubic yards of rock. Even this, however, will not result in postponing the opening of the channel, as it is estimated that two years more will be required in completing the dredging at either end of the dry section and getting the course in shape from Stoney Island down into Lake Erie.

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April 29, 1910

William Caake is having his yacht *Clarence* overhauled and repainted and will have a cabin built over her.

Adam Kiwash [Kiyoshk], the well-known marine diver from Sarnia, spent a couple of days last week with Capt. Fred. J. Trotter.

A new range light has been built in the river opposite the waterworks dock to replace the one carried away by the ice last fall.

Elmer Carpenter, blaster on Sullivan's big drillboat *Destroyer*, who was hit in the face by a cable a few weeks ago, is able to be at work again. This was his third annual accident.

The Dominion Fishery Department have replenished Lake Erie with ten million whitefish and Lake Huron with three million. Lots of material here for fish yarns later on.

Capt. John McQueen will operate the passenger steamer *Leroy Brooks* between Dresden and Wallaceburg, Detroit and Windsor this summer. Capt. McQueen owned the *City of Mt. Clemens* sunk by the *Neilson* in St. Clair in 1908.

The steamer *D.A. Gordon* built in England for service on the lakes is on the way across the ocean with a load of wire. She will run between Montreal and upper lake ports.

The str. *Peck* unloaded coal at Sandwich Sunday, enabling Capt. Walter Lawler and Harry Martin, chef, to visit their families in town and Percy Martin, assistant chef, to make a visit at Gesto.

The tug *Marion E. Trotter* is being overhauled and repainted.

Drillboat No. 2 was laid up a few days last week while repairs were being made to the plunger of the big air pump. The *Dynamiter* was also in for repairs to her boiler.

The Tug Trust will lose nothing by keeping Capt. Grisdale on the job at Amherstburg. Sunday morning he heard the tug *Trotter* blow a call for the captain and, mistaking it for a signal from the craft in distress, slid out in the mist and rain, went eight miles down the river and hung round for several hours before it dawned on him that he had been "stung." It was up to the *Rooth's* skipper to buy, which he did with good grace.

The International Seamen's Union has issued a circular saying that agents and shipping masters of the Lake Carriers' Association are openly confessing that they are finding it impossible to secure experienced seamen because of the strike and that even inexperienced laborers are hard to get. The Union of America has already arranged a strike fund to be used on the lakes in addition to the funds already on hand. Most of Amherstburg's lake seamen are remaining ashore this season and are employed on the

dredges or tugs on the lower Detroit River. The majority of the sailors at Amherstburg are union men and have been the most faithful members ever since the strike against the ruling of the Lake Carriers' Association. Some of the best wheelmen and vessel captains have been recruited from this place, but it is likely that many seamen who formerly worked on lake vessels will not return to sailing owing to their having obtained steady employment ashore.

Capt. Robert Mains, the well-known skipper of the tug *Shaun Rhue* almost lost his sobriquet "*Sunny Jim*," which he has worn with such dignity for some years, but he had some reason for a grouch. The captain, despite the name, is fonder of pancakes than Force and the lady cook on the *Brian Boru* has indulged him more than once. On the morning of April 1st with an appetite whose edge had been whetted to a sharper point than usual by a long fast, the captain was invited to partake of a most appetizing breakfast of pancakes and Quebec maple syrup. The honeyed phrases with which he thanked the cook will linger long in her memory and he set to in great haste but, work his jaw full-speed ahead, he couldn't make any headway. The harder he churned, the tougher the mouthful seemed, and great was his disgust when he found that he had been "chewing the rag," the deceptive pancakes being cotton batting sandwiches in disguise. It's as much as one's life is worth to say "pancake" to "Sunny Jim."

A big scow at work on the Livingstone Channel and owned by Grant, Smith & Co. & Locher filled and sank near her dock at Amherstburg Saturday. The wrecking tug *Trotter* placed siphons on board the craft and raised her after a few hours' work. The scow will be repaired within a few days.

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May 6, 1910

The tug *J.A. Pardo* broke her throttle at Kingsville last week and was laid up a couple of days for repairs.

Capt. McQueen's new steamer *Leroy Brooks* made her trial trip last week and performed very satisfactorily.

Oscar Buchner of Sandwich is the new chef on the tug *Chas. E. Williams*, Jas. E. Kirtley having given up the position.

Capt. Charles Hackett placed the buoys for President Parker of the White Star Line from the main channel to Sugar Island on Friday last.

The tug *Lotus*, owned by Carl [Earl] McQueen, is being pulled out at the mill slip to be repaired. Her boiler and engine were removed and put on a flat scow.

Boats of the Detroit, Belle Isle & Windsor Ferry Company fleet are being cleaned up and put in shape at Windsor so that they will be ready for the coming summer, which is expected to be one of the best in the history of this district in point of numbers visiting this section.

H.D. Raymond of the U.S. Survey fell through the old Gordon piers when taking a range on Saturday, but was not injured.

The wooden scow which sank last week when being towed to the dredges from the Bois Blanc dock was raised Thursday by the str. *John E. Mills*. She was pulled up on shore and it was found that a whole plank was broken in.

The *Leroy Brooks* raised the lighter that sunk below the ferry dock last fall. All the floating property is now out from behind this dock. The lighter belonged to Capt. McQueen and was used to raise the boiler of the *Mt. Clemens*.

The old sandsucker *Henry Houghton* seized a short time ago by the Essex County authorities to collect a judgment, will be sold by public auction and the amount realized will go towards paying Captain Anthony May, to whom \$7100 was awarded by the Canadian courts for the loss of his vessel, which was sunk by the boat now under seizure.

The old derrick *Faugh-a-Ballagh* sank in the slip at Gordon.

Andrew Darragh is engineer for the Great Lakes D. & D. Co. on derrick scow No. 11.

William Pizer, mate on the str. *Harvey H. Brown*, was in town a couple of days last week.

The str. *E.A. Shores* discharged a deckload of soft coal for the Mullen Coal Co. among the Dunbar



& Sullivan Dredging Co.'s tugs, dredges and drills on Saturday.

Thomas Cooper, formerly with the Dunbar & Sullivan Dredge Co., passed up the mateship of the tug *Shaun Rhue* and is now mate on the big tug *Charles E. Williams* with Capt. Murray Mains.

John Blueralt, engineer, cook, oiler, captain and mate of the big 100-horse power gasoline engine tug *Wm. Logan* of Buffalo Dredging Co.'s fleet, is out and around after a severe attack of rheumatism. Engineer Blueralt is having the *Logan* repainted and she will be as pretty as ever when she gets her summer dress on.

The wrecker *Manistique* is on her way to Buffalo having on board the large steel hatches made at the Reid dry-docks to be placed on the steamer *Richardson* which went down late last fall near Buffalo harbor. This is the first time a wrecking company on the Great Lakes has made an effort to place steel hatches on a sunken vessel but Capt. Reid, veteran wrecker, says he has great confidence the plan will carry out. He expects to have the *Richardson* afloat in a week or 10 days.

The body of one of the crew of the steamer *Bessemer No. 2*, which was lost last fall, was found Friday morning on the lakeshore about three miles east of Port Colborne. The man was apparently about 35 years old and had on a suit of blue jeans. There was a large scar over his right eye. He had a life-preserver on with the words *Bessemer No. 2*. The body was taken to the undertaking rooms.

One hundred and twenty-five union longshoremen employed by Bassett & Smith, contractors, at the Northern Navigation Company's dock at Sarnia went on strike as a result of the importation of about 20 Italian laborers from Toronto. It is said that not more than 50 men could be got to work overtime out of the 175 usually employed and the work of loading boats has been seriously hampered in consequence. The contractors had advertised for extra help but it was found that men were scarce and the Italians were taken there. Pay does not enter into the question, as the men are getting 20 and 25 cents an hour. One hundred more laborers were expected to take the place of the strikers, but the men decided to give up the fight and return to work.

The absence of sandsuckers on the lower Detroit River this spring is noticeable. Usually at this time of the year four to six are plying their trade daily and the selling of sand has been quite an industry to owners of Malden front property. The reason for their failure to come as usual is because the sand is practically all gone and the only one that put in an appearance this year had to depart empty-handed. Building material is now being hauled from the shores of the St. Clair River and Lake Huron. One Wyandotte builder was in town last week trying to locate 30,000 barrels of building sand, but without success. The long haul from the St. Clair River makes the material more expensive.

Dunbar & Sullivan started the dredge *Brian Boru* and the tug *Shaun Rhue* working night and day Monday. Capt. Tormey of Detroit and John McLean, engineer, are night crew. This and the Buffalo Dredging Co. working 16 hours a day picked up nearly every idle man in town.

Capt. Wm. Logan of Buffalo was in town Sunday and Monday in conference with Local Manager Goode. They have started dredge *No. 7* and tug *Chas. E. Williams* working sixteen hours a day. This dredge is breaking all records in digging rock and keeps the tug going all the time.

The str. *Leroy Brooks*, Capt. McQueen, is working on the cable between Pelee and the mainland, which has been out of business since the ice shove last spring.

John G. Mullen is confined to the house with an injury to the ligament of his great toe, sustained while stepping from the coal lighter *Otis* to a coal dock. He is compelled to sit with the foot suspended in order to relieve the great pain he is suffering.

Caught red-handed pulling up nets while three miles over the international line into Canadian waters, the fish tug *Sprudel*, owned by Roger & Warner of Lorain, was captured at 10:30 Wednesday morning by the Canadian scout boat *Vigilant*. Capt. David Popperwell, Engineer Edward Alger and Edward Poiscater, William O'Neil, Herbert Warner and John Miller, sailors, were aboard the *Sprudel*, which surrendered without a fight.

May 13, 1910

Navigation between Detroit and Belle Isle was opened by the D. B. I. & W. Ferry Co. on Sunday when a special service was given, starting at 9 a.m. and continuing every half hour. Next Saturday, May 14th, regular daily service for the summer will be commenced. The first trip to Bois Blanc will be on Decoration Day.

Clyde Wirth, president of the Firemen, Oilers, Deckhands and Scowmen of the Dredgemen, was on a visit to No. 7 Sunday and held a conference in No. 7 hall on Murray Street. Mr. Wirth informed the *Echo* that the eight-hour-a-day movement was still being pushed forward and an endeavor will be made to get a Bill through Congress in December.

The lumber hooker *Huron City* of the Mud Lake Lumber Co. limped into dock here Thursday night, leaking badly and with three siphons and two pumps working full speed. Capt. Rivard called for help and Capt. Trotter responded, placing a big siphon aboard her from the *Mills*. After the water was lowered in her hold, the tug *Trotter* towed her over to Cleveland where she went into dry-dock.

The U.S. Sundry Civil Appropriation Bill this year does not carry the usual large sums for Michigan projects. The largest two items revealed when the Bill was made public at Washington Friday were \$600,000 for the Livingstone Channel in the Detroit River and a like amount for the improvement of the Hay Lake and Neebish harbor at Ludington. The other items were \$40,000 for the improvement of the same stream at the falls. Channels in the Soo River and \$25,000 for continuing the improvement of the same stream at the falls.

Capt. J.H. Tallman, the well-known drillboat captain of the *Dynamiter* has passed up the job, having secured a year's contract superintending the operating of the *Ingersol Sergeant*, ram, submarine rock drill working on harbor improvements at Bombay, India, for the Bombay Trust Co., who have the contract from the British Government. His salary is \$300 a month for six months and expenses and he is allowed \$350 travelling expenses to his destination. Capt. Tallman is among the best-known marine men in the town, having worked for M. Sullivan off and on for 25 years. His wife is a daughter of Capt. Andrew Bellecours. Capt. Tallman left Wednesday morning for New York, where he started on his 18,000 mile trip. Amherstburg drillmen are at Panama Canal Zone, the Pacific Coast and in India. They practically cover the earth.

In the effort to locate the Marquette and Bessemer car ferry *No. 2*, which foundered in Lake Erie on December 7 last, the maritime underwriters have offered \$500 for information as to where the wreck lies.

The steamer *Charles A. Eddy* of the Gilchrist fleet, bound down with ore, went ashore at Gravelly Island, Green Bay, Saturday and will be nearly a total loss. The hull of the steamer is badly twisted and it may not be possible to get her off.

Thomas McQueen, a deckhand on the steamer *P.P. Miller*, was awarded \$5500 in United States Admiralty Court at Buffalo Monday for the loss of his left leg. The verdict is against the *Miller* and the towing tug *Yale*. McQueen's leg was caught in a coil of rope that was thrown to the tug *Yale* and the limb was crushed off just above the knee.

Capt. Sullivan of Toledo and Wm. England of this town have purchased the str. *City of St. Clemens* and will operate her in the salt business between Wyandotte and Toledo. Mr. England was on the steel sandsucker *R.E. Denville* the past three seasons.

Arthur Breymann of Toledo is in town and has started dredge *No. 3* and tug *George E. Brockway* on their contract. The Starke dredge *No. 9* pulled out Monday to finish up their contract. Derrick scow *No. 11* and tug *Dreadnaught* of the Great Lakes D. & D. Co. put a large gang of men at work cleaning up their job on Ballard's Reef. The drillboat *No. 3* is laid up at their slip at this port.

Big dredge *No. 7* of the Buffalo Dredging Co. broke one of her wooden spuds on Friday and she is laid up until a new steel one is brought up from Buffalo by the tug *Williams*, which was dispatched posthaste for it. This dredge has been breaking all records of digging rock. One day last week she threw out 2000 yards and she gets \$1.85 per yard; \$3600 for a day's work is pretty good. This company will have another big steel dredge, the *Pan-American*, down from the Soo as soon as she finishes up her contract at

that place.

Capt. F. Hackett of the lightship *Kewaunee* was home Friday and Saturday.

The tug *William Logan* of the Buffalo Dredging Co. has a new wheel put on her Sunday. Dredge No. 7 lifted her up.

The Pittsburg Coal Co.'s fuel lighter *Snowden* in tow of the *J.E. Mills*, made a trip to Sandwich coal dock with a load of coal last week.

Hector Barron has arrived home from Cleveland and is spending a few weeks at his home in town. He was employed with the Great Lakes D. & D. at Cleveland.

The big machine shop that burned at Stoney Island a few weeks ago was taken to Detroit last week by the tug *John E. Monk* from where another tug will take it to the Soo to receive repairs.

Kenneth Fraser is having his yacht "*I'll See*" painted up in good style and his father's private yacht has also been slicked up. Ben Lapierre is doing the work. Charles Thrasher is having his yacht *Bessie M.* overhauled and repainted.

The str. *E.A. Shores* of the Mullen Coal Co. discharged 600 tons of soft coal on the big steel flat scow *Leinster* of the Dunbar & Sullivan fleet on Friday. The *Shores* has her own derrick aboard and is a mighty fast handling concern.

The Trust tug *Harvey D. Goulder*, Capt. Hagan, arrived here Saturday from Cleveland and will be stationed at this port for some time. Capt. Hagan was in charge of the *Schenck*, which went to Georgian Bay and brought down the wrecked steamer *Wissahickon*.

John Fraser arrived home on Monday with 40,000 feet of lumber from Georgian Bay on the *Naiad*.

George Greenville of the dredge *Old Glory* has quit dredging and has accepted a job with R.C. Primeau.

Drillmen who work nights have some tales to tell of Halley's Comet. They say that the comet's tail comes up first and can be seen about 4 in the morning.

Mrs. John Blueralt of Buffalo is spending a few days in town with her husband, who has charge of the big gasoline tug *Wm. Logan*. She is staying at the Lake View.

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May 20, 1910

Capt. John McCormick, while on his way from Monroe to the island on Tuesday with the tug *Folly* and a cargo of telephone posts, was driven into Amherstburg by the heavy wind and seas.

On her return trip from Detroit to Chatham, the steamer *Ossifrage* stranded on a bar in the Thames and was stalled several hours. The Thames is fast filling up with bars and snags. Unless dredged, it soon will be no longer navigable for steamer like the *Ossifrage*.

Pounded by a heavy sea and struggling through a 48-mile-an-hour gale, crossing Lake Erie on Tuesday, the little steamer *Faustin* was unable to free herself of the water shipped. It finally reached her boilers and the vessel became unmanageable and foundered in the Detroit River one mile east-southeast of Bar Point Lightship late in the afternoon. The *Faustin's* crew of seven men was taken off by one of the tugs of the Buffalo Dredging Company, engaged in channel work, and landed at Amherstburg. The *Faustin* lies in about 14 feet of water out of the path of vessels. Her owner, John N. Mullen, Amherstburg, the tug *Trotter* and steamer *Mills* went out to her with steam pumps and a wrecking outfit on Wednesday morning to begin raising her. The vessel was bound from Sandusky, O., to Amherstburg with a cargo of 323 tons of coal for Locher Co.'s works. Capt. Burt Bailey, Amherstburg, is her master. The crew comprises John Morgan, engineer, Toledo; George Law and Jack Glen, wheelmen; Ed. Ford and William Mitland, firemen, all of Detroit; J. H. Brown, Amherstburg, cook. The *Faustin* was built in 1882 at Port Dover, Ont. Her gross tonnage is 256, net tonnage 166, length 133 feet, beam 24 feet, depth of hull 10 feet. She is enrolled at Detroit.

Two steam pumps were put on board and the steamer pumped out and towed to port by the tug *Trotter* with the *Mills* alongside before midnight on Wednesday, within thirty hours of this mishap. A portion of the cargo was lightered and the *Faustin* taken to Stoney Island, where the cargo will be taken

out. The *Faustin* is leaking some and will be placed in dry-dock. The owners are greatly pleased with the quick work of Capt. Trotter.

The steamer *Ossifrage*, newly equipped, commenced her regular trips from Chatham to Detroit, Windsor and Walkerville on Monday morning. The boat will make three round trips a week as usual, on Mondays, Wednesdays and Saturdays. T.J. Stockwell is the master and Alex. Cowan purser.

It was reported at Amherstburg by a passing steamer last week that a floating spar attached to a wreck was encountered 23 miles east, NE ½ E. from Southeast Shoal lightship. It is thought to be the same one reported in Buffalo by the steamer *Yosemite* and may belong to the Marquette & Bessemer ferry No. 2 or the steamer *Clarion*.

The Lake Erie Fish Company has been incorporated with a capitalization of \$40,000 by W.S. Falls, O.E. Dunbar and Wm. Menzies.

In passing the House Lighthouse Bill on Thursday, the U.S. Senate adopted amendment for providing for the installation of submarine signals on the Great Lakes. This is a safety device in use for some years past on salt water. By means of submarine bells at fog signal stations and lighthouses and receiving devices fastened to the hulls of ships below the waterline, a vessel is enabled to pick up and locate such stations, a lighthouse in thick weather. The result is an immense reduction in the risk of navigation in fogs and snowstorms. The amendment carried an appropriation of \$100,000. The same Bill, a Senate provision for light and fog signal stations at the east end of Michigan Island, Apostle group, Lake Superior, and at the entrance to Sandusky Harbor, Lake Erie.

Seldom has a prettier launching taken place at the Wyandotte yard of the Detroit Shipbuilding Company than was that of the new 10,000-ton steel freighter *E.H. Utley*, which was dropped into the river at that yard just after noon on Saturday. Thousands of people lined the docks and occupied vantage points on scaffolding about the yard, while hundreds of others saw the launching from boats on the river.

Capt. Frank Bernard of this town is sailing the str. *Douglas* between Amherstburg and Detroit.

The little gasoline tug *Lena*, belonging to Chas. D. Dettrick, diver and contractor of Cleveland, has arrived at this port to look after Great Lakes derrick scow No. 11.

The first moonlight excursion of the season to Sugar Island will be given by the Palestine and Riverside chapters, O.E.S.⁸, on the str. *Tashmoo* on Tuesday evening, May 24th.

Capt. James Handcock was in town this week to pick up a drillboat crew for drill No. 2 at Ashtabula. He secured Clifford Brown, Roy Richard, Chas. Colbourne, John Height and Rube Best, who have gone to that port to fit out the drill.

A new freight and passenger service entirely by boat between Montreal and Chicago was inaugurated on Friday with the arrival of the steamer *City of Montreal*. This is the first time in eight years that any all-water service has been operated from the St. Lawrence River to the Great Lakes via the Welland Canal.

The American fishing tug *Sprudel* of Lorain, O., seized by the Government cruiser *Vigilant* last week under suspicion of poaching in Canadian waters, has been released by the Department and returned to her owners. The evidence adduced was not sufficient to justify confiscation. The owners may appear for compensation.

The steamer *Eastern States* of the D. & B.⁹ Line went tearing up the river Sunday morning close to the waterworks and raised not only particular hob¹⁰ among the crafts anchored there, but also a loud protest from owners of the boats which were tossed in all directions. The little str. *Douglas* was dragged out from the dock with such force that the whole side was torn out of her forward. William Menzies' yacht

⁸ Order of the Eastern Star

⁹ Detroit & Buffalo

¹⁰ disrupted completely

went up on her beam ends and sank, as did also a yacht belonging to W.F. Jamieson, and other small boats were tossed around and damaged. Had not the tug *Harvey D. Goulder* been moored outside the *Douglas*, the latter would have been swept downstream, as she had no steam on. A kick was registered with A.A. Schantz, manager of the line, who sent a representative down the same day to look into the matter and settle for the damage done.

The game between the drillmen of the Sullivan fleet and of the Dunbar fleet, announced in last week's paper, was played on the town park on Monday afternoon and resulted in a score of 6 to 7 in favor of Dunbar's. The game was a stiff one and delighted the many fans who were on the grounds. Dunbar's used two pitchers, Wilfred Kelley and Frank Harmon, while Ed. Maguire caught. Sullivan's battery was Wm. Tobin, pitcher, and Harold Kelley, catcher. Dunbar's drillmen are now Champions of the River.

The first accident of the season on the lower Detroit River occurred Saturday morning on Sullivan's drillboat *Exploder* (Capt. John Maloney), Eli Mero being the victim, and it is a miracle that he came off as fortunately as he did. He was at the top of a drill frame looking after a steam pipe when D. Courtney, the runner, thinking he had come down, started the hydraulic. Mr. Mero was caught by the machine on the shoulders and neck and was squeezed and bruised terribly from the waist up. Had it not been for the oilskin suit he wore, which enabled him to slip through a narrow space, there is no doubt he would have been killed. He was hurried home, medical assistance called and it was found that his left shoulder and side were a mass of bruises, while the right side of his neck and right shoulder were badly cut. Fortunately, however, no bones were broken. He is suffering greatly but will be able to be out again shortly.

Capt. Wm. McTaggart, formerly with the Great Lakes D. & D. Co., has been appointed captain of the drillboat *Dynamiter* of the M. Sullivan fleet. Captain McTaggart has had several good offers from a couple of well-known Pacific coast contractors, but the Detroit River is good enough for him.

DYNAMITING ROUSES WRATH.-The *Detroit Free Press* says: "Wrath is blazing high among residents of Grosse Île and Bois Blanc Islands and along the Canadian shore opposite where the new Livingstone Channel is under construction in the lower Detroit River. Various and sundry representatives of these citizens have called around at the office of Col. C. McD. Townsend, engineer Corps of the United States Army, who [have] plaintive protests and forceful kicks against the big dynamite charges which the contractors employ to tear up rock from the bed of the river. It is not so much the detonation that arouses the ire of the neighbours, although at times it sounds like the cannonading of a battery of heavy field artillery. The thing which vexes them is that the heavy charges shake up things all along the islands and shore. 'The noise is bad enough,' said one of the aggrieved ones, 'but when the plaster of your house is shaken down, a costly pier glass is wrenched from the wall and wrecked on the floor and a fine set of expensive china smashed by the blasting, it seems time something was done to stop it.' Vainly has Col. Townsend warned the contractors to use lighter charges. Complaints pour in, first against one contractor, then another. 'We have done all we can to relieve the people of this annoyance,' said Col. Townsend yesterday. 'Although I have instructed the men in charge of the work to be more careful, it seems to have had little result.' It might be advisable to announce that any who suffer property damage in consequence of the blasting may recoup loss through legal proceedings against those responsible for the damage done. The Government's agreement with the contractors makes them responsible for any damage to property owners by reason of their work."

The same state of affairs exists at Amherstburg, where frequent heavy blasts have shaken down chimneys, split brick walls, knocked off plaster, weakened buildings, cracked the waterworks stand pipe and altogether caused so much grumbling that an officer of the Dominion Government was sent here a few months ago to investigate and make a report on the conditions for the Department.

May 27, 1910

The wrecker *Mills* loaded up the lighthouses with hard coal in Lake Erie this week and made a trip over to Toledo with a couple of scows for the Great Lakes D. & D. Co.

Roy Westaway has taken a position with M. Sullivan for a few weeks. He gave up his position as electrician on the *Eastern States* and intends to go into business for himself.

The tug *Leroy Brooks* has returned to this port after fixing the Pelee Island cable, which runs from the North Bay across the lake to Leamington. It was broken and shoved out of place by the ice.

The body of Mrs. John Brantford, formerly of Amherstburg, who was drowned when the steamer *W.C. Richardson* sank off Buffalo harbor last fall, was picked up at Electric Beach, Niagara River, Thursday night. The body was sent to the county morgue by Medical Examiner Danzer, Buffalo. When the woman was drowned, she had \$600 in her stockings. When the body was found, all the clothing had been washed away; the money too.

The steamer *Faustin*, raised after she sank below Bar Point, Lake Erie, Tuesday night of last week, unloaded her cargo of coal at Stoney Island and was taken to a Detroit dry-dock for repairs. She was kept afloat by her own siphons while receiving repairs preparatory to going into dry-dock. Vesselmen at Amherstburg and elsewhere commend the good record made by Capt. Fred. J. Trotter of the Trotter Wrecking Company, Amherstburg, in getting the *Faustin* up. With the wrecker *Mills* and tug *Marion Trotter*, two divers and his wrecking equipment, Capt. Trotter began operations Wednesday morning at 7 o'clock. Though handicapped by a heavy sea and unfavorable weather which imperiled his own boats, he had the *Faustin* afloat before 10 o'clock that night and brought her to Amherstburg by midnight.

The ferry *Papoose* went to Windsor to be repainted this week.

Hector Barron is home from Alpena and will take a job with M. Sullivan.

The dredge *Tipperary Boy* broke a shaft on Monday and laid up for repairs.

Breymann Bros.' coal lighter from Toledo and tug *G.H. Breymann* from Bay City have arrived at this port.

Mrs. (Capt.) Murray Mains of Buffalo is spending a couple of weeks in town. Capt. Mains has charge of the tug *Chas. E. Williams*.

Arthur Kiyoshk of Southampton, son of Adam Kiyoshk, marine diver for Fred. J. Trotter, is in town for a few weeks' visit with his father.

What might have been a very serious accident happened on Great Lakes derrick scow on Wednesday of last week when Andrew Darragh got his foot caught in a couple of big cog wheels in the hoisting engine. Jos. Bernard freed the foot, which was only squeezed.

The dredge *Brian Boru* made a record of digging rock one day last week when she dug for 12 hours, getting six scowloads, a total of 1775 yards, making the big receipts of \$5325. She had to throw off a third of this for digging deeper than grade. Capt. "Sunny Jim" Mains says this is a record.

Among the many new steamers for service on the Great Lakes this year is the *D.A. Gordon*, named after D.A. Gordon, M.P. for East Kent, built in England. The *Gordon* left an English shipyard on Saturday, April 16th for Montreal with a cargo of wire on board. The new steamer is the property of the Canada Shipping Co. and will run from Montreal to the lakes.

The Department of Marine has issued orders that the rules imposed by the Canada Shipping Act in respect to motor and other small powerboats must be strictly enforced. Very few motorboats on the canals and rivers, especially, carry or display the regulation lights on the bow, port and starboard. The penalty for infringement of the Act is a fine not exceeding \$200 and not less than \$20.

The Pittsburgh Steamship Company, better known as the Steel Trust fleet, has dispensed with cash payment of wages on its steamers and now uses checks. The International Seamen's Union of America sees something sinister in this move. They say this makes it difficult for the strike breakers to secure cash, as the checks are withheld until after banking hours, and the men will hesitate to quit after being paid off, except during banking hours.

The West Neebish rock cut channel, similar to the dry work at Stoney Island, opened two seasons ago, is a complete blockage, the steamer *John B. Ketchum No. 2* being sunk in 50 feet of water below the old upper gate. The *Ketchum* was loaded with pulpwood and bound down. It struck the curb on the opposite side above the dam, at the upper end of the starboard bow, Saturday night and sank. She lies east

and west directly across the channel.

Garnet Ferriss of Harrow, an employee on drill No. 5 of the Buffalo Dredging Co.'s fleet at this port, met with a serious accident shortly after going to work Monday evening, by which he lost the three middle fingers of his right hand at the second joint. Mr. Ferriss' hand was caught between a cable and a pulley and the laceration took place quicker than it takes to tell it. He was brought ashore and removed to Dr. Teeter's office where, assisted by Dr. T. James Park, the bleeding, broken digits were removed and Mr. Ferriss was taken to his boarding house, where he will be busy nursing his hand for some time to come. This was the second accident on the lower Detroit River within ten days. The other patient, Eli Mero, is getting along nicely.

The steamer *Faustin*, which sank in Detroit River below Bar Point last week and whose crew was picked up by the tug *Sydney Smith*, has been repaired at the Ecorse yard of the Great Lakes Engineering Works and started Wednesday for Sandusky to load coal. That's going some.

The hulls of the old side-wheelers *Hamilton* and *Chambly* arrived at Amherstburg Tuesday from Port Colborne in tow of the tug *Marion E. Trotter*. The *Chambly* is still here but the *Hamilton* was taken over to Toledo. They are both iron hulls, the *Hamilton* being built in 1849 and was one of the first boats built in Canada, and [both] were used as steamers on the St. Lawrence in those days. Their boilers and machinery have been removed and they will be made into oil barges to haul crude oil from Toledo to the new oil refinery at Wallaceburg for the Empire Refining Co.

The yacht "*Gadfly*", owned by Capt. Chas. Hackett, has been fitted out and fixed up for his private use.

Captain Hagan and Engineer Webb have had the tug *Harvey D. Goulder* slicked up for the summer in the fleet's regulation colors - green and red.

The steamer *Douglas* has received some repairs made necessary by the shaking up received from the steamer *Eastern States* in her wild dash up the river a week ago Sunday.

One day last week, the str. *E.A. Shores* (Capt. Jos. Mahon) left Amherstburg at 10 o'clock and went to Huron, Ohio, and loaded 900 tons of coal and returned, arriving here at 12 o'clock same night. This is the record for the *Shores*.

FIRST 1910 MARINE DISASTER.-Eighteen Lives Lost on Lake Huron in Collision of Big Steel Steamers.-The big steel steamer *F.H. Goodyear* of the Mitchell Transit Co. of Cleveland, iron ore laden, bound down, and the steamer *James B. Wood*, another steel boat belonging to the Gilchrist fleet, bound up, collided in a morning, thirty-five miles north of Au Barques, Lake Huron, in 40 fathoms of water. The *Goodyear* parted in the centre and sank almost immediately before the crew had a chance for their lives. Some jumped into the water, some clung to the boat, some were felled by the flying hatchets, while all were thrown into consternation. Only five survive out of a crew of 23. Capt. Gibson of the *Wood* lowered boats and made every possible effort to rescue the crew of the *Goodyear*, but the fog was so dense it was almost impossible to pick up anyone. The missing members of the *Goodyear* crew are: August Zaetch, Algonac, Mich., first mate; Archie Fuller, Algonac, Mich., second mate; Jacob Plergis, South Chicago, and John Papp, Cleveland, wheelmen; William Pett, Midland, Ont., and William Schluetter of Milwaukee, watchmen; Louis Kramer, Iver Carter, Kenosha, Wis., Fred. Herman, Sheboygan, Wis., and Frank Jankowitz, South Chicago, deckhands; John Gibson, Wayne, Mich., chief engineer; William Rowert, Carsonville, Mich., and Howard Shook, Au Sable, Mich., oilers; Vanderslaw Klubozewski, South Chicago, and Ernest Streck, Kenosha, Wis., firemen; Mrs. F.E. Bassett, Algonac, waiter, and Johnnie Bassett, Algonac, three years old. The survivors are: F.R. Hemenger, Algonac, captain; Frank H. Bassett, Algonac, assistant cook; Mrs. Emma Bassett, Algonac, porter; George Grant, Carsonville, Mich., second engineer; Frank Mollick, Chicago, fireman.

The str. *Goodyear* was one of the finest equipped steamers on the lakes. James Clark of Amherstburg was cook on her for several years when she first came out. One reason why no local names are connected with this first great tragedy on the lakes is because most of the crew were non-union men.

June 3, 1910

The Canadian lightship for the Southeast Shoal arrived at Kingsville on Friday last in charge of Capt. S.A. McCormick, who went down to Sorel, Quebec to bring the ship up. The craft is 90 feet overall with a draft of 9 feet 3 inches. The boat is a very substantially built one, formerly being a Norwegian whaler, and has been thoroughly overhauled and comfortably fitted out. Capt. McCormick is well pleased with her. A French-Canadian crew brought the vessel up. The crew will comprise four men and she will be stationed on the same spot as the *Kewaunee* and will display the same lights and signals, being two lanterns on forward mast, steam whistle and submarine bell. Capt. J.G. MacPhail, Commissioner of Lights from the Marine Department, Ottawa, will place the boat as soon as the weather will permit. Capt. McCormick will have charge and David McLeod, a licensed engineer, will be engineer.

A Wallaceburg despatch says:- "The tug *Trotter* has arrived here with the old iron hull of the steamer *Chambly*, a former St. Lawrence River passenger side-wheel steamer, which will be converted into an oil barge for the Empire Refining Company, a new Canadian oil company. The boat will carry crude oil from Toledo to Wallaceburg. The old wooden barge *Rube Richards*, brought here last summer, has been dismantled and converted into an old storage tank and has been sunk near the oil refinery. Lee Brothers are rushing the work of rebuilding the old hull of the tug *American Eagle*, which will be made into a Canadian passenger steamer. The Canadian Government has commenced dredging operations on the Sydenham River and the dredge *Ontario* and tug *St. Paul* are working on the job straightening out the channel to enable all big Canadian lake steamers to land here."

All the dredges and tugs pulled in on Saturday night till Tuesday morning, giving the river men a 60-hour holiday to spend where they willed.

The C.H. Starke D. & D. Co.'s big dredge No. 9 was pulled in Friday to change buckets, she having completed her work at Bar Point, and will now dredge rock back of Bois Blanc.

Sailors in Michigan are blaming the time schedules for the many wrecks. They allege the owners force the captains to run faster than is safe and force them out in rough weather. The International Seamen's Union of America claim that the accident is due to the engagement by the Lake Carriers' Association of unskilled seamen and boys to man their vessels. They claim that not more than two able seamen are to be found on the Great Lakes.

Chief Engineer John Gibson, who went down with his ship, the *Goodyear*, in Monday's collision on Lake Huron, was one of the real heroes of the occasion, according to the story told by Mrs. Russell Hemenger, wife of the captain of the lost vessel. "Gibson was in the engine room below when the crash came," she said. "Several of the men called to him to come up on deck and when he did not appear, Captain Hemenger himself went to the speaking tube connecting the [deck to the] compartment. 'On deck, at once; the boat is in no condition to be beached, she's leaking fast,' he called down to his chief engineer. From the darkness of the hold came a faint reply, acknowledging that the warning had been heard. But still Gibson stuck to his post. Then the *Goodyear* began to fill rapidly and with a rush the water burst into the engine room and flooded it. A moment more and the vessel went down. Gibson was undoubtedly drowned like a rat in a trap."

Capt. William Logan of Buffalo dredge No. 7 was at his home in Buffalo from Saturday to Tuesday. The tug *Home Rule* has gone to Blind River to tow logs. The *Francis Hackett* is laid up at her dock. The steamer *Rosedale* will take 8000 cases of canned tomatoes at the Leamington dock on her next trip up. They go to Port Arthur for distribution throughout the Northwest.

Two minor accidents of a family nature, yet on different drills, happened on the lower Detroit River Saturday. Antoine Deneau, an employee of Dunbar & Sullivan's drill, was the first victim. He was jumping from the tug *Shaughraun* to the drill that morning when he miscalculated the distance and fell between. Besides receiving a thorough wetting before being pulled out, when going down he struck on the side of the drill, injuring his side and straining his foot. He was laid up for a few days. Same afternoon, Mr. Deneau's son-in-law Wm. Brooker, who works on Buffalo Dredging Co.'s drill No. 5, had his left foot

quite badly crushed by a heavy drill bar. He was taken to town by the tug *Kinch* and Dr. Teeter dressed the foot. No bones were broken, but his injuries will keep him in the house for some time.

The tug *Leroy Brooks* with lighter in tow went to Walkerville last week and brought down 1400 bushels of wheat for C. Wigle & Sons.

A good deal of interest was taken in a race between the tugs *Columbia* and *Williams* from Bar Point in one day last week. Each had a scow lashed to her and backers of the *Williams* declare that she out-classed her rival in every way. There is a good deal of money floating round to be put up on the next brush these tugs have.

Despite the low temperature in the air Monday, the town park was kept hot all day by the baseball enthusiasts who stamped about, blew on their fingers, shivered and cheered all in the same breath, but nevertheless enjoyed the sport. The first game was in the forenoon between rival teams from M. Sullivan dredge and drillmen and those of the Buffalo Dredging Co., which resulted in the Buffalo ball artists eating the others alive, allowing them only one turn out of 21 chalked up.

The tug *Home Rule* is on her way down from Georgian Bay with a big dredge in tow.

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June 10, 1910

Capt. Peter Navin shipped on the schooner *Lawson* Saturday for the upper lakes trade.

Capt. Andrew Bellecoure is out and around again after a few weeks' illness. Capt. Bellecoure is in his 78th year and has been a sailor for over 60 years.

The new Southeast Shoal lightship *Falken* called here on Thursday night for coal. Capt. McPhail, Supt. of Dominion Lights, was aboard. Many took advantage of the call to inspect the new craft, which is a tidy one and seems to be fitted out to the King's taste with every apparatus (including a submarine bell) which may be required at the dangerous point. Her crew consists of Captain S.A. McCormick, engineer, fireman and cook. Alphonse Cote shipped as engineer and left on Friday afternoon for a life on the rolling deep.

Forty corporate and individual owners of fishing fleets, appearing before the International Fisheries Commission at Sandusky, Ohio, on Saturday, made complaint that their tugs are liable to seizure by Canadian revenue cutters because of the lack of definition of the international boundary line. Dr. David Starr Jordan of Palo Alto, California, and Edward Ernest Prince of Kingston, Ont., constitute the commission. They were informed that the tugmen had no way of knowing when they were in Canadian waters. Decision was promised within ten days. They are a very innocent lot, those Sandusky fishermen, but they take a chance when the fish are running, no matter where the international line is located.

The str. *Edward P. Recor* discharged a cargo of 600 tons of soft coal for the Pittsburg Coal Co. at this port this week.

The Sundry Civic Bill, as it passed the House at Washington on Saturday afternoon, carries an item of \$600,000 for improving Detroit River and \$600,000 for new lock at the Soo.

Masters of lake vessels report having located a spar about 30 miles west by southwest from Long Point, Lake Erie, and it is their firm belief that it belongs to the long-submerged wreck of the ill-fated car ferry *Marquette & Bessemer No. 2*, which sank last November with a loss of 32 men.

The steamers *Syracuse*, bound down, and *Hopkins*, bound up, came together while making the turn at the Southeast Shoal yesterday (Thursday) morning at 2 o'clock. The *Hopkins'* steam pipe was broken and she was towed back to Bar Point by the *Syracuse*, where the tug *Aldrich* picked her up and took her on to Detroit for repairs. The *Syracuse* came into port here for fuel and then proceeded on her way, apparently uninjured. The tug *Trotter* went out to Southeast Shoal and towed in the *Hopkins'* consort.

Robert Bonnett, employed on M. Sullivan's drillboat *Destroyer*, was the fifth victim of an accident on lower Detroit River works in four weeks. He was making some repairs at the top of the drill frame about 7:30 Wednesday evening when the hydraulic was unexpectedly run up, catching his right hand, tearing and bruising it in a terrible manner. He was brought to town. It required seventeen stitches in one side and eleven in the other to close the wounds, which fortunately were all flesh cuts. He will be laid up

for some time.

It does not pay passenger steamer companies to have their boats tear past Amherstburg at full speed, as the *Eastern States* did a few Sundays ago. The D. & B. Line have just settled with Wm. Menzies for \$250 for damage done his yachts and with Capt. Harris for the *Douglas'* damage.

The ferries *Columbia* and *Britannia* opened the Bois Blanc Island route Saturday and carried big crowds. All the river crafts gave them a hearty welcoming salute.

Capt. John Bernard has been engaged by Wm. Menzies to operate the launches *Ventura* and *Marwood M.* on the Stoney Island run. Thos. Maloney is fitting out the tug *Jean* and will be engineer on her this summer.

Capt. Frank Hackett brought the lightship *Kewaunee* into port on Wednesday, she having been displaced at the Southeast Shoal by the Dominion Government lightship *Falken*. The *Kewaunee* will remain here until the Lake Carriers decide on a new location for her.

The launch *Cora B.* runs regularly from the foot of Gore Street, Amherstburg, just below the ferry co.'s dock, to Stoney Island (weekdays and Sundays) every half hour from 10 a.m. to 6 p.m. Don't miss this while in Amherstburg. Fare for round trip, 25 cents. Capt. J. Laframboise.

**Several Harbors of Refuge.**—The *London Advertiser* says: "The Dominion Government will make extensive improvements to Port Stanley harbor. This spring a dredge has been at work and has cut away a large portion of the riverbank, giving a 17-foot channel from the bridge right out into the lake. A large vessel can turn around in the harbor now, something impossible up to the present time. With an east breakwater the harbor will be complete and will then be a harbor of refuge, the only one along the north shore of Lake Erie. The improvements contemplated will take two years to complete and will cost some thousands of dollars. There is a great deal to be done, of course, but it should be of great importance to shipping and incidentally be a fine thing for London and its railway."

The *Advertiser* is reminded that there are two other harbors on the north shore of Lake Erie, one at Rondeau and the other at Two Creeks, near Wheatley.

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June 17, 1910

The tug *Thistle*, with the *City of Dresden* in tow, passed up on Wednesday. Capt. Post has had a new boiler placed in the *Dresden* in Toledo.

Starke dredge No. 7 and tugs *Waubun* and *Knapp* have gone to Milwaukee from Detroit. Capt. Gene Corbett and a number of local men went with the fleet.

Falls Bros. are bagging up 4000 bags of coal at Pittsburg Coal dock here for lighthouse supply steamer *Simcoe*, which will supply all the lighthouses on the lakes.

The steamer *City of Mt. Clemens*, Capt. Sullivan and engineer Wm. England, stopped at this port Saturday for weather, giving the capt. and engineer a chance to see old friends.

Wm. Feeley of the Great Lakes Co., who has been in charge of their work here for two years back, has gone to Toledo to look after the plant at that place.

Mistaken signals are given as the cause of the collision between the little lumber steamer *A.L. Hopkins* and the Western Transit Company's package freighter *Syracuse* in Lake Erie near the Southeast Shoal Thursday morning of last week. The crew of the *Hopkins*, which was tied up at the plant of the Detroit Shipbuilding Company, say that their boat gave the passing signals correctly, but were evidently misunderstood by the *Syracuse*.

The wrecking steamer *Mills* is having her annual summer coat of red paint.

Captain Charles C. Anderson has been appointed master on the big fueling lighter *Emma E. Tyson*.

James Stewart, formerly of the tug *John E. Monk*, will be engineer on the str. *Columbia* of the D.B.I. & W. Ferry Co. till the new str. *Ste. Claire* comes out. John Doty has taken his place on the *Monk*.

Without any special ceremony, the big steel scow *Erin* was dropped into the river Friday at the Ecorse plant of the Great Lakes Engineering Works. The launching was successful in every way and the

scow probably will be ready to go into commission by the middle of this week. She was built for Dunbar & Sullivan and will be used in carrying stone from the dredges to their stone crusher in the River Rouge, Detroit. The big scow measures: length 125 feet, beam 32 feet, depth 9 feet 5 inches.

Capt. James Handcock came up from Ashtabula and spent Saturday at his home here. He has charge of drillboat No. 2 for the Great Lakes D. & D. Co., which is only working day shifts.

The tug *Home Rule* (Capt. Jas. McGuire) brought up the dredge *Emil* of Thorold to dredge out the Thames River.

William Hamilton of the Great Lakes Engineering Works, Detroit, spent Saturday and Sunday with his parents in town.

Ben Lapierre, who is employed this season as painter in Pulford's carriage shop, is building between times a new yacht which is designed to outrun anything ever seen on the lower Detroit River. It is to be three feet shorter than the famous "peanut shell" and have twice as much power.

Walter Wigle is having a one-and-a-half horse-power gasoline engine installed in his yawlboat, which he recently purchased. The boat is a yawl off the str. *Lurline*, which was wrecked at Goderich, and will make an excellent motorboat, both for speed and comfort.

Capt. M. Mahon is first mate on the big steamer *Thomas Barlum*, the finest steamer on the lakes. She is sailed by Capt. Albert Mahon and is the only boat on the lakes that carries an electric sign, so that her name can be seen at night. Capt. Michael's boat is expected out some time next month.

The victims of the drillboat accidents are fast improving. Garney Ferriss' fingers are healing nicely. Eli Mero is able to be out a few hours each day. Russell Fox's eye is still sore, but will be quite well in a short time, and Robert Bonnett is slowly improving. If these accidents continue, a hospital at this port wouldn't be amiss.

Capt. David Hackett was the successful tenderer to raise the hull of the old hulk *Maria Martin*, that has graced the river at the foot of Belle Isle for a long time. He will raise her and bring her to the lower Detroit River to be used as a lighter. The *Maria Martin* was some ship in her day. She was brought out by the late Capt. David Trotter and was considered the queen of the lakes a half century ago.

Peter Navin, who shipped on the schooner *Lawson* from Amherstburg last week, fell headfirst into the hold when sailing up the St. Clair River and nearly put himself out of business. He is home recovering from the shock.

A near fatal accident happened on Saturday morning to seven drillmen employed on the Buffalo Dredging Co.'s drillboat No. 2, which is at work about two miles below Bois Blanc Island on the new Livingstone Channel, when the rope attached to the kedge anchor¹¹, which they were trying to raise, twisted round the stern of the small boat in which they were, upsetting it and throwing them into the water. The men - Arthur Healey, Taylor Dorsey, Lewis Burley, Frank French, Charles Middleditch, William Trombley and William Christie - suffered no ill effects from their ducking. It will be remembered that Frank Kling was drowned off the Great Lakes drill No. 4 last summer in the same manner when a few men were running a kedge.

While looking for a piece of machinery lost from a dredge at the Lime-Kiln Crossing Wednesday, Wm. Menzies discovered on the bottom a boiler, hoisting engine and two large anchors, the latter of which are supposed to be from the str. *Roby*.¹² He raised them and brought same to Amherstburg.

Old River Captain Dies.-Captain John Desana, who was born and reared in Amherstburg, died suddenly on Monday night from apoplexy at Wyandotte. He had been ill for some time but his condition was not considered serious. Capt. Desana was one of the oldest rivermen in the downriver community.

¹¹ used to pull a vessel along by hauling on its anchor cable

¹² The steamer *George W. Roby* grounded on the east bank of the Lime-Kiln Crossing September 19, 1905, and two days later was destroyed by fire while still aground. See Vol. VI(1), p. 48.

He had been on the water since the time he was 12 years old, commencing his marine career on the old steamer *Pearl* with the late Capt. Sloan and Capt. J. David Burk. He had been commander of the strs. *Riverside*, *Wyandotte* and *Douglas*. The funeral will take place this (Friday) morning in Wyandotte. He was a cousin of Capt. Andrew Bellecoure and visited here last winter. Capt. Bellecoure has gone to Wyandotte to attend the obsequies.

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June 24, 1910

**Rescue of the sch. *Maria Martin*.**-The Trotter Wrecking Co. Friday morning began the work of removing the sch. *Maria Martin* from the shoal in the river off the foot of Belle Isle. The work was to have started Thursday, but Capt. Dorrington refused to give up possession. He declared he would use force if necessary. Friday morning, however, Inspector Albert Haynes of Col. Townsend's office, backed by the authority of the War Department, went out to the boat and, after a talk with Capt. Dorrington, the latter went ashore and permitted the work to go on. Capt. Dorrington, who refuses to recognize the authority of the Government to remove the boat, may sue for damages. The boat was raised in a few hours and towed to Amherstburg same evening, where she will be reconstructed into a lighter. It is a singular coincidence that Capt. Trotter's father, Capt. David Trotter, formerly a well-known vessel master and owner, was the man who brought the *Maria Martin* out when she was completed in 1866 by Capt. John Martin of the old firm of Quayle & Martin of Cleveland. Capt. Martin was one of the leading designers and ship-builders on the lakes in his day. He built the *Maria Martin* in honor of his daughter, whose name she bears, and used only the finest of selected stock in putting her together. The Trotter Wrecking Co. earned \$400 and the boat in less than two hours' time raising her. The trip of the *Martin* past Detroit and down the river was a veritable triumphal voyage. All the small and large river crafts paid tribute to the venerable old lady, whistling their salutes in shrill tones. The schooner's lack of steam prevented her replying, but the wrecker J.E. Mills gallantly answered all greetings with promptness. The rescue of the *Martin* has interested all the old sailors at this port. Among those who were shipmates of the late Capt. Trotter, who brought the *Maria Martin* out, were Capt. Peter Navin, Capt. James (Salty) Allen and Joseph Boufford of Malden. Mr. Boufford claims that the schooner was the best of her class, being three-masted with four cross irons on forward spar; she carried mutton legs, jib topsails, flying jibs, balloon topsails and a half a dozen jibbooms, besides three big sails. Her crew consisted of seven men before the mast and a boy, with two mates and the capt. and cook. In those days there were no aids to navigation of much account in this and other dangerous channels and some big chances were taken. One time she carried a record cargo of coal from Buffalo to Chicago. The *Martin* is at present on Ed. Patton's sandy beach below town and the big valuable pine spar, which is good as new, is still in her; there is not a knot in it.

In local marine circles it is being whispered that a hot race took place between the Anchor Line steamer *Tionesta* and the D. & C. steamer *City of Cleveland* Friday morning between Ballard's Reef and Detroit, when the *Cleveland* outran her rival by something over a mile. These boats have been looking for each other for some time.

Charles Dittrick, diver on the Great Lakes D. & D. derrick No. 1, nearly had his skull cracked open Saturday afternoon with a crowbar, which he very unluckily was standing below when it fell from the hands of a workman who was making repairs to the clam up above. Fortunately for Mr. Dittrick, the heavy bar didn't fall very far, or the damage to his head would have been more serious. As it was he received a nasty scalp wound requiring seven stitches to close. Although he bled profusely he stuck to his work for an hour and a half after the accident and only came in when the launch had to return to town.

The tugs *Brooks*, *Pardo* and *Monk* have all received new coats of paint.

The tug *Hackett* passed up Monday with a big steel oil barge in tow for the upper lakes.

The old Government sweep raft is being torn to pieces in the lower slip, it having had her day and had been replaced by a modern steel float.

The steamers *D.G. Kerr* and *Hayward*, both bound up, collided on Ballard's Reef Saturday morning

when the *Kerr* tried to pass the *Hayward*. Neither boat was damaged.

Excitement was caused on the river Saturday when it was rumored that a bad leak had occurred at the north end of the "dry work" and that the water was gaining on the pumps. The tug *Trotter* rushed big steam pumps over on the derrick *Cuilene Rhue* and kept the water down until the dredge *Brian Boru* stopped the leak, which was not serious.

Capt. W.H. Baker of Detroit, who has been at work on the steamer *Richardson*, sunk off Buffalo last fall, began the work of putting on the cofferdam Monday. It is the wrecker's hope to have the boat up by the end of this week and he will remain to personally direct the work until it is completed. The *Richardson* went down in one of the big fall storms that claimed several boats and many lives. She has defied attempts to raise her for several weeks, being in bad condition.

John Henry Hogan, who spent most of his life on the lakes and was well-known in marine circles, is dead at Port Huron after a long illness, aged 70 years. Mr. Hogan was for 13 years engineer on the steamer *Huron* and then for 27 years engineer on the ferry *Sarnia*. Later he purchased the tug *John H. Martin*, afterwards selling it and acquiring an interest in the ill-fated steamer *Richmond*, which went down off Dunkirk some years ago. Hogan was captain of the *Richmond* on the occasion and gained much praise for his heroic work, he having saved many lives.

Quite a speed record was made by the Trotter Wrecking Company in raising the dredge *Faugh-a-Ballagh*, belonging to Dunbar & Sullivan, contractors on the Livingstone Channel, Detroit River. The dredge sank on Lime-Kiln Crossing about a mile above Amherstburg and near the Canadian shore some ten days ago. It was raised and taken up to Oades' dry-dock, Detroit, for repairs. Difficulty was experienced in the work because of the bad condition of the dredge's hull. Adam Kiyoshk, employed as diver by the Trotter Co., worked one full day patching up the craft and cofferdamming it. The dredge came up in little more than 15 minutes after the wrecker *Mills* had set a steam pump working on the submerged craft. Once afloat, her own syphon aided in keeping her on top. The dredge probably will be in shape to go back to her work this week.

The *E.A. Shores* discharged a cargo of coal in the lighter *E.E. Tyson* on Thursday.

The Canadian steamer *W.D. Matthews* ran aground at Bar Point Wednesday morning and the tug *Goulder* released her.

All users of rowboats and powerboats should be careful that they are not caught running at night without lights, as this is one of the strictest rules in the Canadian marine laws.

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July 1, 1910

Col. Townsend, Government engineer with headquarters at Detroit, says that he expects to open the Livingstone Channel in the lower Detroit River to navigation in September, 1911.¹³ It will be used exclusively by downbound boats and will doubtless lessen the number of collisions on the lakes, as a fair percentage of them take place in the congested water in that locality.

G.J. Desberats, Deputy Minister of the Canadian Department of Marine and Fisheries, sends out these notices of interest to lake navigators. An examination of the vicinity of Grubb Reef, Pelee Passage, Lake Erie, on which the steamer *George Stone* was wrecked last autumn, was made lately by Capt. P.C. Robinson, commanding the C.G.S.¹⁴ *Vigilant*, who reports that the wreck has disappeared. There is now no spot in the neighborhood more dangerous to navigation than the reef itself.

At three o'clock Friday morning the town was awakened by blasts from the fire whistle and were surprised to find the waterworks lit up. It turned out to be Capt. Frank Hackett's houseboat, which had been pulled up on the beach just north of the Government signal station. The fire, which was undoubtedly

¹³ The Livingstone Channel opened officially on October 19, 1912.

¹⁴ Canadian Government steamer

of incendiary origin, completely destroyed the craft, together with a quantity of valuable tools and hose that were stored in her. The signal station, which was only recently erected and not in use yet, was also badly scorched. Crews from the tugs tied up at the waterworks dock fought the flames and prevented them from spreading. Capt. Hackett's loss will be about \$300 with small insurance.

The str. *Wm. H. Wolfe* (Capt. J.T. Hutton) broke her steering gear opposite Sarnia and sheered into Sarnia Bay. After making repairs she proceeded on her way.

Joseph Campbell, the well-known marine diver, is packing up his household goods and will move to the Soo, where he will be employed by the U.S. Government.

The Buffalo Dredging Co.'s tug *Williams*, Capt. Murray Mains, has gone to the Soo to bring down their big dredge *Pan-American*, which will be stationed either at Erie or Amherstburg.

C.H. Starke's big dredge No. 9 and tug *Milwaukee* have pulled into port from Bar Point and will lay up here for a few weeks. Breymann Bros.' dredge No. 2 will also finish up this week and pull over to Lorain to work for a few weeks.

The Pittsburgh Coal Co. are filling the Sandwich dock to its full capacity. The tug *Phil Sheridan* is receiving her summer coat of paint at Gordon. The tug *Jean* is also being

repainted. The str. *Douglas* (Capt. Frank Bernard) brought a big cargo, consisting of many tons of raw material for dynamite making, into port Saturday night for the Dunbar & Sullivan Dredging Co.

The Dominion Government lighthouse steamer *Simcoe*, Capt. Richmond, called here Tuesday on her way down the lakes from Parry Sound and took on fifteen tons of hard coal in sacks from Falls Bros. for distribution among lower lake lighthouses. She will proceed to Prescott and return here for the remainder of the coal the second week in July. Capt. Harty, who has been in charge of this work for thirty years, was unable to accompany the boat on this trip owing to illness. The *Simcoe* was built at Newcastle-on-the-Tyne, England, and was brought out by Capt. Richmond during the spring of 1909.

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July 8, 1910

Bernard McGroder, veteran lake pilot living at Cleveland, will lead a new expedition this week to seek the treasure lost with the sinking of the old steamer *Atlantic* off Point Canada, dead north of Erie, in 1852. McGroder thinks the wreck is still at the bottom of the lake where she went down. Fifty passengers perished in the disaster. McGroder says he is backed by New York men. The *Atlantic* was owned by Edward B. Ward of Detroit. She carried 300 passengers, all of whom lost their personal belongings. McGroder thinks there was between \$300,000 and \$400,000 aboard the ship. McGroder says the expedition is being fitted out in Detroit, but gives no details.<sup>15</sup>

Breymann's dredge No. 2 left Friday for Lorain, where that company has a two months' contract.

The str. *Rocor* discharged a cargo of soft coal for the Pittsburgh Coal Co. last week at this port.

Mrs. (Capt.) Wm. Logan and child of Buffalo, N.Y., are guests at the Lake View Hotel. Capt. Logan has charge of dredge No. 7.

The Buffalo Dredging Co.'s drillboat No. 1 pulled in on Saturday and will be taken to Erie to work. It was found that she was too small for Bar Point work in stormy weather.

<sup>15</sup> The wreck of the *Atlantic* was rediscovered in 1984 by Mike Fletcher of Port Dover, who produced a video entitled, "Steamer *Atlantic* Preservation Project."

WATERWORKS-DOCK.  
VISIT THE NEW  
**Livingstone Channel**  
THE GREAT  
MARINE ENGINEERING WORK.  
Two fast launches make regular daily  
trips from the Waterworks Dock half-  
hourly from 10:30 to 8:00 p.m.  
LAUNCHES FOR HIRE  
ROW BOATS TO RENT  
FOR FISHING, PLEASURE OR BUSINESS PARTIES  
TUG JEAN AND DERRICK-SCOWS FOR  
DOCK OR ANY KIND OF MARINE WORK  
**WM. MENZIES,**  
TELEPHONE: Office at Liquor Store,  
Office—St. J. rings. Next Lake View Hotel.  
Residence—St. J. rings. AMHERSTBURG.

Ad in *Amherstburg Echo*, July 1,  
1910.



J.H. M. Florey, manager of the Pittsburgh Coal Co. at this port, has arranged with a contractor to rebuild the old broken dock in the rear of the post office. The old coal sheds here are being torn down rapidly and after the dock is repaired this will be the finest property along the riverfront.

The wooden freighter *Columbia* was aground on Fighting Island in a fog for a short time, being released by the tug *Goulder*.

The lumber barge *Jenness* was sunk off Fighting Island in a collision with the steamer *Squires* and the crew camped on the lumber, which was piled 10 feet above the deck.

The Canadian Government has issued an order forbidding further removal of sand and gravel from the bed of the St. Clair River on the Canadian side near its mouth. Col. Townsend, chief of the Engineers Corp, put in force an order forbidding removal of sand on the American side some time ago.

A large steel suction dredge has just been completed at the Polson Iron Works, Toronto, and was shipped on Saturday to the Great Lakes Dredging Company of Port Arthur. It will be towed up the lakes by a tug. The total weight of the dredge is about 800 tons and it will dispose of about 1000 tons of solid matter per hour. It is built of steel throughout, with a steel deckhouse affording sleeping accommodation to its crew and containing a galley and dining room. It is equipped throughout with up-to-date plumbing, heating, electric light and searchlight. The dredge is 125 feet in length, 40 feet of beam and 9 feet in hull depth. The machinery consists of a main pumping engine of triple-expansion marine type, surface condensing. The dredge pump is of centrifugal type, with 22-inch diameter suction and discharge.

The dredge *Handy Andy* rejoined the Dunbar & Sullivan fleet on the Livingstone Channel this week after working at Mullen's coal dock, Sandwich.

The steamer *Adiramled*, bound up with the barge *Barnes* in tow, got the towline in her wheel when lying at Smith's coal dock Monday night. The *Trotter* cut it out.

Capt. Frank Hackett, whose houseboat was totally destroyed by fire a couple of weeks ago, has already undertaken to build a new steel one, which will be fire-proof.

Patrick Hyler, fireman on the Buffalo drillboat *No. 1*, had his eyeball badly cut one day last week by a piece of file flying into it. A local physician dressed it and he is doing nicely.

The tugs *Williams* and *Meldrum* arrived here Sunday with the Buffalo Dredging Co.'s big dredge *Pan-American* from the Soo. The boys lay to for a few hours to give them a chance to visit in Amherstburg, after which they proceeded to Erie, where the dredge will be engaged.

Messrs. Harris and Sheldon completed a deal last week by which they exchange the little steamer *Douglas*, which they have been plying on the Detroit-Stoney Island-Amherstburg route the last three months, for the side-wheel str. *City of Fremont* of Duluth and Capt. Harris left on Wednesday to bring the new boat down the lakes. The *Fremont* is a comparatively new craft, built only nine years ago. She is 130 feet overall, 38 feet beam and has a passenger license for 550. She is nicely equipped and besides being very suitable for the Detroit route, will be handy for moonlight excursions and local traffic generally.

To prevent a possible reduction of levels in the upper lakes and rivers, resulting from enlarging the outlet of the Detroit River by construction of the new Livingstone Channel, the U.S. Government proposes to build a dam nearly a mile long from Bois Blanc Island to a point near the edge of the new rock cut channel, which is all in Canadian waters. It is to be built of rock taken from the excavation work and will be completed about the time the new channel is finished. "There is steep slope in the bed of the stream where the channel building is in progress," says Col. C. McD. Townsend, Engineer Corps U.S.A., in charge of the work. "Removal of great quantities of rock and earth in building the channel tends to enlarge the outlet. To prevent an increased flow of water from above we will build the dam, which will restrict the flow to about the amount now passing into the lake. Permission has been asked from the Canadian Government for the erection of the dam." The plan of construction does not include the use of cement. Rock taken from the bed of the stream will be piled together to make the restraining wall. Col. Townsend is confident the dam thus built will suffer little or no damage from ice and that the expense of maintaining it will not exceed \$500 a year.

July 15, 1910

Serious damage was done to the big D. & C. steamer *Eastern States* when she broke the connecting rod of her high pressure cylinder 80 miles out of Buffalo en route for Detroit Thursday night of last week. If it is necessary to replace the cylinder she will not be out for a month. The *City of St. Ignace* has been taken off her special run to Mackinac, calling at Goderich and other ports, to go on the Cleveland route, while the new *City of Cleveland* is running on the Buffalo route. The *Eastern States* limped up the river under her own steam Friday night, fourteen hours behind time.

More than 700 passengers spent a sleepless night on the White Star Line steamer *Owana* on Wednesday night of last week while the boat herself lay stuck on the channel bank in Detroit River near Ecorse. The boat was returning with a moonlight party about midnight and was almost off Ecorse when a dense fog settled over the river. Capt. Kenneth Finlayson immediately put his engines under check, but before the boat had proceeded far her bow rammed into the soft channel bank. Little or no effort was made to release her until the fog began lifting about dawn Thursday morning. The *Owana* then dragged herself out of the mud and proceeded to her dock, landing the excursion party about 5 o'clock, just in time for a large proportion of the young men and women to start for their work.

In the storm that raged on Lake St. Clair Saturday the tug *D.W. Crow* of Chatham, towing two scows and 800 logs, lost one of the scows and the logs. Loss \$2000.

Services of a dredging outfit are needed by the Government to remove a series of shoals above the dry work in the new Livingstone Channel, Detroit River. The shoals are of a nature that makes it impracticable to contract for their removal by the cubic yard, so Col. C. McD. Townsend, Engineer Corps, U.S.A., in charge of Detroit district, is endeavoring to secure a dredging outfit that may be employed by the hour to do this work.

Carrying a heavy load of Elks and Detroiters, the Belle Isle steamer *Pleasure* hit the dock at the foot of Woodward Avenue too hard Sunday afternoon and broke her bulwarks at the bow. A broken valve in the engine room had caused noise [so] that the engineer was unable to hear the signal bells. There was some excitement on the boat, but no danger, and in less than half an hour the railing had been patched up with canvas and regular trips resumed.

Passing down with the barge *Fannie Neil* in tow, the steamer *Hugh R. Harvey* took a sheer and went to the west side of the south lightship at the Lime-Kiln Crossing, lower Detroit River, about 1:20 o'clock Friday. The barge kept in her course and the towline raked the lightship, tearing off her davits and most of her stanchions and smashing the cabin. Lighthouse tender *Crocus* of Buffalo, which happened to be at Detroit on her way to Manitowac for repairs, was sent down to make temporary repairs.

Under direction of Ashley & Dustin, tentative plans for a new \$300,000 passenger str. are being prepared by Frank E. Kirby, widely known marine architect. The vessel is to have a steel hull and carrying capacity for about 3000 passengers. She will be put on the run between Detroit, Put-in-Bay and other Ohio ports on which Ashley & Dustin are now operating the speedy little steamer *Frank E. Kirby*. The *Kirby's* passenger limit is 1100. Her owners say a larger boat is needed to accommodate increasing passenger and freight traffic.

The yacht *Dinah* of London is in 30 feet of water off Long Point and her owner, P.J. Watt, and his crew, consisting of Alex. Harvey, skipper; Robert Watt of London and a young lad named Harry Dodwing had a narrow escape from drowning off the Point during a heavy blow Monday night.

In full view of thousands of excursionists on Bois Blanc Island and a big crowd on the steamer *Columbia*, the big steel steamer *Peter Reiss*, in commission only about a month, collided with the wooden steamer *Caledonia* of the Boland & Cornelius fleet in the narrow channel between Amherstburg and Bois Blanc in the lower Detroit River Sunday afternoon about five o'clock. The *Caledonia* was bound up the river and the *Reiss* was coming down. When about abreast of the island, the steering gear of the *Caledonia* refused to work and the boat took a big sheer into the path of the downbound boat. The master of the *Reiss* ordered full speed ahead in an effort to prevent a collision and it was probably due to this that the wooden vessel was not instantly sunk. The *Caledonia* received a glancing blow on the bow, which shoved her on

the channel bank near the island. The tug *Trotter* and a wrecker rushed over to the boat, but she released herself and proceeded up the river. Within a few moments her gear again refused to work and another shear resulted, the boat missing a downbound vessel of the Mitchell fleet by only a few inches. The tug went to her assistance and took her to the Ecorse yard of the Great Lakes Engineering Works. The *Reiss* was not badly damaged, but it is expected that the *Caledonia* will have to undergo extensive repairs. The affair created great excitement on the river for half an hour.

Drillboat *No. 1* and tug *Williams* left for Erie Harbor to work for the remainder of the season. The big dredge *Pan-American* is also employed there.

The tug *Phil Sheridan* of the Dunbar & Sullivan fleet is employed towing flat scows of rock to their River Rouge crusher from the lower end of the Livingstone Channel.

The tug *Harvey D. Goulder* went to Lake Huron last week to release the str. *Hanna*, which was stranded on Kettle Point. The tug *Rooth* was stationed here during the *Goulder's* absence.

Dunbar's drillworkers and Sullivan's drillworkers played their second game of baseball this season on the town park Monday afternoon, Dunbar's winning by a score of 11 to 5. Batteries: for winners, M. Maguire and E. Maguire; for losers, B. Maguire, Deslippe and H. Kelly. Dunbar's men still hold first place in the Drillmen's League.

The Canadian steamer *J.A. McKee* ran hard aground off Colchester east of the *Grecian* shoal at midnight Monday. The tugs *Marion E. Trotter* and *H. Goulder* received word about the same time and a merry race followed, the Trust tug winning by only a length. They found the stranded vessel out about a foot and she defied the united efforts of the tugs to release her. The *Goulder* went to Detroit and secured the lighter, which was brought down Tuesday night and put to work on the *McKee's* coal cargo, and the stranded steamer was sent on her way Wednesday. The point where the *McKee* struck is a dangerous shoal where a fog whistle is badly required. The Lake Carriers talked of stationing the *Kewaunee* there when she left the Southeast Shoal.

**NEW BOIS BLANC ISLAND STEAMER STE. CLAIRE WENT ON ROUTE Monday.**-The new ferry steamer *Ste. Claire*, built for the D.B.I. & W. Ferry Co. at Toledo, passed up the river Sunday afternoon and was given rousing salutes by all the river craft all the way up from Bar Point to Detroit. The new boat, which is 3 feet broader and 14 feet shorter than the str. *Columbia*, has a carrying capacity of 3400. She was immediately put to work making her first trip to Bois Blanc Monday afternoon. After returning from the park Monday evening the *Ste. Claire* took another large party of pleasure-seekers out for a moonlight and river ride.

In the beauty of her interior finish and decorations the *Ste. Claire* sets a new mark for vessels of her class.

The appointment of Capt. John Densteadt, formerly of the steamer *Pleasure*, as master of the *Ste. Claire* leads to a promotion of masters in several of the other boats. He is succeeded in the *Pleasure* by Capt. Daniel Jacques of the *Promise*, whose place is filled by Capt. Geo. Cruickshank of the *Sappho*. Capt. Archibald Bain of the *Excelsior* goes to the *Sappho* and William Firby, formerly first mate, becomes master of the *Excelsior*.

Vessels of the ferry company fleet not in use on regular routes will be held in reserve for emergency use.

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July 22, 1910

The big Steel Trust steamer *Cort* broke down in Lake St. Clair Friday night and the tug *Trotter* went to her assistance.

The ferry steamer *Fortune*, formerly owned at Detroit, but of late doing duty as a ferry between the Canadian and American Soo, will be rebuilt and strengthened for ice-breaking purposes.

The str. *Uganda*, bound down, dropped her anchor and turned round at Bar Point Saturday night during the heavy rain and was reported aground. The tug *Goulder* went to her but she did not need a tug.

The str. *Douglas* brought down from Detroit about 25 tons of the Pluto Powder Co.'s dynamite on Sunday and stopped at this port to get men to handle it. It was loaded on a flat scow back of Bois Blanc.

The steamer *A.G. Brower*, owned by the United States Transportation Company, Cleveland, went aground at Southeast Shoal, Lake Erie, Monday. She was bound up with a cargo of coal. The tug *Harvey D. Goulder* and lighter *Rescue* released her.

The str. *E.A. Shores* (Capt. Joseph E. Mahon) of the Mullen Coal Co.'s fleet is having a dynamo installed and Frank O'Donald has strung wires all through her. She will have 40 small lights throughout her hull and cabins and two big powerful arc lights on each end of her deck. The *Faustin's* electric light plant is being taken out.

Coming up through Lake Erie Sunday morning the barge *Mingoe*, loaded with hard coal, in tow of the steamer *Mohegan*, sprung a plank on her bow and was leaking badly. The steamer and barge laid up near the foot of Rivard Street, Detroit, until a diving crew secured from Capt. Fred. Trotter, Amherstburg, arrived on the tug *Trotter* and patched up the barge, after which they resumed their trip.

The steamer *Fremont*, which will be added to Detroit River's passenger boat fleet within a few days on the run between Detroit, Wyandotte and Amherstburg, left Duluth Friday in tow of the steamer *Robert Holland*. The *Fremont* was owned by O.C. Hartman of Duluth and has been lying idle at its dock in Duluth harbor for the past three years. The boat was recently purchased by Ernest Harris and Capt. Sheldon, two Amherstburg vesselmen, for operation in the Detroit River trade and will be gone over and repaired on her arrival at Detroit. The *Fremont* is a side-wheel str. and is said to be able to carry 500 people. She operated for one season out of Duluth and was formerly a Detroit boat. She replaces the little steamer *Douglas*.

Several hundred pleasure-seekers returning from Sugar Island on the steel steamer *Wauketa* of the White Star Line early Sunday evening were given nearly a three hours' extension of their outing when the vessel brought up on the bank off Dynamite Island. The *Wauketa* was unable to release herself and after several vain efforts, aid was summoned from Amherstburg. The tug *Marion E. Trotter* of the Trotter Wrecking Company's fleet was sent to the rescue. She released the passenger steamer after about two hours' work. Meantime the passengers, counting the stars and speculating on what would happen if the dynamite magazine of Dunbar & Sullivan on the island nearby should chance to blow up.

Mary Allen, stewardess on the str. *City of Meaford*, was missed and her body was found in Meaford harbor.

Capt. Andrew Bellecours has taken a job as dock builder on the new Pittsburgh Coal Co.'s dock at this port.

Alphonse Cote, engineer on the Government lightship at Southeast Shoal, is home for his first furlough in six weeks. He has had a splendid seasoning, which will put him in splendid shape to withstand the storms of next fall.

A breakwater is being built out from the edge of the waterworks lawn to the stonework remains of the old Queen's warehouse, in the hope that sand will wash in and fill up the basin there in time to the edge of the present dock.

Capt. John Dodds, Canadian Marine Boiler Inspector, was in town on Tuesday on business.

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July 10, 1910

Because of rough weather on Lake Superior, the steamer *Robert Holland*, which started to tow the little passenger steamer *Fremont* from Duluth to Amherstburg, dropped the *Fremont* at Two Harbors. She is being brought down in tow of a tug. Capts. Harris and Sheldon, who purchased her, will substitute the *Fremont* for the *Douglas* on the lower Detroit River shore run.

Capt. Henry A. Pocock, who as master of the steamer *Fortune*, formerly of the Detroit, Belle Isle & Windsor Ferry Co.'s fleet, had many warm friends in Amherstburg and Detroit, is still master of that vessel and is with it at James Davidson's shipyard in Bay City. The *Fortune*, with the *Algoma*, is operated as a ferry between the American Soo and Canadian Soo in St. Mary's River by the International Transit



Company. She is in commission throughout the year and experienced some difficulty with heavy ice last winter. To put her in better shape for fighting winter battles she is to be rebuilt, refitted and strengthened. Capt. Pocock and the *Fortune* left Detroit nine years ago.

The tug *Quickstep* is sunk in the lower slip.

M. Sullivan is having a storehouse built on the Pittsburgh Coal Co.'s lower dock.

Edwards Bros.' dredge *No. 1* left the Soo Saturday night with two tugs, the *Bries* and the *Edwards*, for Cape Breton Island, N.S. This is one of the longest trips ever undertaken from this port, being something over 2000 miles. The journey will occupy the better part of a month.

Canada's new Navy Department is soliciting bids from shipbuilders for the construction of the new Canadian naval vessels. Owing to the Rush-Bagot Treaty, Canadian builders on the Great Lakes will be unable to bid unless they establish construction plants on the coast or St. Lawrence.

The Buffalo dredge *No. 7* was in port Sunday and Monday for repairs to a disabled shaft.

Capt. Hardy Brush is sailing the str. *H.A. Root* for the Cadwell Stone Co. She hauls gravel between Pelee Point and Windsor.

John T. Smith of the big steel steamer *William B. Kerr* visited his family in town on Sunday while his boat was loading in Toledo.

Capt. Gene Corbett has fitted out the Harris steamer *Helen* and has taken her to Port Huron, where she will carry berries from all along the shore to Detroit.

The tug *John E. Monk* struck an obstruction near the powderhouse Saturday afternoon and she was leaking so badly Sunday that Harry Hamilton was called to make repairs.

Amherstburg and other ports of the Great Lakes may have an opportunity this summer to see what is described as the "most famous yacht that ever sailed the seas." The craft is the old *Sunbeam*, navigated by her owner, Lord Brassey, who has piloted it safely over 300,000 miles of water in every part of the globe. The *Sunbeam* is half schooner and half bark and is strong and graceful. The crew numbers 30 and is made up of skilled seamen who love their celebrated captain. Among them is a man named Kindred, who went on the *Sunbeam*'s first voyage around the world 34 years ago and who once saved Lord Brassey's son at the risk of his own life. Lord Brassey, who is 75 but acts as his own skipper, as he has done since he has had the *Sunbeam*, put to sea Monday from London, England, bound for the Faroe Islands, Iceland, Canada and the Great Lakes. He may go to the head of Lake Superior.

Earl McQueen, son of Capt. John S. McQueen, has shipped as oiler on the big passenger steamer *City of Erie*.

Capt. McQueen purchased the barge *Cyrenias* and will put her into the gravel business at Wallaceburg. In the fall she will haul sugar beets. The tug *Leroy Brooks* will tow her.

The big steel str. *James Laughlin* broke her steering gear on the crossing in the heavy west wind on Sunday and would have come to grief, but the tug *Aldrich* hurried to her assistance.

The tug *Aldrich* made a trip over to Toledo on Monday with a tow.

Capt. John Bernard of the tug *Jean* secured two more anchors on the Lime-Kiln Crossing Monday. They will be raised and put on the dock.

The tug *Breymann* stopped at this port Monday night with a couple of scows for Toledo. One was leaking badly and had to be siphoned out. The crew of the *Breymann* called on old friends while the tug lay here.

Miss Annie Hackett treated a number of her friends to a delightful moonlight on the tug *Francis B. Hackett* Thursday evening of last week.

Arthur Breymann, dredge contractor of Toledo, was in town a couple of days last week looking for dredge and drillmen to go to Boston harbor.

Pulford's marine shop has two racing yachts on the stocks, which will soon take the water. The larger, 18 feet by 3½ feet, is being built by Charles Thrasher from a model designed and drawn by Ben Lapierre and having a six-horse-power engine installed, which ought to drive her at a good clip. She is torpedo-shaped. The little craft, 14 feet by 2½ feet, is for Ben's own pleasure. It is about as light as a

canoe and when the machinery is installed there'll be room for one - and that's the builder.

A despatch from Leamington says: "As a result of the heavy storm on Lake Erie Tuesday night, the tug *Bries*, owned at Sault Ste. Marie, Mich., by Edwards Bros. and having their big dredge in tow, sank off Point Pelee Wednesday morning at two o'clock. All the crew are safe at Point Pelee."

The big steamer *Robert Fulton* of the Pittsburgh Steamship Co.'s fleet, broke her steering gear while going up the river Sunday evening just opposite Bois Blanc pier. She was bound up light and in the heavy west wind nearly struck the str. *Ste. Claire* before her anchor was dropped. The tugs *Harvey D. Goulder*, *Francis B. Hackett* and *Marion E. Trotter* went to her, but she backed herself out and did not need a tug. Large crowds on the steamers *Columbia* and *Ste. Claire* and on Bois Blanc Island saw the accident.

The Mullen Coal Co. is getting out plans and specifications for a set of coal schutes at the company's new coal dock at Sandwich.

**Detroit River Improvements.**-Expenditures of the U.S. Government in river and harbor work for improvements in Detroit district amounted to \$2,995,078.60 in the fiscal year ending June 30th, according to the annual report of Col. C. McD. Townsend, Engineer Corps, U.S.A., in charge. These expenditures were apportioned as follows: St. Mary's River, general improvements, \$410,302.09; new lock and gates, \$141,426.89; improvements to Middle and West Neebish Channels, \$2957.47; Hay Lake and Neebish Channels, \$322,987.46; Detroit River, general improvements, \$147,440.46; Livingstone Channel, \$1,798,124.60; Cheboygan harbor, \$2.92; Alpena harbor, \$308.46; Saginaw River, general improvements, \$20,598.32; harbor of refuge, Harbor Beach, \$7562.61; Clinton River, \$124.38; Black and Rouge Rivers and Monroe harbor, \$1.35; total, \$2,851,852.01.<sup>16</sup>

Activity in Detroit River improvements is at present centred in construction of the Livingstone Channel, which is being built in four sections. On Section No. 1, now about 80 per cent completed, the contractor has earned \$479,117.43. Section No. 2 is about 90 per cent completed and the contractor has earned \$1,463,088.76. Section No. 3 is 65 per cent completed, the contractor having earned \$1,667,119.85. Section No. 4, at the lower end, is practically completed, providing a channel from deep water in Lake Erie 2400 feet long, 800 feet wide and 22 feet deep, passing east of the Detroit River Lighthouse. Up to June 30th there has been expended on the Amherstburg Channel, Detroit River, \$3,975,124.22, the result being to provide a channel 600 feet wide and 21 feet deep, below standard low water level of Lake Erie, except from one mile south of Fighting Island to the head of Lime-Kiln Crossing, where the depth is only 19.2 feet; at the lower end of Lime-Kiln Crossing, where there is a ledge of rock 100 feet square with a depth of but 20 feet; and along the Hackett Range, one-fourth mile south of Bois Blanc, for a distance of 500 feet and within 50 feet of the east channel line, where there are a number of ledges of bedrock, where the least depth is 20.5 feet.

From Detroit River Lighthouse to deep water, Lake Erie, the channel is completed to a width of 400 feet. Improvement of that portion of the channel along Grosse Île south channel range, north of junction with Livingstone Channel, is contemplated at an early date. Improvement of the remaining portion of Amherstburg channel will not be begun until after the opening of the Livingstone Channel.

Col. Townsend estimated the freight tonnage carried on the Detroit River at 67,789,369 net tons, having a value of \$733,803,079. Vessel passages for the year showed an increase of 4413. Total net registered tonnage passing through St. Clair Flats Canal was 50,721,882 and actual freight 62,895,134 net tons. Cost of operating the canal was \$5301.16. Vessels sheltered in the harbor of refuge, Harbor Beach, were 8972, including 109 tows.

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August 5, 1910

FATAL MARINE DISASTER.-Str. *Ogdensburg* Runs Down Barge *Grace Whitney* at Bar Point-Captain's Wife and Son Drowned-Recovery of Woman's Body.-Two lives were lost in a collision

¹⁶ It actually adds up to \$2,851,837.01.

three miles east of Bar Point, Lake Erie, shortly before midnight Saturday when the steamer *Ogdensburg* collided with the wooden barge *Grace Whitney*. The dead are Mrs. Caroline Heath, wife of the captain, and Fred. Heath, aged nine, son of the captain. The other members of the crew, five in number - Capt. Ross Heath, Mate Horace Heath (father of the captain), Miss Emma Heath, all of Marine City; John Morden of Port Huron and Michael Lynch of Detroit - narrowly escaped with their lives when the crash came and were obliged to jump into the lake to save themselves. Responsibility for the collision is placed on the *Ogdensburg*.

The *Grace Whitney* was one of three barges being towed by the steamer *Maine* and was coal-laden, bound from Sandusky to Port Huron, while the *Ogdensburg* is a steel package freighter of the Rutland Transit Company. The *Whitney* went down five minutes after the collision and now lies in 30 feet of water. The survivors had a thrilling experience in the waters of the lake before being picked up by the yawl on board the *Ogdensburg*. The steamer remained about the scene of the wreck several hours in the hope of rescuing the missing woman and child or recovering their bodies, but finally gave up the search and went back to Detroit. The *Maine*, with the barges *Uranus* and *Knapp*, followed her up.

The body of Mrs. Heath was picked up about noon Sunday by the steamer *H.N. Jex*. It was found floating about four miles below Bar Point light and brought to Amherstburg, where it was taken to D.M. Kemp's undertaking establishment. From the fact the body had not sunk it is supposed Mrs. Heath died from fright or some other cause rather than from drowning. Capt. Heath and his father came to Amherstburg and Monday morning took the remains to Marine City for burial. Searching parties sent out late Sunday in the effort to recover the body of the little boy were unsuccessful. A curious feature of the accident was the escape of a little white dog that has been the mascot of the *Grace Whitney* several seasons. The dog was thrown into the water, swam to the yawl and was pulled aboard.

The wreck of the *Whitney* lies almost in the middle of the 600-foot channel, about three miles south or southeast from Bar Point light. Capt. Charles Hackett of the tug *Aldrich* put out lights marking the wreck Sunday. The *Whitney's* decks are about six feet under water.

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August 5, 1910

As she was about to make anchor in a heavy fog early Wednesday morning, the steamer *D.G. Kerr* struck the rocks near the head of the Livingstone Channel. She is out about six inches all around and is leaking, but her own pumps have no trouble keeping her free. The *Kerr* is lying with her stern against the cofferdam of the Livingstone Channel and her bow pointed toward the Canadian shore, almost broadside to the current, which runs seven or eight miles an hour at that point. The Great Lakes Towing Company's wrecker *Favorite* from Port Huron and the tug *Goulder* and lighter *Rescue* from Amherstburg are working to release her. The *Favorite* secured two additional 8000-pound anchors at Detroit Wednesday afternoon that will be used to prevent the *Kerr* being swept further on as she is lightered. Her water bottom has been filled as a similar precautionary measure. The *Kerr* is ore-laden and is bound down.

Dredging operations in the bay at Erie, Pa., are progressing at a rapid rate. The two dredges, the *Pan-American* of the Buffalo Dredging Co.'s fleet and the Great Lakes dredge *No. 18*, are together raising 10,000 cubic yards of dirt every day. They do as much in one day as was done by one dredge in two weeks last fall. When the contract is completed, 150,000 cubic yards will have been removed from the harbor north of the harbor line and there will be a uniform depth of 20 feet in the bay. There were only 10,000 cubic yards removed last fall.

Uncle Sam paid \$102,003.59 during the past fiscal year to lock vessels through the Poe and Weitzel Locks of the St. Mary's Canal. There were 13,093 vessels locked through, at an average cost of \$11.59 per lockage. Two and sometimes three vessels are taken through the one lockage at the American canal, and the total number of lockages are about half the number of vessel passages. The average cost of each passage is figured to be about \$7.79. Counting 20 trips for each boat, the Government had to pay \$155.80 to care for one boat through one season in locking expenses. For each registered ton passed through the canal, the expenses amounted to 3.44 mills and for each freight ton, 3.52 mills. Since there was a registered

tonnage of 29,678,738 tons and 28,651,144 tons of freight passed through the American Canal, the cost can be readily figured out. The total time used in making lockages amounted to 4307 hrs. and 23 min. The average time for one lockage, 29 minutes and 22 seconds. The total time spent by vessels in passing the locks was 6273 hours and 28 minutes, or about 261 days.

The deckhand who was drowned from Hurley's dock in Windsor a week ago has been identified as Philippe Boily of Chicoutimi, Quebec. The name Eugene Laroti, under which he shipped, was assumed. At the request of his parents the body, which was buried Saturday, will be exhumed and shipped to Quebec.

The Pelee cable has been out of commission for two weeks with what is known technically as a "blind" break, that is, an inner wire is damaged, and though voices might be distinguished over the line, a connected conversation could not be carried on. Capt. J.F. McQueen's tug *Leroy Brooks* left here Tuesday morning to be employed on the job of locating and repairing the break under the supervision of Supt. Selkirk of Leamington. Mr. Selkirk blames the recent injury to an anchor, quite a number of large boats having had to lay to in Pigeon Bay during a storm at the time the cable went out of business. Last winter's ice shove broke the cable in several places but it was repaired in the spring and had been giving fairly good service for a few months. The only effective way for the Government to maintain continued service between Pelee and the mainland is to establish a "wireless system" which neither anchors nor ice can put out of commission.

Wednesday evening the steamer *Galey*, upbound, picked up the body of Capt. Heath's son, lost off the barge *Grace Whitney* Saturday night at Bar Point, and took it to Detroit. The *Whitney*, which lies in the channel, is fast breaking up.

The C.H. Starke Dredge & Dock Company's steel dredge *No. 9* and tug *Milwaukee* are laid up at Amherstburg and the crews paid off. They will remain here until the big contract for the coming year on the Livingstone Channel is awarded to contractors.

**THAT STONEY-BOIS BLANC DAM.**-The item that appeared in the *Echo* in regard to the proposal of Col. Townsend, the U.S. Engineer in charge of the Detroit River improvement, to ask permission from the Canadian Government to construct a permanent dam from Stoney to Bois Blanc Islands has caused quite a discussion among the residents of this section. Some of the many objections urged against the proposal are that such a dam would cause a very swift current through the east channel and some predict that boating would be a thing of the past if the dam be constructed; that there would be no Canadian channel around Bois Blanc Island; that the dam would be an eyesore to the whole locality - literally giving this part of the river a "black eye"; that the town's supply of water would be contaminated by the River Canard water, which drains the country for thirty miles, that water coming down to the intake pipe which now goes with the cross current behind Bois Blanc Island; that in winter the ice would be carried down by the swift current and the docks swept away and no craft would be in safety at Amherstburg. The proper course is to have the Dominion Government send a staff of engineers and make a thorough examination of the conditions before any action is taken on the matter. There are other things besides the Great Lakes shipping to be looked into and carefully weighed before deciding such an important question as this. We imagine we can hear the howl that would be raised if it were proposed to throw a dam out from Grosse Île or even construct a dam across the Trenton Channel - which is not used by the shipping interests. It is the duty of the authorities at Ottawa to look into this question thoroughly before giving permission to allow such an obstruction to be placed in Detroit River. Canadian residents at this point have rights that must be respected and they should be consulted. There is such a thing as being too neighborly. There is no sense in extending courtesies to our own serious detriment and disadvantage. The big end of the proposed bargain is all to the vessel interests.

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August 12, 1910

The Canadian steamer *City of Dresden*, Capt. J.W. Post, master, was seized Saturday evening by Charles A. Judson, Collector of Customs, for an alleged violation of the Customs laws. Judson or his

deputies refused to discuss the case, but it is learned that the steamer put ashore a cargo brought from Rondeau, Ont., without first obtaining the necessary permission from the Customs authorities. While Collector Judson refuses to make known the amount of fine imposed, officers of the *Dresden* say it was \$2000, the maximum amount prescribed by law. The fine was paid.

Joseph Jonyou of Detroit, chief engineer of the gravel steamer *John M. McKerchy*, had several fingers crushed in a piece of machinery while the boat was loading gravel at Pelee Island Monday. He was sent to Detroit on the steamer *Frank E. Kirby*.

Among the dredgemen and tug employees working on the Livingstone Channel, the passage at Amherstburg is variously known as the "Narrows" and "Hell's Gate," somewhat after the fashion of New York harbor. Just at present things are looking up for the small ferries which pilot visitors to and from Amherstburg to view the Livingstone Channel project at this point. More tourists have visited the new cut this season than in all the time since the work has been started. The dry work, which is now almost completed, has been particularly attractive to outsiders who have an opportunity to witness an area of a mile in extent of the river bottom, which has been pumped dry to allow the work to proceed. It is estimated that a few more weeks will see operations to an extent which will permit the water to be let in again, if it were not for an additional cut which is to be made, which will take another year before the cut will be thrown open to navigation.

C.H. Starke's big dredge *No. 9* and tug *Milwaukee* and dump scows are being overhauled, scrubbed and repainted.

As the docks are always filled up with river craft, other boats find it impossible to land here. Sandsuckers and sand scows running from Point Pelee and the old "Dummy," that have to report and clear here with every load before going to Detroit, and the Government steamer *Lambton* had to tie at a private dock, while even the *Columbia* cannot land at her dock on her down trip, as she has not enough room.

Ballard's Reef gas buoy, which was torn out of place by the str. *Kerr* when she went aground, was replaced by the tugs *Aldrich* and *Monk*.

The wreck of the *Grace Whitney*, which sank in Lake Erie off Bar Point early Saturday evening of last week after being struck by the str. *Ogdensburg*, was struck one night by an unidentified steamer, which was not damaged and later passed up the river. The cost of raising the wreck will be several thousand dollars. Dredges will have to be employed to collect the coal, which has scattered from the hold. The boat has been reduced to pieces, which will have to be hauled up separately and taken by a lighter to some dumping ground. The spar still stands above the surface. The harbormaster at Amherstburg places a light on the wreck each evening.

The steamer *D.G. Kerr*, released Thursday of last week from the rocks near the head of the dry works of the Livingstone Channel, completed reloading about 1200 tons of her lightered cargo of iron ore Friday and left Amherstburg at 1 o'clock for a Lake Erie port. She will dock at Lorain for inspection and repairs.

Believing they have a \$400,000 treasure in their grasp, men are guarding day and night what is believed by them to be the wreck of the steamer *Atlantic* off Long Point in Lake Erie. The *Atlantic* was sunk in collision in 1852 by the steamer *Ogdensburg* and 150 lives were lost. Many were drowned in their berths. The wreck lies in 158 feet of water. In the hold it is believed divers will find two safes containing \$400,000 in gold. The wreck of the *Atlantic* was found virtually intact. No skeletons were found in the superficial examination.

Capt. Thomas Moran, mate of the tug *Lee*, had his right hand caught in the bight of a rope about noon Monday while tying up at the Amherstburg dock, and the first, second and third fingers were badly torn. Dr. Teeter sewed them up, but it is a question if they will be saved. The joints and ligaments were torn apart. Dr. Samson of Windsor, who was in town, administered the anaesthetic.

Authorization is given by the War Department of the U.S. for a survey to determine the cost and practicality of straightening Wyandotte Channel, Detroit River. The work will be done under direction of Col. C. McD. Townsend, Engineers Corps, U.S.A., in charge of the district. Wyandotte Channel is the

name given that section of the river between the head of Fighting Island and the point where the Amherstburg and Livingstone Channels will converge. It is the course for vessels either up- or downbound and has three or four turns which have caused more or less difficulty to navigators.

Fog dropped suddenly over the lower Detroit River and nearby lake region at 6 o'clock Wednesday morning and brought navigation to a standstill. A dozen boats dropped anchors in a hurry around the Lime-Kiln, the big str. *B.F. Berry* being caught just at the lower entrance of the Lime-Kiln. The combined fog whistles awakened many residents of Amherstburg who tried to sleep.

Local dock builders have completed a \$3000 dock for the Pittsburg Coal Co. on the Twomey property, back of the post office.

The Great Lakes tug *H.D. Goulder* was at Detroit this week for a couple of days, cleaning boiler, and was replaced by the tug *Rooth*, Capt. Grisdale.

Two big mushroom anchors for the Southeast Shoal lightship *Falken* were put on the dock last week by the supply boat *Simcoe*.

The tug *Leroy Brooks*, Capt. J.S. McQueen, made a couple of trips with the Empire Refining Co.'s steel oil barge *Hamilton* between Toledo and Wallaceburg. The *Brooks* goes right along with the barges as if they were launches. The *Hamilton* stopped here one day last week with a load of crude oil.

A great American warship fleet passed down the river Tuesday afternoon in grand array. Resplendent in bunting and white paint, except the *Nashville*, the six ships made an interesting spectacle. The flagship *Wolverine* led the way. The *Wolverine* is manned by regulars. Then followed the *Dorothy*, *Gopher*, *Nashville*, *Yantic* and *Don Juan de Austria*. The latter craft is the training ship of the Detroit Naval Reserves and these lined the deck going through flag manoeuvres as they passed old Fort Malden. The *Nashville*, old "Gin Rickey," as she is known in the Navy because of her two long stacks that resemble the straws stuck in the glass containing the beverage, is painted that somber slate color that harmonizes with Chicago smoke. The *Nashville*'s headquarters is Chicago. The fleet formation was single-file, the ships following at intervals of several hundred feet. Speed cones were at the top of the halyard, indicating full speed ahead. The ships will visit several cities on Lake Erie before returning to Detroit to be reviewed by Col. Warnes Monday. Many Amherstburg people lined the river's edge to view the unusual and warlike spectacle.

DON'T WANT THE DAM.-A despatch to the *Detroit News* from Amherstburg says, "Residents at this place are up in arms at the adoption of the suggestion of American inspectors that a stone wall be constructed from Stoney Island to Bois Blanc as a means of preventing the cross currents which create havoc among small craft along the lakeshore often after the passage of a large steamer. They have petitioned the officials in Ottawa to hold up the grant of any request by the American Government for a permit to construct the dyke. It is the general opinion here that the construction of the wall will be the death knell of Amherstburg as a summer resort. In the first place, it is argued that the water supply of the city will be ruined. Furthermore, the city will be more inaccessible. They have requested the Canadian Government to send a party of engineers to Amherstburg to make investigations while arrangements are pending. From Stoney Island to Bois Blanc is about two miles. The wall, which is proposed to be three feet thick, would be directly in the route of yachts, sailboats, launches and rowboats going to Amherstburg from Sugar Island and Grosse Île. Its erection would compel them to go clear around Stoney Island, a journey of five extra miles. Up the river is Canard River, right in the marshland and swamps. Sewers are emptied there. Erection of the dyke in the proposed location would drive all the refuse down the east channel, from which it would be taken into the draw pipe of the pumping station here, say the residents."

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August 19, 1910

Four bids were opened Thursday at the office of Col. C. McD. Townsend, Engineer Corps, U.S.A., Detroit, for supplying a dredging outfit to be used by the Government in removing shoals in the Detroit River above the Livingstone Channel, where the work to be done is of a nature that makes its computation



in yards impracticable. The bidders, outfit offered and price made are: C.H. Starke Dredge & Dock Co., Milwaukee, dredge No. 9 with tug *Milwaukee*, \$35 an hour; M. Sullivan, Buffalo, dredge *Gladiator* with tug *Columbia* or *Sydney Smith*, \$25 an hour; Great Lakes Dredge & Dock Co., Chicago, dredge No. 3 with tug *Cooper*, \$22.50 an hour; G.H. Breymann & Bro., Toledo, dredge with tug *G.H. Breymann*, \$24 an hour. The War Department recommended that the Government enter into contracts with M. Sullivan, Buffalo, dredge *Gladiator* with tug *Columbia* or *Sydney Smith*, \$25 an hour; Great Lakes Dredge & Dock Co., Chicago, dredge No. 3 with tug *Cooper*, \$22.50 an hour; G.H. Breymann & Bro., Toledo, dredge No. 3 with tug *G.H. Breymann*, \$24 an hour. There is said to be sufficient work removing shoal places in the Detroit River to keep the three dredging outfits busy about 110 days.

Plans for the new D. & C. passenger steamer, which has been projected ever since the completion of the big *City of Cleveland*, are gradually taking form. The new boat will cost about \$1,500,000, a quarter of a million more than the other floating palace. It is probable the new boat or the *City of Cleveland*, perhaps both, will be used on the Buffalo run instead of to Cleveland. The *Cleveland* is now running to Buffalo. The harbor at Cleveland is bad for big boats to manoeuvre in. The new boat will have combination of the turbine and ordinary engine which is being perfected by designer Frank E. Kirby, who also had the designing of the boat in charge. The boat will come out in 1912.

While on her way from Chatham to Detroit Thursday night of last week, the steamer *Ossifrage* broke her steering gear 10 miles from the starting point. Left adrift in the current of the Thames River, she was driven upon a high bank, where the propeller was incapacitated. Aboard the *Ossifrage* were 300 people bound to Detroit. When the accident took place at 9 o'clock they found themselves helpless and alone in an unaccustomed channel, where no other boat could pick them up. They had about settled down to live for a while as marooned people when the farmers along the bank took the marooned passengers ashore and put them aboard a Grand Trunk flyer at Prairie Siding and they were taken to Detroit. The *Ossifrage* was pulled out of the mud Monday morning by the dredge *Ontario*, which had been dredging the mud from under her for two days.

The tug *Aldrich*, in command of Capt. Charles Hackett, went out to Grubb's Reef, Point Pelee, taking in tow a new red gas buoy which was placed on the reef as a substitute for the one there which had become disabled. Grubb's Reef is one of the most dangerous points on Lake Erie. The old buoy was taken back to this port.

Steamer *E.B. Osler*, upbound with coal, struck on the head of the middle ground in St. Clair River abreast of Port Huron in a heavy fog early Monday morning. The vessel lay broadside to the stream at a point where the current is very swift. She was on a sandy bottom and was not damaged. The Great Lakes Towing Co.'s wrecker *Favorite* and tugs *Goulder* and *Rooth*, with the lighters *Wayne* and *Rescue*, went to work and released her after about 1500 tons of her cargo had been lightered.

The tug *Dispatch*, bound from Georgian Bay to Port Burwell, was disabled while at the Lime-Kiln Crossing Sunday and had a hard time reaching Amherstburg without the assistance of a tug. One of the manholes in the boiler was blown out and the fireman narrowly escaped being scalded by the steam. No one was hurt, however, and the tug, after being repaired, left for her destination same evening.

George H. Breymann, a prominent citizen of Toledo and senior member of the Breymann & Bros. dredging firm, which has been connected with dredging on the lower Detroit River for many years, is dead and his wife is lying at the Perrysburg hospital with a broken collarbone as the result of an automobile collision on Monday evening just east of Perrysburg. Mr. Breymann's automobile had got a puncture and he was lying on one side of the road repairing it when Tom Tracy, a Toledo corporation lawyer, and Chauffeur Coverston, driving the Strauss Brothers' car of Toledo, came racing down the road. The Tracy machine passed in safety but Coverston, owing to the dust of the other automobile, failed to see Breymann's machine and crashed into it head-on. Mrs. Z. Taylor of Detroit, one of the Breymann party, escaped by jumping, but Breymann was instantly killed and Mrs. Breymann's collarbone was broken. Mrs. Halling of Toledo was slightly injured. Coroner Canfield states that he will investigate the accident thoroughly. Much of the improvement work in the Detroit River and in numerous harbors about the Great

Lakes has been done by the firm of G.H. Breymann Bros., of which G.H. Breymann was head. The firm is one of the contractors on the new Livingstone Channel, lower Detroit River, having recently completed what is designated as Section No. 4, that part of the channel passing east of the Detroit River Lighthouse and extending from deep water, Lake Erie, 2400 feet to the line of Section No. 3. Mr. Breymann often called in Amherstburg in the early days when the firm had contracts at the St. Clair Flats, but the work here was looked after by his son Arthur.

Capt. Wm. Logan, superintendent of the Buffalo Dredging Co. of Buffalo, is in town for a few days.

Mrs. Logan is visiting her brother in Windsor.

The tug *Kinch* left Tuesday morning for Buffalo. The *Dreadnaught* will take her place here with Capt. Wm. Wilkinson in command, while Mr. Fontaine, who has been firing on the *Kinch*, has been promoted to engineer on the *Dreadnaught*.

The Mullen Coal Co.'s steamer *E.A. Shores* went into dry-dock in Detroit this week for minor repairs.

The dredge *Tipperary Boy* and tug *Shaughraun* were at the Great Lakes dry-dock at Ecorse this week for repairs.

A terrific dynamite blast shook the town Friday morning and set everything moveable in motion. Several houses lost plaster, while the chimney on Mrs. Ann Johnson's residence was knocked over. Constant shocks from blasting in connection with submarine drilling on the lower Detroit River has wrought damage to nearly every building in Amherstburg, but all complaints to those higher up have availed nothing. The Dominion Department of Marine sent an officer to Amherstburg to investigate, but so far as results are concerned, he appears not to have reached Ottawa on his return trip yet. Amherstburg benefits by the dredging all right, but it must not be forgotten that she has suffered much in silence.

Four decks will be available for passenger use on the new \$300,000 passenger steamer to be built by Ashley & Dustin, for which Frank E. Kirby expects to have working plans completed by October 1st. The vessel will have a capacity for about 3500 people, will be 240 feet long with 60 feet beam and will have 3800 square feet of deck space for dancing. It will be equipped with triple expansion engines capable of producing 3000-horse-power. The steamer will be operated on the Detroit-Put-in-Bay route. No intoxicating liquor will be sold on board. In general appearance the new boat will somewhat resemble the Detroit, Belle Isle & Windsor Ferry Co.'s new steamer *Ste. Claire*, although she will be longer and have more beam.

The little side-wheel steamer *Fremont*, acquired in a trade for the *Douglas* by Capt. E.E. Harris and Sheldon, arrived from Duluth Thursday and has since been in the hands of painters and cleaners at the waterworks dock. It will be ten days or two weeks before she is in shape to go on the Amherstburg-Stoney Island-Detroit route. A dancing floor will be fitted out on the lower deck. The boat will be used often for moonlights and two parties from Amherstburg have chartered it for two separate evenings. After it has been inspected and a license is granted, Capt. Frank Bernard will take command. Fred. Campbell will be engineer. The boat still requires a good deal of furnishing in the matter of life-preservers and other things required of passenger steamers. The *Fremont* is commodious, safe and ought to be well-patronized.

John A. Donaldson, manager of the Pittsburg Coal Co., recently appointed president of the Monogahela River Consolidated Coal Co., was in Amherstburg this week inspecting the new dock of the Pittsburg Coal Company and looking after repairs. It will probably be the last inspection of Mr. Donaldson in his present capacity. With the addition of the new 400-foot dock, the Pittsburg Coal Company at this place now has a river frontage of 1200 feet, affording excellent facilities for landing of big vessels. The coal company uses only about a third of this dock for its own purposes and small craft as well as large are having an easy time securing dockage. An effort will be made to move the dredges and scows from the Pittsburg dock so that the excursion steamers will be able to make a landing at their own dock on the down trip in the morning. Amherstburg merchants believe that more people would get off at this place if the boat stopped here first instead of going to Bois Blanc Island. The Mullen Coal Company has rented a big stretch of property in Callam's Bay (the old Fraser dock) below Amherstburg, where deep water will enable their



lighter, the *Emma Tyson*, to be anchored. Big vessels will be able to stop at the lighter to secure additional fuel.

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August 26, 1910

The wreck of the vessel *Brunswick*, which is said to contain \$40,000 worth of walnut and oak lumber in a good state of preservation, has been located in Lake Erie some distance from Wheatley. The *Brunswick* was lost about fifty years ago in a storm on the lake when the captain, with three of his crew, made their escape by swimming to shore. The balance of the crew, with the cargo, sank with the vessel. The *Brunswick* was owned by the late Henry Von Eberts of Chatham and it is understood that it is proposed to raise the vessel without consulting some of his heirs there. The said heirs have signified their intention of bringing suit against the promoters of the scheme the moment the vessel is touched.

The U.S. Lake Survey have several steel towers erected in Essex County for the purpose of making a proper survey of Lake Erie. One tower erected on the Mettawas grounds, Kingsville, is 130 feet high with a base 30 x 30 feet square. The structure is of iron piping throughout. Similar towers are erected in Maidstone, Cottam, Colchester, Tecumseh and Deerbrook. After the survey is made the tower will be removed. The towers are erected at these different points so that signalling may be done from one to another in order to get proper angles.

A report is expected to be ready for the forthcoming session on the cost of the projected new route of the Welland Canal. A departmental staff of three engineers and 12 assistants are now making surveys of the proposed routes, particularly with reference to the quality of excavation. No location has definitely been fixed as yet, though several are in view. A rough estimate places the cost at \$50,000,000. This would provide a 21-foot waterway. It is pointed out, however, that this would be only the beginning. In connection with the scheme, it would also be necessary to deepen the St. Lawrence Canals to make them correspond. If the new one were built the present Welland Canal would be required for through traffic till those on the St. Lawrence were changed.

Wm. Menzies' new gasoline ferry launch will be launched this (Friday) afternoon at his dock near the waterworks. She is 25 feet long, 4 feet 2 inches beam and 30 inches deep. The engine, a two-cylinder with fifteen horse-power, is equipped with patent oilers and has the latest steering gear. She will throw a three-bucket wheel and will be one of the fastest craft out of this port. Mr. Menzies will put her on the Stoney Island route. Ben Lapierre was the designer and J.R. Menzies the builder.

Four big, powerful car ferries approximating \$1,000,000 in value, for which the Michigan Central Railroad will have no further use in about two months when it begins sending traffic through the Detroit River tunnel, are being offered for sale to railroads that ferry cars across rivers. Two of the boats, the *Transfer* and *Detroit*, are steel vessels. The *Transport* and *Michigan Central* are iron. Each is equipped with three tracks and has capacity for 21 cars. Removal of the Michigan Central boats will not clear the Detroit River of car ferries, as the Wabash Pere Marquette, Grand Trunk and Canadian Pacific will continue to operate their boats for a time, though eventually it is expected they will join in the use of the tunnel.

After being in failing health for some time past, Captain John McGittin, known to thousands of people as the commander of the steamers *Cayuga* and *Commodore* of the Niagara Navigation Company's fleet, died Friday afternoon at his residence, 15 Dunbar Road, Toronto. For several months he had suffered from diabetes but was able to perform his duties until ten days ago, when a slight wound on his finger developed into diabetic gangrene.

The steamers *Schoolcraft* and *Amazon* were in collision in Lake St. Clair near the Grosse Point lightship Friday afternoon and the bow of the former vessel so badly damaged that her master was forced to beach her in fourteen feet of water. The steamer *Schoolcraft* [was] carrying a cargo of 700,000 feet of lumber to Buffalo. The *Amazon*, a steel boat, was bound up and it is believed that the collision was due to the suction caused by the steamer *Bartow*, which was passing down on the port side of the *Schoolcraft*. Geo. Nestor of Detroit, owner of the *Schoolcraft*, sent the Great Lakes Towing Co.'s wrecker *Favorite* to the scene. The *Amazon* was not damaged in the mix-up. Both the cargo and the sunken steamer are

insured.

An unknown wreck, supposed to be that of the wooden steamer *George Stone*, which sank in Lake Erie off Point Pelee last fall with a loss of six men, has been located not far from the gas buoy at Grubb's Reef by fishermen. Those who have examined the hull and its position report it to be a menace to boats of light draft that might be in the vicinity. Over the boiler there is but six feet of water, while on either side of the hull the water attains a depth of 14 or 15 feet. The wreck is so badly battered that the fishermen who found it could not identify the vessel, but it is generally supposed to be the *Stone*, which was carried off the reef during the winter by the ice floes. A Canadian Government vessel made an examination of the vicinity of Grubb's Reef this spring and reported that the wreck had disappeared. The Canadian steamer *Lambton*, which is at present on Lake Erie in connection with repair at Colchester lighthouse, will make a search for the wreck and, if found, the remains will be buoyed and marked preparatory to their removal.

DRAWN INTO PROPELLER.—Drawn into the wheel of the steamer *Joseph G. Butler* by the suction as he left the side of the steamer after being towed out of St. Clair River into the lake Sunday, George Fralich, a blacksmith of Sarnia, was probably ground to pieces by the vessel's propeller.

The Starke Dredge & Dock Co.'s plant, which has been in operation here, left Wednesday for Black Rock, N.Y., where they have a large contract. Capt. Alex. Munson, who has been in town for a couple of years, left with the fleet, his family accompanying him. He sold his Rankin Avenue residence to H.A. Forhan, M.C.R. agent, who has moved from the corner of Dalhousie and Rankin Avenue, where he has been living since coming to town.

The little steamer *Martha H.*, owned by E.E. Harris, took a dive when being pulled from the bank, where she has been reposing for some time, into the water below Fraser's dock Saturday and now occupies a berth on the bottom.

While working in M. Sullivan's shipyard one day last week, Felix Bertrand had the thumb of his left hand smashed. He was holding an iron spike, which was being driven by a helper who missed a stroke, the sledge descending on Mr. Bertrand's thumb with the above result. He will have to nurse it for some time.

The tug *Goulder* is one of the latest victims of the passing steamers. She was thrown against her dock last week and had one of her rails torn off. A bill has been sent in to the steamboat's owners.

Detroit passenger steamers passing this point full speed ahead continue to do much damage with small craft tied to their docks along the riverfront, and almost daily complaints are laid at the door of the companies that control the steamers. One company at least is likely to have a bill to foot that will cause them to remember this end of the river for some time. During the early hours of Monday the fuelling lighter *Tyson* of the Mullen Coal Co.'s fleet was completely wrecked in Callam's Bay by the swells from a swiftly moving downbound passenger steamer. The *Tyson* was securely tied to the scows of the Starke Dredge & Dock Co. and the suction of the waves broke her loose by tearing her bulwarks out and letting her drift down on the bank a hundred yards below. She had over 200 tons of coal in her pockets and when she listed the whole upperworks went by the board and the river was filled with floating debris. She is as complete a wreck as one could imagine. S. Kernohgan, owner of a houseboat which was anchored in the vicinity, was the only witness of the accident and the force of the waves piled his boat on the beach. The craft along the Amherstburg reach were bobbed about like corks. The *Papoose* almost climbed her dock, while the tug *Trotter* rammed the lighter *Mills* with force enough to sink her. The Mullen Coal Co. will proceed against the boat which caused the damage as soon as her name can be learned. Canadian and American officials will likely take united action against steamers passing at unlawful speed as a result of this wreck. Such a result from big swells has been predicted for some time. Examination of the wrecked boat showed that the cost of repairing her would be \$5000 and the work would require at least three months.

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September 2, 1910

Since the dredge was moved away, the steamer *Columbia* lands here regularly on her down trips.



This brings many people to town who would not come otherwise.

The Park estate is having the wharf which was leased by the Starke dredge people cleaned up and levelled. The back fence will be torn down and the place made to look like the Mullen and ferry properties.

Starke's tug *Milwaukee* and big steel dredge No. 9, which has been laid up at Park's dock below the ferry dock all summer, left Friday morning for Black Rock, N.Y. Capt. Munson took his furniture over on the dredge.

Capt. Peter Laird of the dredge *Gladiator* purchased a double two-storey frame house, 535 and 537 Pennsylvania Avenue, Detroit, last week. He is thinking of going in business in Detroit this winter.

The wrecking steamer *J.E. Mills* successfully raised the tug *Martha H.* from the slip below Fraser's lumber dock on Thursday. It took just fifteen minutes to raise her with a steam pump after Adam Kiyoshk had patched up her seams.

The Canadian Government electric storm signal on the high pole at the waterworks was lighted for the first time Thursday night. The lights are very bright and can be seen several miles up the river. They are a very great improvement on the old oil lights.

Next Monday is Labor Day and a public holiday both in Canada and the United States. The dredges and drills will pull in Saturday evening and remain in port till Tuesday morning.

Dunbar's big steel flat scow has been pulled up on the beach at Gordon. She was sunk about a week ago in front of Stevenson's. She will be taken to the C.S.R. slip. She was used to haul stone to this company's crusher at River Rouge.

The tug *McCarthy* and diver Harry Hamilton succeeded in finding and raising a lot of anchor chain and the old boiler and engine of the Dunbar derrick scow which was sunk by the str. *Milwaukee* on the Lime-Kiln Crossing about three years ago.<sup>17</sup>

The tug *Aldrich* came into port Saturday with a disabled pony pump.<sup>18</sup>

Frank Brush, the grain buyer, is now engineer of the tug *Jean* of the Menzies fleet.

Wm. Menzies' new launch was put into the water on Friday last and proved to be a wonder. She has been equipped with a passenger outfit.

The package freighter *Douglas* is busy on days she has no regular run, hauling dynamite from Detroit and Monroe to the Livingstone Channel.

The submarine signal bell on the Southeast Shoal lightship is being tried out. Masters report that the bell can be heard for eight and a half miles. It rings three with a pause of two seconds between the strokes, then a pause of ten seconds, starting over again.

The steamer *Castalia*, bound down on Tuesday afternoon last, reports having struck a boulder just north of the Lake Huron lightship in Lake Huron. Her No. 1 tank on the port side is leaking badly and she will likely have to be docked when she gets below.

Robert Sample was home for a few days nursing a badly sprained wrist. While working in the plant of the Toledo Shipbuilding Co. he stepped off the platform and fell with such force on his left hand that it was only by a miracle his arm wasn't broken.

James Sinasac had the end of one of his fingers taken off on the drillboat *Earthquake* Wednesday morning by having it caught in a chain on one of the drill machines. He will be laid up for a few days for repairs.

Albert Turton received word to leave at the end of the week with a full crew to fit out the Great Lakes D. & D. Co.'s big five-frame steel drill and take her to Buffalo, where she will be put on a two years' contract. This will take away a number of local drillmen.

<sup>17</sup> The *Milwaukee* destroyed Dunbar's derrick scow while it was attempting to release her from the Lime-Kiln Crossing on December 14, 1906. Vol. VI, p. 50, gives an account of the accident and the resulting lawsuit, settled in April of 1908.

<sup>18</sup> spare pump

**INTERVIEWS HON. DR. PUGSLEY.-Deputation From Amherstburg Meets Minister of Public Works at Windsor-Important Local Questions Submitted for His Consideration.**-On Friday morning last, word reached Amherstburg that Hon. Dr. Pugsley, Minister of Public Works for Canada, had arrived in Windsor on the steamer *Speedy* and that he was compelled to cut short his trip and return to Ottawa that evening. It was his intention to visit Amherstburg and Lake Erie ports on this inspecting tour and thus give to the residents an opportunity to interview him. It was decided that if the honorable gentlemen could not come to Amherstburg, a delegation would go to him. At 12 o'clock a deputation took the electric car with the intention of laying before the Minister the wants of this locality. An appointment was arranged for 3:30 p.m., when the Minister of Public Works gave them a hearty reception. There were present with the Minister: James E. Hunter, Deputy Minister, and H.J. Lamb of London, the Government's District Engineer for this district. The delegation was introduced to Dr. Pugsley by J.A. Auld and included F.A. Hough, ex-mayor, John G. Mullen, ex-mayor, William T. Wilkinson, ex-mayor, W.S. Falls, M. Barnett, Dr. Abbott, F.P. Scratch, J. Maheux and Capt. Duncan Nicholson, superintendent of the D.B.I. & W. Ferry Company. The delegation first sought to impress on Dr. Pugsley the importance of dredging the Canadian side of the river between the Amherstburg shore and the deepened channel. It was asserted that where a depth of 21 feet of water is shown on United States lake survey charts, boulders have been removed that had only 16 feet of water over them. A chart was shown and this statement was confirmed by H.J. Lamb, the Government's district engineer, who explained that improvement work on the Canadian side had not been completed because of lack of money. It was pointed out that even the Welland Canal steamers refused to call at the dock for fear of striking the rocks and that many steamers getting east of the improved channel have gotten into serious trouble that cost thousands of dollars to repair. They asked that the dredging be completed in accordance with the plan originally prepared by his department. It would be a great benefit to the whole lake traffic, as more shipping passes here than any other place in the world.

The Minister thought this a very reasonable request and promised to have it looked into when he returns to Ottawa.

A strong plea was made for the opening of Fighting Island channel to relieve congestion of vessel traffic opposite Wyandotte, where so many collisions occur. Dr. Pugsley was reminded that the Engineers Department had made surveys for this improvement and it was quite emphatically urged that in consideration of the thirteen million dollars the United States has spent or will expend in improving the lower Detroit River channels, it would be a very small thing for Canada to take care of the Fighting Island channel section. The most expensive work would be cutting a channel at either end. There is more than a sufficient depth of water and the channel is almost straight.

Dr. Pugsley was reminded, too, of the estimate and plans for a Government dock at Amherstburg, which were prepared some time ago but on which bids have not been asked. The delegation did not ask a public dock, but a dock for the Government's use. It was shown by the chart that this was a very important channel and proper lighting and aids to navigation in Canadian waters were being gradually taken over by the Canadian Government and a dock was recognized necessary by the Marine Department. The buoys, when brought in, were stored on private docks. These docks are required for public business. Dr. Pugsley was greatly surprised to learn that no charge had ever been made the Government for the use of any of the docks. This, he said, was without precedent. He explained that project is in the hands of the Department of Marine and Fisheries, but he would draw the attention of that department to the same.

The delegation appealed for the restoration to the people of old Fort Malden, that its site might be converted into a public park. It was one of the old historical landmarks in Southwestern Ontario. It was sold off in 1875, but enough could still be secured. Dr. Pugsley said this concession would have to come through the Prime Minister, but promised his support in securing it.

**THE BOIS BLANC DAM.**-Strong protests against the Canadian Government granting permission for the construction of the proposed dam in the lower Detroit River connecting the north end of Bois Blanc Island and the southeast cofferdam of the Livingstone Channel were unfolded before the Minister. As

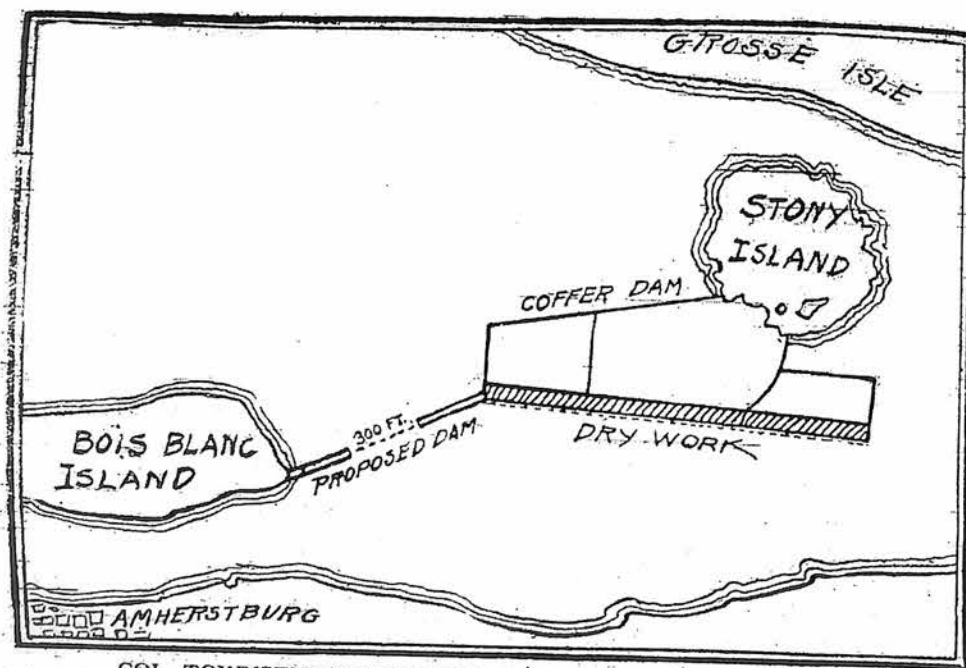
outlined by Col. C. McD. Townsend, U.S.A., the purpose of the proposed dam is to offset enlargement of the Detroit River resulting from channel improvements and prevent reduction of upper lake levels. The Canadian Government was asked to permit its erection in Canadian waters. The Amherstburg people argued that the dam would cut off the entire west side of Bois Blanc Island, the only island in lower Detroit River lying wholly in Canadian waters; that it would prevent free movement of ice in spring and cause Amherstburg docks to be swept away; and that it would force into Amherstburg channel the foul waters of River Canard, described as "the sewer of Essex County," and ruin our whole waterworks system, which was located to get away from the Canard water. It was urged that a dam be built on west side of Grosse Île, which is not navigable for commercial purposes, which would be of equal value to check the outflow of water and would relieve Amherstburg. It was suggested also that the dam might be placed on the east side of Livingstone Channel and continued on the west side of Bois Blanc Island, thus cutting off the cross currents complained of by Col. Townsend.

The delegation denied that they were in any way opposed to improvements on the Detroit River. They had aided in every way the great improvement that had been going on there for thirty years past. The dam as proposed would ruin the property at the mouth of the river, while by making a slight change in the engineer's plans the desired end would be gained, which is admitted by Col. Townsend, and the beauty of the river as it is now not destroyed.

Dr. Pugsley wanted to know the objection to the proposition to dam the channel on the American side and was told that strong protests were made by American property owners on that side. "Oh," replied the Minister, "our American friends would rather dam us than be dammed themselves."

The delegation had taken about half an hour of the time allotted to the Windsor people and in apologizing to Dr. Pugsley for doing so thanked him for the courteous manner in which they had been received.

Dr. Pugsley assured them that he would give careful consideration to the questions brought to his attention, which were all in the way of deep waterway improvements, and asked that copies of any memorials as touching those matters be sent to him. He was pleased with the thorough and painstaking manner in which they had placed these important questions before him so that they could be easily grasped and understood. He thought that a question of such importance as the proposed dam should be brought properly before the Canadian Waterways Commission, as it was one affecting a great international highway. He regretted that his trip had been cut short, but he expected to visit some Lake Erie ports this



COL. TOWNSEND'S PROPOSED DAM AT BOIS BLANC ISLAND.  
in *Amherstburg Echo* September 2, 1910

fall and would try to extend his itinerary to inspect the wonderful improvements going on in the lower Detroit River.

September 9, 1910

After months of patient effort, wrecking masters James Reid of Sarnia and H.W. Baker of Detroit have decided temporarily to abandon the efforts to raise the steamer *W.C. Richardson*, which sank on Waverly Shoals outside Buffalo December 8th last. Ever since the wrecking crew commenced operations, May 21st, unfavorable weather and a rough sea have balked their efforts to recover the *Richardson*. Three or four times they have had the vessel nearly up when a sea would rise and in a few minutes make useless the labor of days. More than 600 tons of stones have been placed in the hold of the *Richardson* to offset the list given her by her cargo, and it is believed she will sustain no damage until the wreckers are ready to resume work. The tugs *Reid* and *Sarnia City* and wreckers *Snook* and *Manistique* will return to their home ports to await more favorable conditions.

Storms on the Atlantic Ocean have wrecked many a vessel in their fury, but when the lightship *Falken* was launched some time ago and sent out to brave them she rode them out with apparent ease. For that reason she has been purchased by the Canadian Government and stationed at the Southeast Shoal, No. 18. One of her most valuable assets is a submarine system which is winning favor among marine men on the Great Lakes.<sup>19</sup> It is said that her signals can be heard from 8 to 10 miles. The Canadian Government asks the Great Lakes captains to take the line from the lightship's yawl boat as they have been accustomed to do in the past from the lightship maintained by the Lake Carriers' Association. Alphonse Cote, engineer on the *Falken*, when home expressed himself as greatly satisfied with his berth.

**Deaths - WOODS** - In Windsor, on Wednesday, September 7th, John C. Woods, aged 51 years. Mr. Woods was one of the best-known submarine divers on the Great Lakes for 20 years and his death followed a four months' illness.

Captain Thomas Hagan, wrecking master of the tug *Goulder* of the Great Lakes Towing Co., says that if it were not for the Canadian boats which went ashore this year, his boat, which is located at Amherstburg, would have spent a very quiet season.

The Dunbar baseball aggregation took their fourth straight game from the Sullivan club on the town park on Tuesday afternoon in a hard fought game by a score of 8 to 7. The winning battery were Harmon and E. Maguire; the losing, J. Tobin and H. Maguire. All kinds of excuses are offered as to why the results are as they are, but the Dunbar crowd say there's only one reason - the best men win.

Word was received here on Monday of the death at the Marine Hospital, Cleveland, of Stanley Hunt, son of the late John Hunt, of Amherstburg. Deceased was born here twenty-three years ago and after attaining man's estate followed the lakes until forced to give up owing to illness, which developed into consumption, and he spent the last few months at the Marine Hospital at Cleveland. His sister, Mrs. (Capt.) M. H. Mahon, went to Cleveland and accompanied the remains here Wednesday morning and they were interred in the R.C. cemetery beside those of his parents, both of whom predeceased him.

Monday practically wound up the summer excursion season, as schools generally started on Tuesday and after that there is little boat traffic. All the boats have had a banner season, especially the Bois Blanc and Sugar Island steamers. Thirteen years ago Bois Blanc opened with the steamer *Promise* and it was thought to be a crackerjack. Gradually the crowds increased and the *Pleasure* was built. That was followed quickly by the *Columbia* and *Britannia* and this year the *Ste. Claire* followed, and all are busy,

<sup>19</sup> This system was developed in the early 1900s. The lightship was equipped with a submarine bell which rang constantly. Ships had an aperture on either side of the bow below the water's surface which were connected to a telephone receiver on the bridge. A person would listen to this receiver, first with the right ear, then the left, back and forth. If the bell sounded louder in the left ear, the lightship was on the ship's port side. If right, it was on the starboard side. If both were equally loud, the lightship was straight ahead. This was especially useful during foggy weather, which often confused the direction of a conventional lightship bell. (Source: <http://earlyradiohistory.us/1909rep.htm>)



two of their magnificent steamers being required many days this season. The White Star Line made Sugar Island a popular down-the-river resort this season where more excursionists went than any previous season. It was closed on Monday evening. The *Frank E. Kirby* was busy carrying people to Put-in-Bay. Next summer a new boat, to cost in the neighborhood of \$300,000, will be on the run. She will carry about 3000 passengers and will have a large dancing floor.

After the wreck of the schooner *Grace Whitney* was removed at Bar Point, a survey of the spot was made to ascertain if boats can now with safety pass the spot. Several shoal spots were found and Dunbar & Sullivan's dredge *Handy Andy* has begun work to increase the depth of the water there to 25 feet.

The watchman on the dredge *Tipperary Boy* fell overboard Tuesday morning and was very moist when pulled out, more dead than alive.

Bois Blanc Island is being banked on its west side. The bank is of clay, which is often washed away by the waves washed up during western gales, and the Detroit, Belle Isle & Windsor Ferry Co. is protecting the island with broken stone taken from the Livingstone Channel.

**Widening the "Dry-Work Cut" on Livingstone Channel.**-Approval by the War Department of a recommendation to be made by Col. C. McD. Townsend, United States Engineer for Detroit district, will award to Grant, Smith & Co. & Locher of Stoney Island the contract for widening from 350 to 400 feet the entire dry work section, about 6000 feet, of the new Livingstone Channel. Funds for this work were appropriated by Congress early this year. For several weeks there has been more or less of a controversy between two contractors on the original channel work over the extension of the project. In the first awards the Great Lakes Dredge & Dock Co., Chicago, secured the contract for construction of the upper end of the channel, designated as "Section No. 1." The contract for the adjoining portion, described as "Section No. 2," went to Grant, Smith & Co. & Locher. Under an arrangement between the firms, the latter extended its cofferdam to take in 1500 feet, or all the dry work part of Section No. 1, becoming a sub-contractor of the Great Lakes Company. Both firms desired to contract for widening the sections covered in their original contracts. The Great Lakes Company, however, stood out for a price of \$1.98 a cubic yard, which Col. Townsend refused to allow, as the River and Harbors Board of Engineers had estimated the widening of the channel could be done at a cost not exceeding \$1.10 a cubic yard because the outfit of the contractors would not be necessary to build a new cofferdam. Grant, Smith & Co. & Locher were willing to accept the additional work at the Government's estimate and were willing also to complete the dry work portion of Section No. 1, included in their cofferdam. It was here the hitch arose between the contractors, which is now reported to have been settled by an agreement under which the work will be done by Grant, Smith & Co. & Locher, that firm making a division of profits with the Great Lakes Company. The above means that the whole Livingstone Channel will eventually be widened to 450 feet.

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September 16, 1910

"We want to have everything in readiness so we can switch on the lights the very first night following the opening of the new Livingstone Channel," said Arthur V. Conover, assistant commissioner of the United States Bureau of Lighthouses, Washington, who has been in Detroit several days inspecting the Livingstone Channel and also the Amherstburg channel, lower Detroit River. "In establishing new aids on the lower Detroit River, we propose to have the most up-to-date equipment it is possible to secure. On the Atlantic coast modern ideas have been worked out in a successful manner and we will introduce these in the lake districts as rapidly as practicable." Mr. Conover in a general way explained that the system of aids planned for the Livingstone Channel will include range lights and a series of bright beacons. "Unless we can prevail on the Canadian authorities to take over the care and maintenance of the aids in Amherstburg channel, the bureau will make some improvements there as well," said Mr. Conover.

Trotter's wrecker *J.E. Mills* went to Sandwich Friday and raised a big flat scow for the Mullen Coal Co. The scow, which was sunk at their new dock, was loaded with square timber.

The Buffalo Dredging Co. has leased Capt. Hutton's tug *Runnels* to take the place of the

Dreadnaught, which has been laid up. Capt. William Wilkinson, Engineer Fontaine and firemen Stan Gott and Tom Cook are the crew.

Charles Kemp, one of the best-known and most experienced drillboat blasters on the Detroit River, and a favorite among them all, has given up drilling and has purchased an interest in the Marine Meat Market from his father, Arthur Kemp.

C.H. Starke's dredge No. 8 and tug *Sioux* called at this port on Friday night on their way from Milwaukee to Strawberry Island, Black Rock, N.Y., to help dredge No. 9 on their big contract. Most of the crew are men who worked here two seasons ago.

The big steel freighter for the Playfair interest now under construction by the Collingwood Shipbuilding Company is booked to be launched on the 20th of October. The frame and plates are nearly all in position and the riveters are to rush the work night and day. When the vessel is completed she will be the largest steel freighter in the Canadian lake marine.

"Cutting out the turns in Fighting Island channel would greatly aid navigation and reduce the danger of vessels colliding in that section of the river, so I have recommended to the War Department that a survey be made with a view to straightening that channel," said Col. C. McD. Townsend, Engineer Corps, U.S.A., in charge of Detroit district, last week. The recommendation is in line with a report by Col. Townsend a year ago in which he expressed the opinion that by dredging off the angles, a channel about 800 feet wide and of sufficient depth to meet the needs of navigation could be constructed at a cost roughly estimated at \$420,000. The Fighting Island channel, which extends from the head of and along the west side of Fighting Island to the convergence of the Amherstburg and Livingstone Channels, lower Detroit River, is approximately five miles long. It runs in a zigzag course and contains five bends which increase the difficulty of navigation and the danger of collision, as the channel is used by both upbound and downbound vessels. Considerable influence is being brought to bear on the Government of Canada to induce it to cut through the Canadian channel running along the east side of Fighting Island, which is not now at a depth available for use by deep draft vessels. A delegation of prominent citizens of Amherstburg renewed the request for this improvement when Hon. William Pugsley, Minister of Public Works, was in Windsor last week, asserting that it would be a very small thing for Canada to do, in view of the millions the United States has expended for channel improvements in the vicinity.

Car ferry *Pere Marquette No. 15* passed up yesterday (Thursday) morning from Conneaut to Ludington to replace No. 18, lost last Friday.

Gene Abbott, formerly engineer on the tug *Pallister* at this port, called on friends in town on Friday. He has taken a berth with the C.H. Starke D. & D. Co. on the tug *Sioux* as second engineer.

The big Canadian Government dredge *Industry*, one of the largest on the lakes and the big Government ocean-going tug *Hercules* and yacht *Speedy* passed up the river on Tuesday of last week for the upper lakes. Local dredgemen were surprised to see a Canadian dredge of this size.

John G. Mullen of the Mullen Coal Co. made a business trip to Cleveland this week to look after the new outfit which is being put aboard the *E.E. Tyson*.

Capt. Moran, who had his fingers jammed in a towline on the tug *Lee* a few weeks ago, was in town last week. He will save his hand and most of his fingers.

The side-wheeler *Fremont*, purchased and brought here by Capt. Harris and Sheldon for the Amherstburg-Detroit run, was inspected last week and after a few minor alterations will make her initial trip.

The little tug *Martha H.* which E.E. Harris purchased a couple of years ago from Mt. Clemens parties, has been sold to Buffalo men to be used in the Erie Canal and has been taken away.

The old gas buoy of the Marine and Fisheries at Bar Point has been pulled into port here and dismantled and is no longer good for this part of the river. The tug *Aldrich*, Capt. Chas. Hackett, is looking after these buoys.

The D.B.I. & W. Ferry Co. is having the hollow above Chas. Hackett's Government dock at the foot of Bois Blanc filled in with rock from the derrick *Cuilene Rhue* to keep the Government dock from taking

sand from the ferry company's beach.

The little freighter *Helen* has been taken to the boneyard, south side of the old lighter *Hammond* at Elliott's Point, and will keep her and the *Maria Martin* company.

The lumber hookers, the steamer *Sachem* with the barge *Geo. O. Owen*, were driven into port here on Monday night from Lake Erie. The captain reported a heavy sea and that some of his lumber cargo had been washed off. She had to coal up at the local dock and was supplied with provisions.

Mullen Coal Co.'s fuelling lighter *Tyson* was taken to Cleveland last week to have a clamshell derrick installed in her and also side buckets for the fast fuelling of boats. Repairs to the extent of several thousand dollars will be put on her and when completed the *Tyson* will be a modern fueller in every respect.

ANOTHER MARINE DISASTER.-Pere Marquette 18 Goes Down 50 Miles Out of Milwaukee.-Twenty-seven of Those on Board Carried to Death, Others Being Picked up by Wrecked Vessel's Sister Ship, Two of Whose Crew Sacrifice Life in Rescue.-Twenty-nine were lost Thursday night of last week when Pere Marquette car ferry *No. 18*, bound from Ludington to Milwaukee, went to the bottom of Lake Michigan halfway across the lake. The dead include Capt. Peter Kilty of Ludington; S.F. Sczpanek of Chicago, purser and wireless operator, whose signals of distress brought assistance to the sinking steamer; twenty-five of the crew and passengers; and two members of the crew of car ferry *No. 17*, who lost their lives in an effort to rescue the crew of *No. 18*. The first word of the disaster that reached Chicago, the home of many of the crew of *No. 18*, was Sczpanek's C.Q.D., followed by information that his ship was sinking. This was repeated for an hour after the first flash was caught at the wireless station. Then there was silence for several hours, while anxious relatives waited. Then came the word from Pere Marquette *No. 17* that she was at the scene and had picked up the 33 survivors. Although *No. 17* carries wireless equipment, the call for help had not reached her and the first she knew of *No. 18*'s plight was when by merest accident she sighted her just as she was going down. Helpless to aid, she stood by for hours, picking up the survivors and keeping a lookout for bodies.

What caused the sinking of *No. 18*, the finest of the Pere Marquette's fleet of car ferries, is as yet a mystery. It may remain so, for most of the officers of the ship went down with her. Only Thursday the ship had been inspected by the Government. It is supposed that some of the sixty cars on board shifted. The loss is estimated at \$500,000.

The sinking of the vessel was one of the most horrifying catastrophes and utterly bewildering mysteries in the history of the Great Lakes. The fact that every one of the ship's officers went down at his post speaks eloquently for the courage of those men and the efficiency of the organization, but it makes it improbable that the real cause of the vessel's foundering will ever be known. This *No. 18* was flagship of the Pere Marquette fleet and the largest, finest and most costly ferry ever built on the lakes. She was worth nearly a half million dollars. In the photograph the ship looks not unlike an Atlantic liner. Only the day before she went down, she was inspected by Government officials at Ludington and declared to be in good condition.

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September 23, 1910

The Bar Point gas buoy went out last Friday and was replaced by Capt. Charles Hackett on Monday. The old one, which is the property of the Canadian Marine and Fisheries Department, has been brought to Amherstburg and will be shipped to Ottawa in exchange for a new one.

The wrecking steamer *J.E. Mills*, owned by the Trotter Wrecking Co., is being overhauled and repairs made. The boat has been strengthened to cope with rough weather on Lake Erie and is ready for fall jobs. A long distance telephone, which can be connected when the vessel is at her dock, has been installed in the captain's room.

A launch containing eight men from Detroit struck a rock near the new Livingstone Channel shortly before 6 o'clock Sunday night. She soon began to fill with water and a race was made for the Canadian shore, which was reached just as the launch sank. After hard work the boat was raised again and the men

proceeded to repair it. The names of the men could not be learned.

The *Ossifrage*, which has been running between Windsor, Detroit and Chatham, closed a successful season Wednesday of last week. Had it not been for the costly damage to the boat by coming in contact with logs and other debris in the Thames River, the owners would have had a large balance on the right side of the ledger. The vessel will go into dry-dock at Detroit before laying up for the winter. At the dry-dock a new rolled steel propeller shaft will be installed in place of the present one, which was badly damaged this season.

The big steel freighter *M.A. Bradley* of the Bradley fleet nearly nosed up into J.G. Mullen's backyard about five o'clock Tuesday morning in the fog. She was upbound, loaded with coal, and when opposite Amherstburg got off her course. She cast anchor, which dragged, and, caught in the drift of the current, she swung round and stranded eighteen inches out. She narrowly missed a collision with the Mullen Coal Co.'s lighter *Tyson* and other small craft in the vicinity. The tugs *Goulder*, *Trotter*, *Hackett* and *Rooth* with the lighter *Rescue* proceeded to work on her at noon on Tuesday and she was released Wednesday after 500 tons of coal had been lightered.

The stranding of the str. *Bradley* on Tuesday morning and consequent damage of many thousands of dollars by reason of striking on a mess of rocks just within Amherstburg harbor and taking a sheer into the bank emphasizes forcibly one point brought to the attention of Minister of Public Works Pugsley during his recent visit to Windsor: that the Department should have the dangerous spots on the Amherstburg side of the channel dredged out. It has been known for some time that a bunch of boulders lie in this spot on which, if a vessel gets out of her course, is bound to strand, and if half the amount were expended that it will take to make repairs to the *Bradley*, the harbor would be made reasonably safe for vessels of deep draught.

The dredge *Hercules* was in port for repairs to a dipper handle on Wednesday.

The str. *John Harper* discharged a cargo of soft coal for the Pittsburgh Coal Co. at this port on

Tuesday.

The heavy fog on the river Wednesday morning tied up navigation completely, even the tugs. From 5 to 9 o'clock nothing at all could move and dredge and tug crews, which change each day, were several hours late.

Charged with operating their vessel while she was deficient in equipment required by law, Capt. Frank Bernard and Fred. Campbell, master and engineer of the steamer *Douglas*, were on trial Tuesday before the local inspectors of steam vessels at Detroit. It is alleged the *Douglas* was kept in commission after a portion of her equipment was transferred to the *Fremont*, which is to replace her on the lower Detroit River route. The judges reserved their decision.

**THE "LADY ELGIN" DISASTER.**-Exactly 50 years ago last Thursday, September 8th, 1860, there occurred the greatest marine disaster in the history of navigation on the Great Lakes, one of the greatest in the history of the world - the loss of the steamer *Lady Elgin* with 282 of her passengers and crew.

In commemoration of the tragic anniversary and of the heroism of a former student, there was hung in the halls of Northwestern University, Chicago, an oil portrait of Edward Spencer, who at the risk of his own life unaided and alone rescued 16 persons from the wreck. Mr. Spencer was a member of the sophomore class at the time. He is an old man now in feeble health. The portrait is bestowed on the university by his friends that students of the future may have a reminder of the heroic deed.

The steamer *Lady Elgin* was sunk in collision with the schooner *Augusta* in Lake Michigan off Evanston, Ill. The *Augusta* was sailed by Capt. Nelson Malott of Kingsville, who was afterwards drowned by the sinking of the barge *Mojave* in Saginaw Bay. The *Lady Elgin* left Chicago about 11 o'clock the evening of September 7th on her regular run for Lake Superior. On board were three hundred German excursionists that she brought over that morning from Milwaukee; 50 passengers from Chicago and her crew of 35, making a total of 385.



As she was steaming northward with lights all set, the schooner *Augusta*, with no lights, swept out of the gloom and crashed into the midships gangway on the steamer's port side. Most of the *Lady Elgin*'s passengers had retired; others were dancing in the cabin forward and panic seized them. A life-boat lowered to investigate the extent of the steamer's damage dropped astern and was lost in the night. Meantime the steamer was filling rapidly. As she began to list, many of the passengers threw themselves overboard. Before the wrecked vessel took her final plunge, within 20 minutes after she was struck, a heavy sea swept away most of her upperworks and a number of passengers. Of the 385 persons on board only 98 reached shore alive, 18 in her two lifeboats, 14 on a raft and others on pieces of wreckage. A large raft so heavily loaded with human beings that it was almost submerged was broken up by the waves before it reached shore. Most of those who sought to escape on it, including Capt. Wilson, master of the steamer, were lost.

Following the collision, the *Augusta* drifted away in the darkness. So bitter was the sentiment against her as a result of the frightful tragedy that her owners, in the effort to disguise her identity, soon afterward changed her name to *Colonel Cook*. Later she was sent down to the Atlantic coast and was lost.

**The Lake Levels.**—The International Waterways Commission have issued an exhaustive report on the "regulation" of Lake Erie. The report deals also with the regulation of the Great Lakes System and is an important document, relative to the question of maintaining a suitable height of water in these great bodies. The question is not fully solved; in fact, it appears to offer insufferable difficulties. One of these relates to drainage in certain important low-lying sections of both Canada and the United States. On Lake Erie, drainage into the lake is affected in places with difficulty. This difficulty would be materially increased were the lake level raised. Harbor facilities, some of them very costly, would be damaged and in instances rendered of no use by a comparatively small raising of the lake levels. Floods also would result in certain instances. On Buffalo Creek floods are now of common occurrence. The water floods an area of 1600 acres, having a population of 10,000 people. It is stated that a raise of two feet of water in the lake causes a raise of about one foot in the centre of this flood district. Ice jams are also considered. It is stated that if the proposed regulating dam, placed about a mile from Horseshoe Reef, were given effect it would aggravate the difficulty from ice jams. In some winters as conditions now exist, the bergs have been twenty to thirty feet high. Lake Ontario and the St. Lawrence canals would be affected, it is claimed, by a change in the levels in the upper lakes. Anything affecting the St. Lawrence canals in this way would be serious. Along certain parts of the Canadian shores of Lake Erie, dykes are now in existence and pumping is resorted to. Here again, the raising of the levels would be objectionable.

The important conclusion is arrived at that somewhere in the Niagara River between Lake Erie and the Falls a submerged dam may be placed which would greatly benefit the navigation of the waters above without injury to those below and with only minor damage, if any, to the lower lakes. Without any attempt to "regulate" Lake Erie, the levels of the lake may be raised sufficiently to compensate for the damage heretofore inflicted by the Chicago drainage canals and other deteriorating influences.

The question of Lake Superior as a reservoir is discussed. The lake maintains a remarkably uniform flow in the St. Mary's River. It is not in the power of man to improve this uniformity of flow to any important degree. He may disturb it, make it less uniform, by storing water in Lake Superior, but any water withheld at one season would create a deficiency in the lake below which must be replaced by an equivalent increase of discharge at another season.

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September 30, 1910

Herbert Craig has given up drilling and has taken a position with Fred. Trotter. Wilbert Roadhouse has given up river work to become second engineer at the A.E.L.H. & Power Plant.²⁰

The steamer *Kaministiquia*, used as a ferry and owned by the Lake Coast Trading Co. of Port

²⁰ Amherstburg Electric Light, Heat & Power Plant

Arthur, was totally destroyed by fire at her dock, four of the crew having only time to escape with a few personal belongings. The loss is \$7000. The *Kaministiquia* was the old steamer *Imperial*, which for some years plied on the Pelee Island-Amherstburg run. She was sold by the H. Walker estate to Port Arthur parties. After being renamed she was used during the season of 1906 here.

Capt. Klaus Larsen on Sunday afternoon demonstrated that a motorboat can safely pass through the whirlpool rapids and the whirlpool [in the lower Niagara River], but his little launch, the *Ferro*, came to grief between the whirlpool and Lewiston. The engine did not work and she drifted into an eddy near Niagara University and there, when the boat was pulled ashore, Larsen was helped out and, after being placed aboard an electric car, was taken to Lewiston.

James G. Murray, superintendent of the Great Lakes D. & D. Co. of Cleveland, was in town Friday inspecting his fleet, which is laid up here.

The Pittsburgh Coal Co. are having the big schutes on the fuelling lighter *Snowden* raised and overhauled. James Hoyt of Cleveland is doing the work.

E.E. Harris was hit on the head by a sledge in the hands of a fellow worker for whom he was holding a chisel on the str. *Fremont* one day last week. He is able to be out.

James Blair who runs the derrick on the lighter *Rescue* was hit on the head and shoulders by the bucket when the lighter was working on the str. *Bradley* last Wednesday receiving severe injuries.

Wm. Blair of Sault Ste. Marie, Mich., has accepted a position as engineer on Menzies' tug *Jean*. Mrs. Blair and child are here and have taken rooms in the McCarthy house, Richmond Street.

The ferry *Papoose* came down on Sunday with a scow and will be used to haul stone the rest of the season. The scow was rebuilt and the *Papoose* overhauled since the island season closed.

When the steamer *City of Cleveland* broke the towline of the barge *Chester B. Jones* last Thursday night, there was an exciting race between the tugs *Rooth* and *Trotter*. The *Trotter* reached the disabled boat first and towed her out into the lake, where she was attached to her steamer.

The Mullen Coal Co.'s fuelling lighter *Emma E. Tyson* arrived here last week from Cleveland, where she went to be repaired, and is being put in shape at this port. A big McMyler hoisting clamshell derrick came over on her and this will be used to coal boats instead of the big patent hoppers which were washed off her by a passing steamer. A large gang of carpenters are busy tearing out her decks and making one big hatch from stem to stern. Rails for the runway for the derrick are being put into position and two big steel schutes holding 4, 5, 8 tons of coal are being put on her. William Johnson will be chief derrick runner on the new hoisting engine. Electric lights are being installed all over her so coaling can be done at night as well as in the daytime.

J.N. Mullen of the Mullen Coal Co. is in Harper Hospital, Detroit, recovering from a severe fracture of the right arm, sustained Friday afternoon at Amherstburg. Mr. Mullen was superintending the fuelling of the tug *Francis B. Hackett* when in an attempt to push the bucket of the derrick away from the side his arm was caught between the heavy machine and a post and was crushed so that both bones of the forearm were broken, the bones protruding through the flesh. He was hurried to Detroit, where Dr. Lafferty reduced the fracture. On Sunday an examination with X-rays revealed an imperfect splint and the arm was again broken and reset. It will be a long time before he will be able to use it.

The Brown-Hanna Collision.—The strs. *Dan R. Hanna* and *Harvey H. Brown* collided in St. Clair River at 6:45 Saturday opposite Black River and the *Hanna* grounded in a leaking condition while the *Brown* tied up at Sarnia. The *Harvey Brown* of Detroit, in command of Capt. David Girardin Jr. of Amherstburg, was bound down, loaded with iron ore for Ashtabula. The *Hanna* was bound up with coal. When round the middle ground abreast of Sarnia in the Canadian channel, the two boats crashed together and then drifted apart. The *Hanna* struck the *Brown* amidships on the starboard side, lying down all her rail, bending her frames and bulging her decks up for a distance of about 50 feet, which will likely put her out of commission a long time. The *Hanna* swung across the stream and ran aground on the middle ground abreast of Black River with both anchors down, heading east and west but far enough out of the channel

not to interfere with navigation. The *Brown*, while going into dock at Sarnia head-on after the collision, struck the schooner *Bertha Barnes*, the *Barnes's* jibboom going through the bulwarks up into the pilothouse and driving the *Barnes* down the river. The starboard side of the *Brown* is badly crushed and a number of her deck plates are buckled and several of her frames are broken. Reid's wrecking tugs *Sarnia City* and *James Reid* and the tug *Rooth* went to the assistance of the freighters, and the *Rooth*, Capt. Grisdale, while getting away from the dock stripped the buckets off her wheel on some obstruction. The collision is said to have been caused by misunderstood signals. Both captains disclaim wrongdoing. An investigation is being held at Port Huron. The *Hanna* was lightered of 100 tons of her cargo and released Sunday afternoon. John G. Mullen of Amherstburg owns a big share in the *Hanna*.

October 7, 1910

COL. TOWNSEND'S "BIG STICK".- "I have contemplated the move ever since the channel was begun," said Col. Townsend yesterday. "The Livingstone Channel is a project undertaken by the United States Government and I think an American town should receive any benefit accruing from the necessary supplying of commodities to the men at work on the channel. I will order Mr. Dixon to move the headquarters to Wyandotte during the coming winter." - Under big headlines recent Detroit papers have been advertising Amherstburg's annihilation because the people of this place have had the temerity to object to the destruction of their harbor and waterfront and the pollution of their water supply by the erection by the United States Government of the proposed dam in Canadian waters from the head of Bois Blanc Island to the lower end of the cofferdam. The *Sunday News-Tribune* says, "Amherstburg residents and storekeepers stand aghast at the latest move of Col. McD. Townsend, United States Engineer in charge of the Livingstone Channel" in having ordered everybody and everything in connection with this work away from Amherstburg. One would imagine the doughty Colonel engaged in some game with this municipality and that he had at last succeeded in checkmating his unfortunate opponent. The *Echo* hasn't seen any resident or storekeepers "standing aghast" since this dire calamity has been threatened, nor does it believe that anyone in this town is shortsighted enough to imagine that Col. Townsend and the United States Government will use Amherstburg as their base of operations in connection with the Detroit River work for a day longer than it suits their convenience to do so, or that their headquarters have been established here for the benevolent purpose of furnishing a livelihood for some of the town residents and storekeepers. The *Echo* recalls that before this work was undertaken at all Amherstburg got along fairly well in its own way and, while it must be admitted that the large contracts being carried on in the river opposite this place have furnished means of employment to a large number of our citizens, we do not anticipate that these men will starve to death if the Engineers' office be moved to Wyandotte. We are glad to have our American cousins among us, but if it is necessary, in order to keep them, to submit to the injustice of this dam for all time to come, an injustice which the United States Engineer is very careful not to impose on their own citizens on Grosse Île or the Trenton channel where a dam could be constructed to maintain the water level just as well as on the Canadian side, then we say: "The game is not worth the candle." Col. Townsend himself has asserted that a dam on the Grosse Île channel, which is not improved, would serve the same purpose he hopes to gain by the Bois Blanc dam, but the rich land owners on that side would rise in rebellion before they would allow it there. The *Echo*, however, does not believe that this has anything to do with the matter and that if the engineers' headquarters could be more or even as conveniently situated at Wyandotte they would have been there long ago. Previous eminent engineers in charge - such as Gen. Poe, Lydecker, Bixby and Davis - sized this matter up years ago and decided that there would be a great saving, as well as a great convenience, in having everybody on the spot instead of many miles away, and it has been continued that way for over thirty years. In any event, it is time to cut out this "big stick" business. One would have imagined that a man big enough to hold Col. Townsend's job would be above this kind of buncombe. If, however, the Colonel is correctly reported - and he has not denied it - as threatened thus to punish Amherstburg for her rashness in opposing his views as to the construction of this

dam, whatever the consequences of it might be to the town, then the Colonel must step down into the class with the little girl at the party who because she couldn't have her own way took her doll and went home. None of Col. Townsend's eminent predecessors - Poe, Lydecker, Bixby and Davis - ever attempted to sandbag Amherstburg into a condition where she would lie down and be trodden upon without protest. We would commend to Col. Townsend's early attention the recent judgment of Robert E. Lewis of the United States District Court of Pueblo, Colorado, in a matter almost parallel to this, and the American newspaper comments thereon. Were the *Echo* given to bombast, it might remind Col. Townsend that this is an international work, brought about by an agreement among the British, Canadian and U.S. Governments, and that when waterfront was needed to permit the straightening of the channel at Amherstburg the Canadian Government bought it from private citizens and granted the U.S. Government permission to do the work there, and during the whole time that these works have been carried on in the lower Detroit River the Canadian Government has permitted the entry into this country, free of duty, of all the plants, crafts and supplies used in connection with them and this has been broadened out to include practically everything, even to domestic supplies and household necessities for the staffs connected with the work and the employment of foreign labor therein almost entirely. The Colonel shouldn't forget that Canada has more than done her share in the improvements to international deep waterways. Where the United States spent hundreds, Canada has spent thousands for the mutual advantage of both countries. Our great system of canals clear to the Atlantic Ocean are as free to American vessels as Canadian and this condition applied equally to Georgian Bay and the Soo Locks, where there is no discrimination. It should also be remembered that opposition to the proposed dam doesn't all rest with Canadian interests. Much of the riverfront which is threatened belongs to Americans, who one and all are a unit in opposing, with all the means at their command, Colonel Townsend's proposed dam.

While a broken dipper was being taken off Buffalo dredge No. 7 it was dropped into the river and a diver had to fish it out. A new dipper was put on.

The Canadian Department of Marine and Fisheries has arranged to ring the submarine bell signal at the Southeast Shoal every day during the month of October between the hours 7 a.m. and 6 p.m.

The steamer *Harvey H. Brown*, Capt. D. Girardin Jr., which has been placed in dry-dock at Cleveland, will be a month's job for the shipbuilders. Almost her entire starboard side will have to come out, besides 50 or 60 feet of the deck.

Another interesting baseball contest between the Dunbar and Sullivan teams was played to a finish on the town park last Monday, the Sullivan team being victorious in a score of 9 to 4. Batteries: Dunbar - Neilson and Harmon; Sullivan - E. Maguire and W. Tobin.

The tug *Sir John* and big parent deep-water sounding boat of the Marine and Fisheries Department, bound from Ottawa to Tobermory, stopped at the Pittsburgh Coal Co.'s dock to coal up one day last week. The *Sir John* has been rebuilt since she was stationed here.

The new steamer *Fremont* is now making regular trips between Amherstburg, Stoney Island, Wyandotte and Detroit and carries passengers, freight and supplies for the dredges of the new Livingstone Channel. She was brought from Duluth early in the summer and overhauled, and is now in first-class shape. Her capacity is 600 passengers and speed 14 miles an hour. Her owners are Capt. Sheldon of Lexington and Capt. E.E. Harris of Detroit. Her officers are Frank Bernard of Amherstburg, captain, and Fred. Campbell, Detroit, engineer. The steamer *Douglas*, used all season on the route, will be taken to Walkerville and laid up. The *Fremont* showed that she is in the same class with other craft Tuesday morning by running aground at the lower end of the cofferdam with a big load of dynamite for Grant, Smith & Co. & Locher. She released herself.

October 14, 1910

Construction work on the new portion of the "dry work" in the Livingstone Channel has been discontinued by the engineer-in-charge as a protest, so it is asserted, against the action of Amherstburg's objection to the Bois Blanc Island dam. Just why Uncle Sam should hold up U.S. Government work being

done by U.S. contractors using U.S. labor on account of the refusal of Canadian citizens to have their territory injured forever is a difficult matter to understand, and looks like a "hold-up." But Amherstburg people are a unit in this matter and do not believe that any Liberal Government will override their rights by consenting to the construction of a dam which would damn for all time as fair a stretch of waterfront as exists in America, notwithstanding the fact that Col. Townsend is said to have told a Detroit gentleman who owns a summer home here, which would be detrimentally affected by the proposed work, that the dam would be built in spite of the Canadian kickers. It would be interesting to know what Canadian official handed out to Col. Townsend the assurance that the Canadian Government would be complaisant in this respect.

A body was found on the shore of Lake Erie near Merlin on Friday which is believed to be that of Capt. Thomas Bell of Ogdensburg, N.Y. Capt. Bell is supposed to have gone down with the vessel *Clarion*, which was burned on Lake Erie last December near Sandusky, Ohio.

Local steamboat inspectors Meno and Milne of Detroit have suspended for ten days the licenses of Capt. Frank Bernard and Engineer Fred. Campbell of the steamer *Douglas*. The suspension takes effect today (Friday). Complaint was made against the two licensed officers when Inspectors Milne and McCallum discovered the boat to be shy her regular life-saving equipment and hose. A small workboat had replaced the regular lifeboat and this was full of water and without falls to allow for its launching. The explanation given for the lack of necessary articles was that the *Douglas* was to lay up in a few days, the *Fremont* taking her run to Wyandotte and Amherstburg. The owner, E.E. Harris of Amherstburg, they said, had ordered the transfer of the equipment to the *Fremont*. The *Douglas* was sailed several days without the proper articles. Capt. Bernard lives in Amherstburg and Campbell at 216 Helen Avenue, Detroit.

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October 21, 1910

The steamer *William P. Palmer*, first of the Great Lakes fleet ever put together on the Isherwood longitudinal system of frames running from stem to stern<sup>21</sup>, was successfully launched at noon Saturday at the Ecorse plant of the Great Lakes Engineering Works. The *Palmer* is the last of three 12,000-ton steel freighters built at the Ecorse yard this year for the Pittsburgh Steamship Company, the others being the *William J. Olcott*, launched in July, and the *William B. Dickson*, launched August 27th.

The Canadian Marine Department has arranged to take over from the United States all the lighthouses, lights and other aids to navigation in the Lime-Kiln Crossing on the Detroit River. Although the crossing is Canadian territory, the aids to navigation at this point have hitherto been looked after by the United States in view of the fact that some years ago the channel was dredged and approved by the American Government. The Minister of Marine, Hon. Mr. Brodeur, stated that next year his department will effect considerable improvement in the lighting of the channel.

That an appropriation for the commencement of the construction work on a new Welland Canal will be made at the forthcoming session is the statement of W.M. German, M.P., who was at Ottawa interviewing the Government about it. Mr. German says he has had assurances to that effect. The original idea was to enlarge the present canal from Port Colborne ten miles and then construct a cut-off. Surveys, however, have disclosed a dangerous bed of quicksand on the route of the cut-off and an entirely new canal is now proposed. It would start about six miles west of Port Colborne and have its outlet at the mouth of

<sup>21</sup> Benjamin Franklin Isherwood (1822-1915) joined the U.S. Navy in 1844 and after serving in the Mexican War was assigned to the Washington Navy Yard. There he experimented with steam as a source of power for ships before being appointed Engineer-in-Chief in 1861, a position he held until his retirement in 1884. During the 1860s he designed fast ships for the Navy for use during the Civil War and published a 2-volume work, "Experimental Researches in Steam Engineering." His longitudinal system involved building a ship with closely-spaced, light longitudinal frames connected by strong, heavy widely-spaced transverse frames instead of the usual method of using transverse main framing. Isherwood has been referred to as the greatest engineer ever produced by the U.S. Navy. (Sources: <http://navysite.de>; [www.infoplease.com](http://www.infoplease.com); [www.ibiblio.org](http://www.ibiblio.org))

the Jordan River. The length would be 22 miles.

The steel steamers *Martin Mullen* and *James H. Reed* collided in the St. Clair River not far from Joe Bedore's Flats Hotel about 2:39 a.m. Wednesday of last week. The *Reed* managed to make her way to Bedore's dock and tied up, her pumps keeping her afloat. The *Mullen* was run over to the Canadian side of the river and beached to prevent sinking. Each captain blames the other, but it is possible that defective steering gear was the cause of the collision. The *Mullen* is said to have sheered in passing a tow. The night was clear. The collision was accompanied by no injuries to the crew. It luckily happened about the time of changing watches and the men were on deck. The forecastle quarters of both vessels were smashed in and had the sailors been in their bunks several might have been hurt. The bows of both boats were stove in. The *Mullen* was released a few days ago from Huron Point. She is 410 feet in length. She was upbound with coal. The *Reed*, 468 feet in length, was downbound with ore. The *Mullen* is owned by Hutchinson [of] Cleveland and the *Reed* is managed by the Wolvin Co., Duluth. The *Mullen* was named for Martin Mullen of Cleveland, who with J.G. Mullen of Amherstburg are large shareholders in the vessel.

The steamer *William P. Palmer*, the third and last of the 600-foot steel freighters built for the Pittsburgh Steamship Company at the Ecorse plant of the Great Lakes Engineering Works this year, will be dropped into the river Saturday noon. The *Palmer* differs from her sister ships in that she is built on the Isherwood system.

The shipping season on the Great Lakes, so far as the fatality list is concerned, seems to have been quite as successful as usual.

George Woods had one of his fingers badly jammed by being caught between a drillbar on drillboat No. 5 of the Buffalo Dredging Co.

James Stewart, engineer on the ferry *Columbia*, came home last week, having laid the steamer up. He has taken a job with the U.S. Government here.

The big 100-horse power gasoline tug *Wm. Logan* tried to sink the ferry *Britannia* at Detroit on Friday last and as a result had her nose broken off.

The steamer *John Harper* discharged a cargo of first-class slack coal for the Pittsburgh Coal Co. this week for the electric light plant, waterworks and Wigle's mill.

William Pizer, mate on the steamer *Harvey H. Brown*, spent a couple of days last week with his parents. The *Brown* is out of dry-dock as good as new and is on her way up the lakes.

The steamer *C.C. Hand* broke her rudder off on Ballard's Reef on Friday and ran aground. The tugs *Trotter* and *Goulder* went to her assistance and she was towed over to Toledo.

The steamer *Albright* of the Mitchell fleet, ran aground on the Southeast Shoal and tugs from this port released her on Wednesday.

The tug *Abner C. Harding* has been ordered to Amherstburg to be stationed with the tug *Harvey D. Goulder*, which has been at this port all summer.

The steamer *Fremont* is laid up at Fraser's lumber dock.

The Pittsburgh Coal Co. are having their coal schutes at the foot of Murray Street rebuilt.

Charles Hackett has rebuilt the mill dock and his tug, the *W.B. Aldrich*, will lie there hereafter. Al. Johnson, cranesman on the Buffalo Dredging Co.'s dredge No. 7, had his hand jammed in a chain Saturday and is laid up for repairs.

J. Norvell Mullen is still laid up at Harper Hospital, Detroit, but is improving and is expected home in a few days. He was very fortunate in having the arm saved, considering the serious nature of the fracture.

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October 28, 1910

Section 1 at the upper end of the "dry work" of the new Livingstone Channel, for which the Great Lakes Dredge & Dock Company has the contract, was finished on Saturday and has all been swept by the Government sweep boat. It is ready for traffic as soon as the water is let in, but the contracting company is now waiting for the Government inspection. The 300 feet of "dry work" will be completed sometime soon and will also be ready for the water to be turned in as soon as the additional 150 feet already

undertaken is completed. M. Sullivan, who has the contract for a large share of the improvement of the Livingstone Channel, has almost completed his drilling work.

The steamer *Martin Mullen*, whose bow was crushed in by collision with the steamer *James H. Reed* just below Southeast bend, St. Clair River, about ten days ago, is in dry-dock at Superior undergoing repairs.

The steamer *J.W. Westcott*, lumber-laden, which went aground on Sister Island shoal, Green Bay, last Thursday on the way from Georgian Bay to Chicago, was released Monday. The heavy sea prevented wreckers doing effective work before.

Coming in at Kemp's dock, Sault Ste. Marie, Monday morning, the str. *America* lost her wheel and rammed the str. *Choctaw*, which was tied up at the dock. Damage is estimated at \$1500. Repairs will be made at Hickler's shipyard.

The 600-foot freighter *William C. Moreland*, which has only been out since September, struck the outer reef at Eagle River, Keweenaw Point, on Thursday. When the storm sprung up, life-savers who had gone to her assistance and the crew were compelled to abandon the vessel. The crew were taken ashore in safety. Before leaving the ship they filled her tanks to prevent her pounding on the rocks. The crew returned to the *Moreland* next morning and several of the number were below decks when she broke up into three pieces, but none were lost. With considerable difficulty the men re-embarked in small boats and made their way to shore, a mile distant. The vessel and her cargo of 11,000 tons of iron ore are a total loss.

Old-time vesselmen recall that last Saturday marked the thirtieth anniversary of one of the great tragedies of the lakes - the loss of the steamer *Alpena* with all on board - 76 in number. The storm in which the *Alpena* was lost is described even to this day as one of the most severe that ever lashed the lakes, leaving destruction and death in its wake. It began on Friday, October 15th, 30 years ago and raged through four consecutive days, much of the time the wind maintaining a velocity of 60 miles an hour. Several lake vessels foundered or were wrecked. The side-wheel passenger steamer *Alpena* sailed out of Grand Haven, Mich., about eight o'clock [on] the evening of October 15th, bound for Chicago. She never arrived at her destination and the only clue to her fate and that of those aboard her was given when wreckage washed up along the shore several days later. Not one of her passengers or crew escaped. Before clearing from Grand Haven, Capt. Napier of the *Alpena* was warned by the weather bureau to remain in port. He retorted that never yet had he encountered a storm that he could not weather, and sailed out to death.²²

The second disastrous wreck within a week off Keweenaw Point, Lake Superior, occurred Sunday when the large wooden steamer *Langham*, owned by John I. Adams, Detroit, coal laden, bound from Cleveland to Fort William, Ont., burned and sank six miles off Betegrise. The steamer is a complete loss and it is unlikely any attempt ever will be made even to salvage her engines. After burning seven hours the steamer sank stern first in 120 feet of water. Her crew of 15, with Captain John H. Sinclair, Port Huron, and one woman, the wife of the cook, escaped in two yawls and viewed the sinking of the *Langham* from the distance of a quarter of a mile. Some of the crew narrowly escaped death in the flames, which spread rapidly and burned into the vessel's deckload of hard coal. Few of them saved their personal effects. When she was built at the yards of F.W. Wheeler & Co. in West Bay City in 1888, the *Langham*, then known as the *Tom Adams*, was the largest wooden vessel ever turned out in Michigan. She was brought out by Capt. Duncan Nicholson, at present supt. of the D.B.I. & W. Ferry Co., Detroit. She was 281 feet long with 41.4 feet beam and 20 feet deep. Her gross tonnage was 1810 and she had a carrying capacity of 3000 tons of iron ore. After the new steel steamer *Thomas Adams* was built in 1902 the wooden steamer's name was changed to *Langham*. She was valued at \$40,000 and insured for \$30,000. Her coal cargo of about 2600 tons is estimated at about \$10,000.

No decision has been arrived at as to the improvement of the Welland Canal, and the Jordan route has not been adopted. It is estimated that the Jordan route would cost 50 million dollars. In any event, it

²² See the account of this storm as reported in the *Echo* October 22, 1880, in Vol. I(4), pp. 94-96.

will take from six to eight years to construct it. The enlargement of the Welland Canal will be a live subject at the coming session of the Dominion Parliament.

The big steel dump scow *Gold Standard* of the Dunbar fleet was at the Great Lakes Engineering dry-dock for repairs last week.

Major Boies leaves next Monday for his home in Hudson, Mich., the season for dredge work on the lower Detroit River having practically closed.

Committees representing local dredgemen are arranging for their annual assembly in the town hall on American Thanksgiving eve, October 23rd. The success their efforts met with last year is an earnest of better things to follow this year.

Buffalo drill No. 5 leaves today (Friday) for Buffalo, where it will be employed the rest of the season, and [will] be brought back again in the spring to complete their contract here. Local men employed on her will remain in Amherstburg and take other jobs.

The steamer *E.A. Shores*, Capt. Joseph Mahon, is as good as an airship these days. She has made already this month 12 trips between Huron and Windsor, carrying coal for the Mullen Coal Co. She carries 800 tons a load, making a total of 9600 tons for 24 days work.

THE BOIS BLANC DAM.-The Detroit papers are publishing the following despatch, purporting to be from Ottawa: "It is generally believed here that the plans for the proposed dyke between Stoney and Bois Blanc Islands have been accepted by the Deep Waterways Commission now in session here, though no decision has been announced. Residents of Amherstburg and others who have summer homes near where it is proposed to build the dyke are greatly wrought up over the rumor and if it is true the matter will be bitterly contested before it is passed on by the House of Commons."

The above telegram need not give the residents of Amherstburg a moment's uneasiness. The *Echo* is assured by A.H. Clarke, K.C., M.P., that no action has been taken by the Canadian authorities on any report yet and those whose deepest interests are concerned will have the last word in connection with the proposed dam. This merely confirms what Major H.J. Lamb, Public Works Engineer, told the *Echo* weeks ago, that so far as permission to build the proposed dam is concerned, it wouldn't be considered, but the Canadian engineers were seeking a substitute proposal to conserve the height of water and meet the wishes of the American engineers. He was advised to advocate damming the Trenton Channel, which Col. Townsend has stated would accomplish the purposes aimed at by the dam he sought to run from Bois Blanc to the dry works. The people of Amherstburg are relying on the assurances given them by Major Lamb. President William Livingstone of the Lake Carriers' Association, in an interview with the *Detroit News* Tuesday, felt sure that the work on the channel which bears his name would be carried out, but hints at the recent suspension of construction work in the additional 150 feet as due to the dispute over the dam's location. It is currently reported that this has nothing to do with the matter; that it is because the Government refused to pay the bills sent in to the amount of \$23,000, as the cost of constructing the cofferdam already there was figured in the accounts. President Livingstone doesn't know the sentiment of the people of Amherstburg when he intimates that feeling against the proposed dyke has abated. The pollution of the water supply cannot be dismissed lightly. While Windsor has a score of typhoid cases on their hands and the facilities of their hospitals are overtaxed, Amherstburg has been almost entirely free from contagion. The health of the people must not be trifled with, not to mention the foisting upon us of an eyesore for all time to come.

DEATH OF WALTER V. HENLEY.-Seldom has the town been stirred so much by the death of a young man as it was when the news became known that Walter Venn Henley, eldest son of Daniel Henley, had passed away Sunday morning. The fact that his illness was serious had not generally become known until his demise was announced. Subject to quinsy²³ for years, he had a severer attack than usual in August, which he fought off with persistency, sticking to his post as helmsman on the D.B.I. & W. ferry

²³ abscess of the tonsils

steamer *Britannia*, but was finally compelled to enter the Marine Hospital in Detroit for treatment. When the boat laid up he returned to Amherstburg and accepted service with the Buffalo Dredging Co., but complications arising from his throat trouble set in and just a week before he died he was compelled to take to bed and never rallied, blood poisoning of the whole system having developed. Dr. Teeter, the attending physician, was assisted by Dr. Sanderson of Detroit and Dr. Walter Venn, specialist of Chicago, the young man's uncle, but nothing could be done to stay the hand of death. "Bose," as he was familiarly called, was a born mariner. From earliest boyhood his ambition was to get on the water and masters under whom he served assert that he was a most capable wheelsman, not only for his excellent knowledge of the Great Lakes but also because of his remarkable eyesight, which enabled him to pick up the names of vessels at great distances. Being a young man ardent in the pursuit of his chosen life's work, socially popular among his companions, personally known to nearly everyone in the place of his nativity, educated in the town schools and coming from one of Amherstburg's best-known families, his death carried grief to all....

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November 4, 1910

The heavy southwest wind that blew about 60 miles an hour on Sunday morning on the Great Lakes caused great discomfort to craft on the lower Detroit River and Lake Erie, and Amherstburg docks were lined with those fortunate enough to secure shelter here. The gale also did considerable damage along the shores of Bois Blanc and Amherstburg. Three large dump scows were torn from their moorings and cast high on the bank at the foot of Bois Blanc. Two scows owned by the Buffalo Dredging Co. were also torn from their anchorage and cast aground. Drillboat *No. 2*, owned by the same company, was hurriedly pulled into Amherstburg for shelter, the seas running so high that the tugs *Lee* and *Runnels* were necessary. A steel mud scow was reported aground at Bar Point and the barge *Warriner*, which was only recently raised in Callam's Bay, was torn from her anchorage and blown across the channel and the tugs *Goulder* and *Aldrich* were required to bring her back to Amherstburg, where she was more securely anchored. The anchor of the *Warriner* is still in Callam's Bay, but the wrecker *Mills* has orders to pick it up when times are slack.

The barge *Warriner*, in tow of the steamer *Flagg* of the Hanna Line, struck the rocks at Ballard's Reef above Amherstburg at 9:30 Friday morning and stove two large holes in her bottom. She came near sinking in the crossing and blocking the passage, but the tugs *Marion Trotter* and *Aldrich*, which hurried to her assistance, succeeded in getting her into Callam's Bay, where she sank on the sandy bottom. The wrecker *Mills* went to her assistance and while trying to drive the water out of the *Warriner*'s hold by air compression, the top of an air compartment blew out and the barge, which was nearly dry, filled with water again. Work was suspended until the damage could be repaired and the lighter *Rescue* came down from Detroit to take enough ore out for a pump to be placed. For four days and nights Capt. Trotter had his whole outfit working on her, including three steam pumps, air compressor, diving rig, diver, a steam boiler and the tug *Trotter* and wrecker *Mills*. A large number of men from town made a nice harvest out of the wreck, some of them not sleeping for 72 and 80 hours, but worked night and day.

Her steering chain parting while she was passing the Lime-Kiln Crossing, the steamer *C.W. Kotcher*, bound up coal-laden, went aground on the rocks early Wednesday morning. She swerved westward and ran on full length on the west bank. She lay nearly across the channel and formed such a serious menace to navigation that Harbormaster Barrett directed that no vessel be permitted to pass up or down during the night and designated the tug *Aldrich* for patrol duty to see that his order was obeyed. The current that sets off to the eastward from the cofferdam and that caused by the boat blocking the stream made passing very dangerous and impossible without the aid of tugs. This accident following a long season of idleness made a harvest for tugs which were busy as bees escorting vessels past in single file during daylight. Capt. C.H. Sinclair, representing the Underwriters, is superintending the *Kotcher*'s release. Two air compressors were installed on her Wednesday night by Capt. F.J. Trotter, who was the first man on the job, and the lighter *Rescue* removed part of her cargo. The place where she lies made it necessary to use five or six tugs to hold her after the air compressors began work. Yesterday (Thursday) morning, after part

of her cargo was removed, she swung clear of the channel and a procession of vessels held up passed without further assistance. A great array of tugs had a pick at the *Kotcher*, among the tugs on the job being Capt. F.J. Trotter's tug *Trotter*; Capt. Charles Hackett's *Aldrich*; the Hackett Wrecking Co.'s *Home Rule*; Trust tugs *Harding*, *Rooth*, *Goulder*, *Frank W. Lutz*, Reid's tug *Sarnia City* and the Port Huron tug *Nelson*. Capt. William Wilkinson is at the Marine Hospital, Detroit, with a very severe attack of stomach trouble.

The heavy northwest wind on Thursday lowered the water several feet and relic hunters got in their work. Freighters were not held up, but passed up and down as usual.

A big flat scow belonging to the dry works and loaded with coal sprang a leak at the south end of the dam, but the prompt assistance of the tug *Trotter* saved her from sinking.

The Trotter Wrecking Company's steamer *Mills* placed steam pumps at Pêche Island, the Stoney Island dry works and at the Bear farm last week to do big pumping jobs. This company has two more pumps for wrecking purposes.

Canadian aids to navigation on the Great Lakes will be out of service by December 15th and those on Lake Superior five days earlier, according to notice given by A. Johnston, Department of Marine and Fisheries. "All Canadian lights and fog alarms in Lake Superior will be kept in operation this autumn until December 10th, with the exception of Caribou Island, which may not be kept in operation later than December 5th, subject to weather conditions or early closing of navigation," says Mr. Johnston's announcement. "Mariners must not rely upon finding any of these lights in operation later than the dates specified for closing. All Canadian lights and fog alarms in Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie, Lake Ontario and connecting waters will be kept in operation until December 15th, excepting Lonely Island, Western Islands and Red Rock lights in Georgian Bay, which may be closed on December 10th if navigation closes early. All Canadian lights in the St. Lawrence River will be kept in operation as long as navigation is open and all gas buoys will be kept at their stations as long as ice conditions admit, and when it is necessary to remove the buoys before the close of navigation, spar markers will be laid down where possible. Lightkeepers and mariners will govern themselves accordingly." As the present outlook is for an early closing of navigation because of the prospect of increasing scarcity of cargoes, it is believed the dates fixed by the Dominion Government for removal of its aids to navigation will not inconvenience vessel interests.

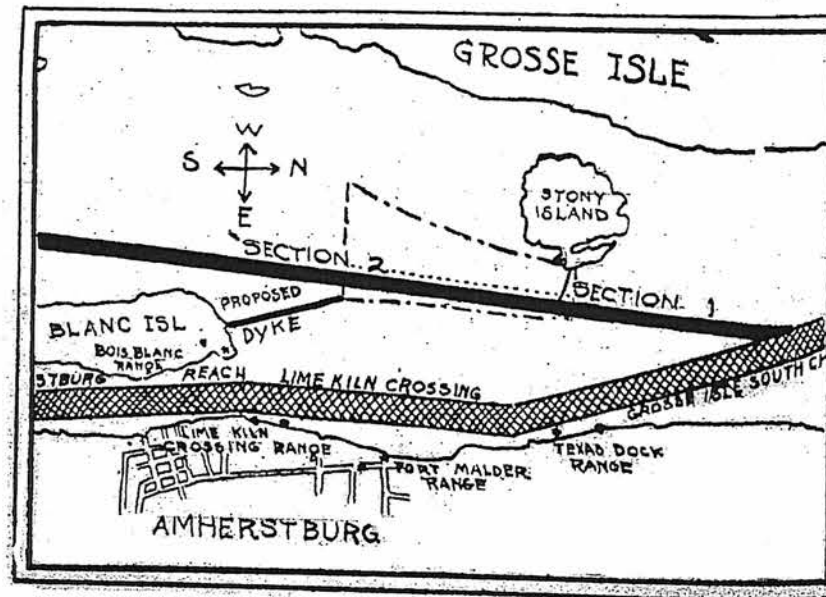
Harry Collins of Buffalo, a driller on Buffalo drillboat *No. 5*, who has been at Amherstburg for a couple of seasons, had the fingers on his left hand badly smashed and one of them cut off Tuesday on Sullivan's derrick scow. He got his hand caught in a cable shive while loading spuds on a scow for the Buffalo Dredging Co. He left for home by train.

The tug *Williams*, Capt. Murray Mains, left Wednesday night with the drillboat *No. 5* for Buffalo after laying at this port for two weeks on account of weather. Thomas Cooper, who has been mate on the tug *Williams*, has been promoted to the captaincy of a big new steel tug on the Niagara River and is still in the employ of the Buffalo Dredge people. Among those who went away with the drills were: Bosses Charles Saunders and Earl Gott; drillers Jos. Steffins, Frank Deacon, George Woods, Thos. McCracken, Walter Palmatier, Pearly Jones, Charles Merrifield, Ed. Barron, E. Lawler; and others took the M.C.R. route. They will be employed on the drill all winter at Buffalo.

**THAT BOIS BLANC DAM.**-The *Windsor Record* is now handing out Captain Leonard's rattle-headed views on the Bois Blanc Island dam. Who is Capt. Leonard? What does he know about Bois Blanc and the dam, or what does he know about the Lime-Kilns and the Livingstone Channel? He says the channel is in United States water, when the fact is a good part of the new Livingstone Channel is admitted to be Canadian territory and permission was granted by Canada accordingly. The *Record* says: "The United States Government has been munificent and magnificent in its improvement of the Great Lakes channels, while the policy of the Canadian Government has been niggardly." Now if the editor of the *Record* will look up the figures he will see that Canada has spent thousands in improving the waterways



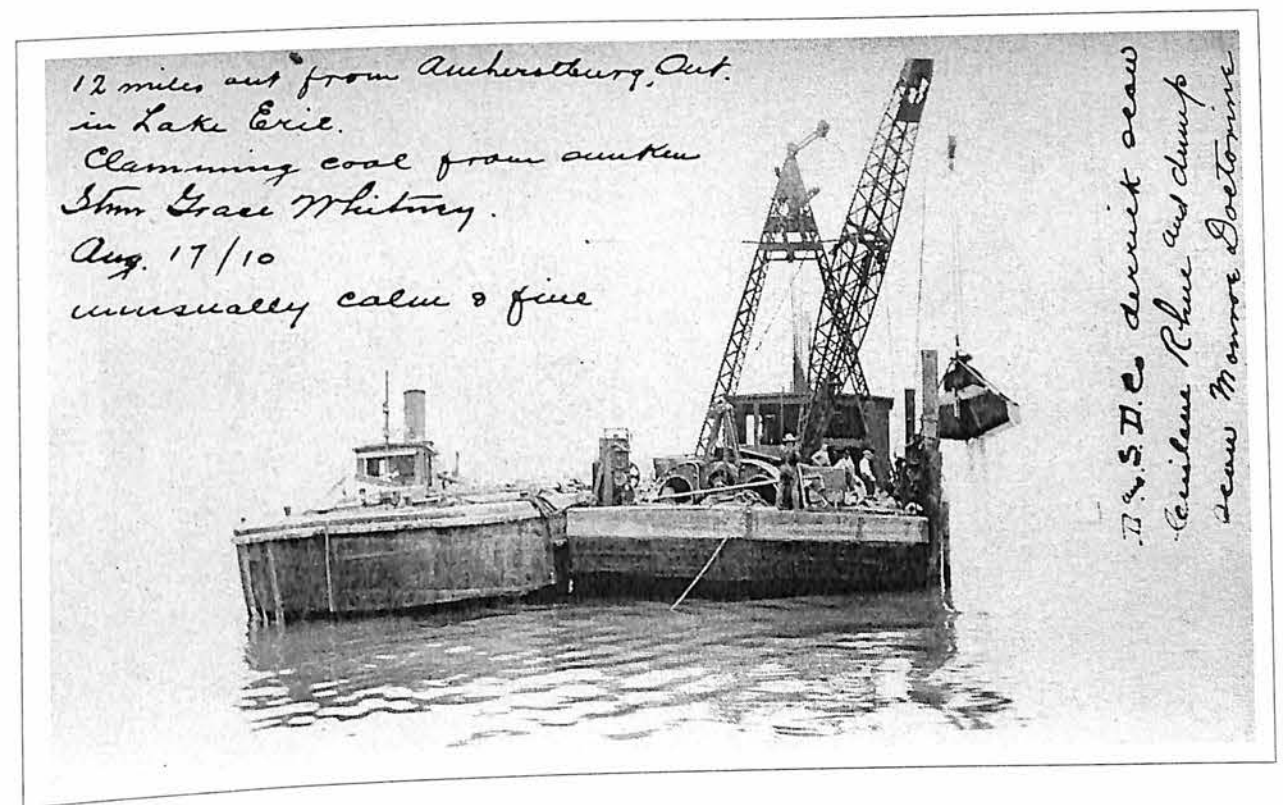
Map of Channel District.



The heavy black line shows the 300-foot Livingstone Channel. The barred line shows the old Lime-Kiln Channel. The dash and dot outline shows the area of the cofferdam. The small dotted line above the black line inside the cofferdam shows the 150-foot widening proposed. The proposed Bois Blanc dyke is indicated in the map running from Bois Blanc to the dyke, which is 3/4 to 1 mile in length.

in *Amherstburg Echo*, November 4, 1910.

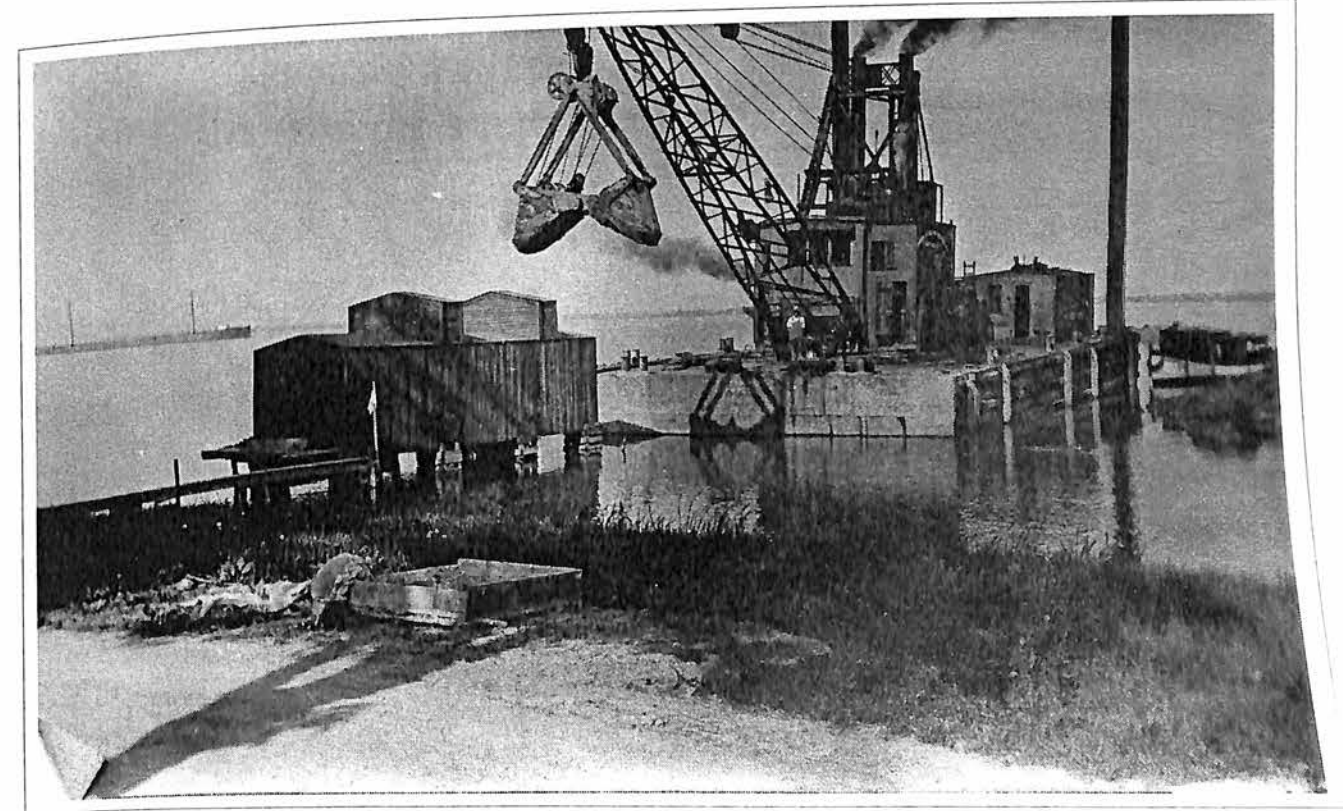
from the Great Lakes to the seas, where the United States has spent hundreds. But this is the worst of all when the *Record* says: "Amherstburg people should proceed slowly in view of the tremendous interests at stake. The whole commerce of a continent cannot well be held up even if it is necessary to lift Bois Blanc Island bodily and lay it down at some point that will suit the owners and others who have grievances." Are the people of Amherstburg to sit down and allow all the filth from Detroit and Windsor, if you like, brought down and dumped on our shores and into our water supply; are they going to allow their docks and shipping to be swept away by a swift current sent down between Bois Blanc and the town; to take all the drainage from River Canard and Fighting Island marshes, which will thus be turned down our shores; the ice to surge down during the close of navigation and clean everything before it? Then what is the dam proposed for - to meet the whim of a United States engineer who says a dam running with the river is necessary to keep up the depth of water in Lake St. Clair. If such a dam is necessary, why not put the dam from Stony to Grosse Île and from Grosse Île to Trenton in the Wyandotte Channel, which is not navigable? Col. Townsend says that this property is being held by capitalists for manufacturing purposes and if he attempted to construct a dam there, "there would be a rebellion" and so as to keep away a rebellion this U.S. engineer proposes to construct the dam on the Canadian side, damage or no damage, rebellion or no rebellion, and Capt. Leonard is in charge of the agitation on the Canadian side. Col. Townsend threatens to move his seven engineers from Amherstburg to Wyandotte and says he has ordered them to move there. This is the worst he can do to us. The people of Amherstburg, Malden and Anderdon surely have some rights as well as the people in Wayne County, Michigan. As Hon. Mr. Pugsley said at Windsor, "Our American friends don't want to be dammed, but are willing to dam us." The strongest point yet taken against the dam is this: The opening of the 600-foot channel at the Lime-Kilns did not lower the water in Lake St. Clair. Then why should a 450-foot channel have any more effect? As to the "cross current," if Col. Townsend would clean away the dams and the spoil piles, 50 or 60 feet high, for a mile, the river would come back to its natural condition and lessen the "cross current" so that it would be harmless. Or let him protect the edge of his cut with an embankment from this spoil pile and keep the "cross current" away from the Livingstone cut. The trouble has been that the Canadian officials are carried away when wine and dined by our festive American engineers and pledges are passed before consulting



12 miles out from Amherstburg, Ont. in Lake Erie. Clamming coal from sunken Stmr. Grace Whitney. Aug. 17/10 unusually calm & fine

"12 miles out from Amherstburg, Ont. in Lake Erie. Clamming coal from sunken Stmr. Grace Whitney. Aug. 17/10. Unusually calm & fine. D. and S. D. company derrick scow Culene Rhue and dump scow Monroe Doctorine." (Page 46, August 12, 1910: "...Dredges will have to be employed to collect the coal [from the Whitney], which has scattered from the hold....")

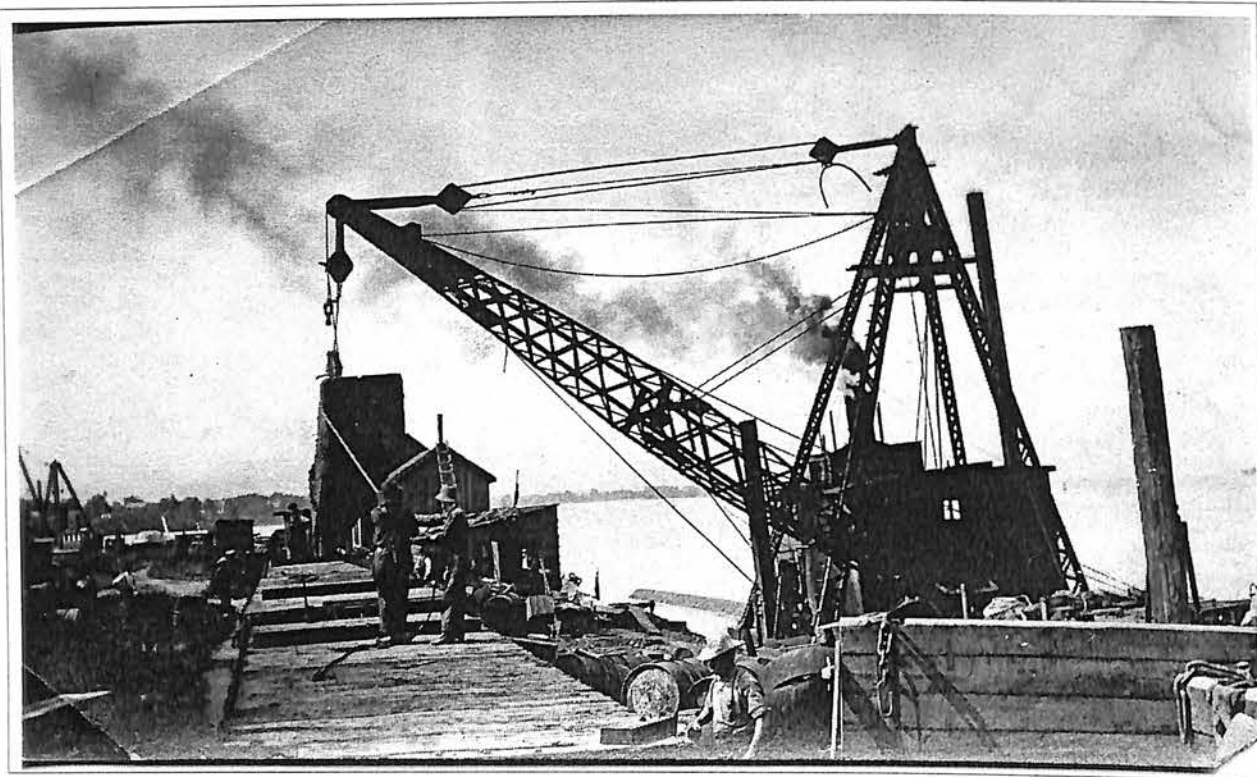
Marsh Collection Society P3971.6



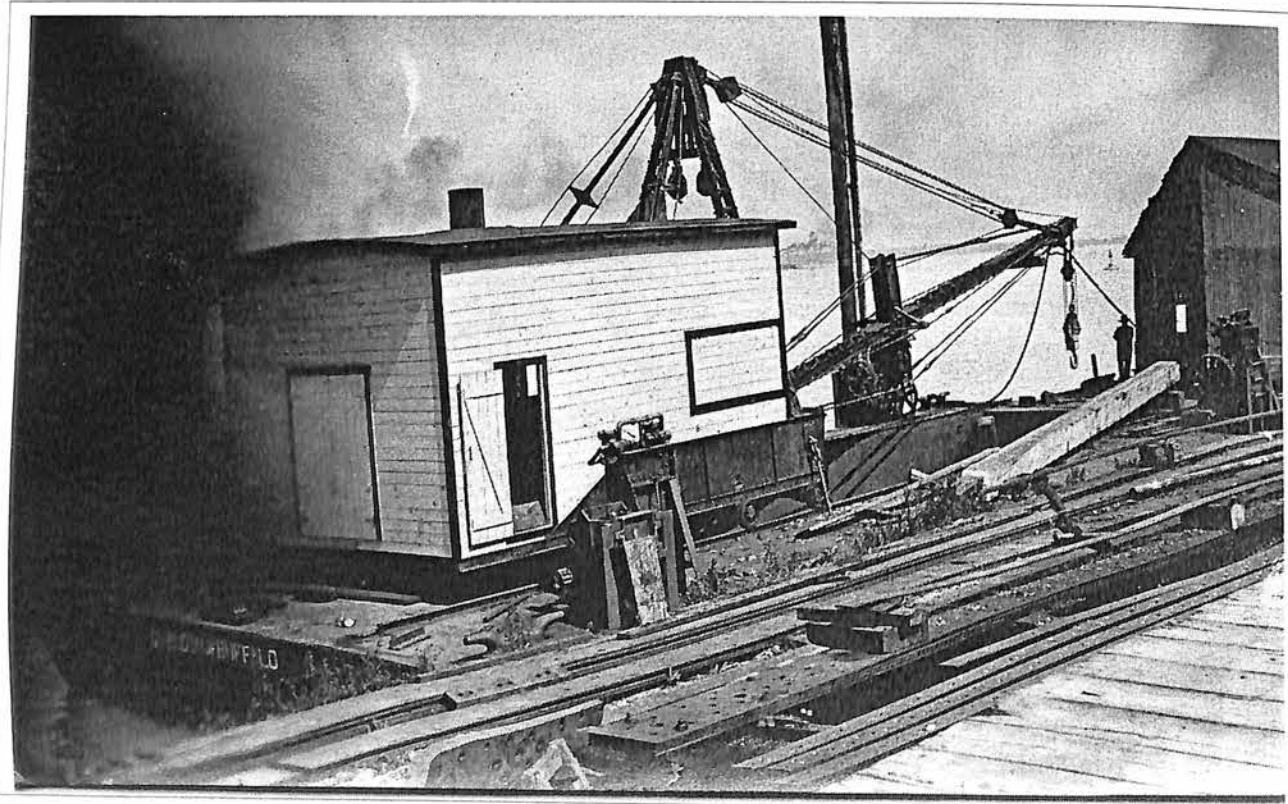
Dunbar & Sullivan dredge No. 2, May 25, 1911.

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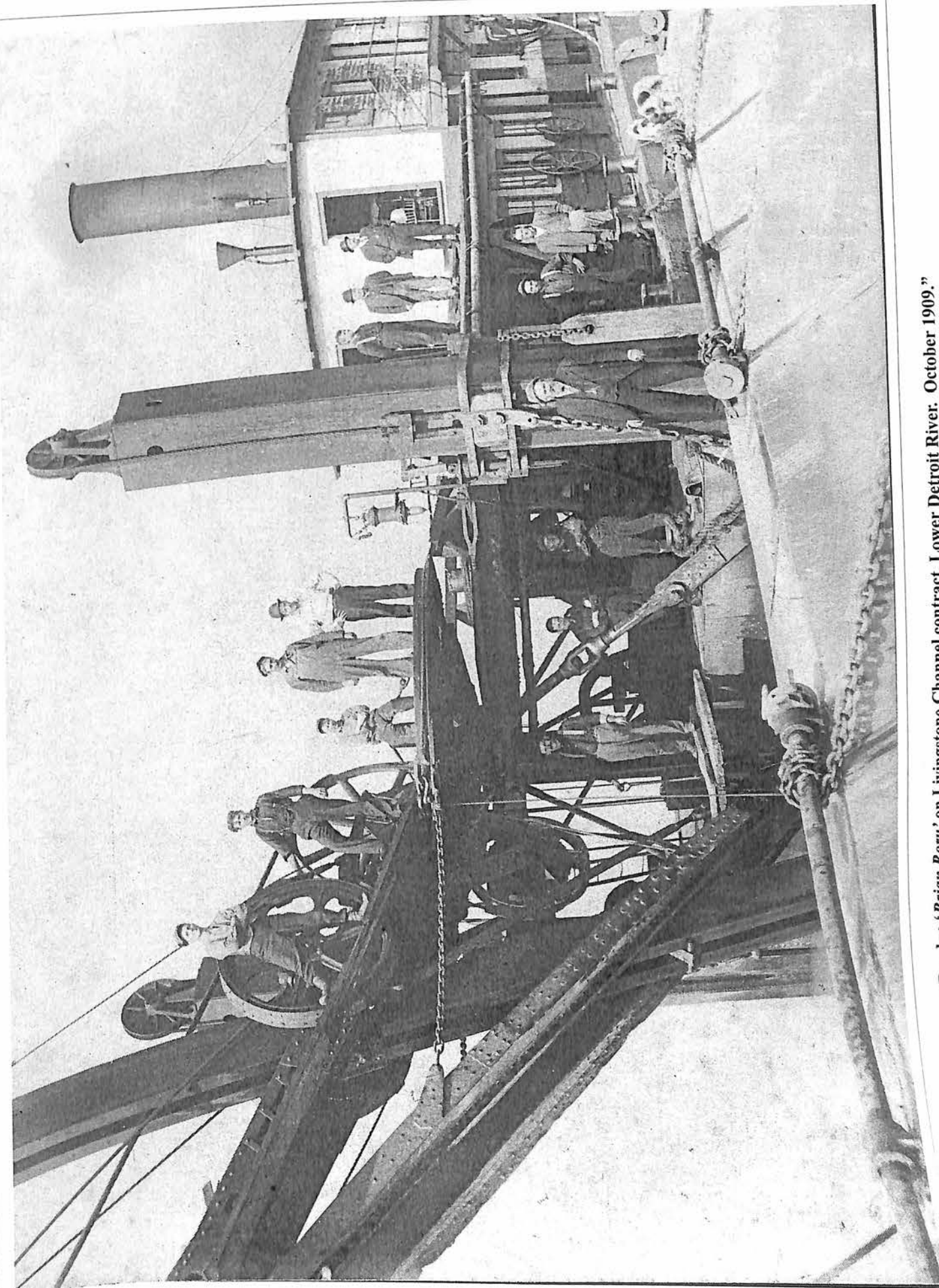




"Derrick *Cuilene Rhue* loading 36" sq. x 80' timbers which came from the Auguira Lumber Co., Seattle Wash. Aboard cars bound for Cuba via N.Y. June 1911."  
Marsh Collection Society P3971.4

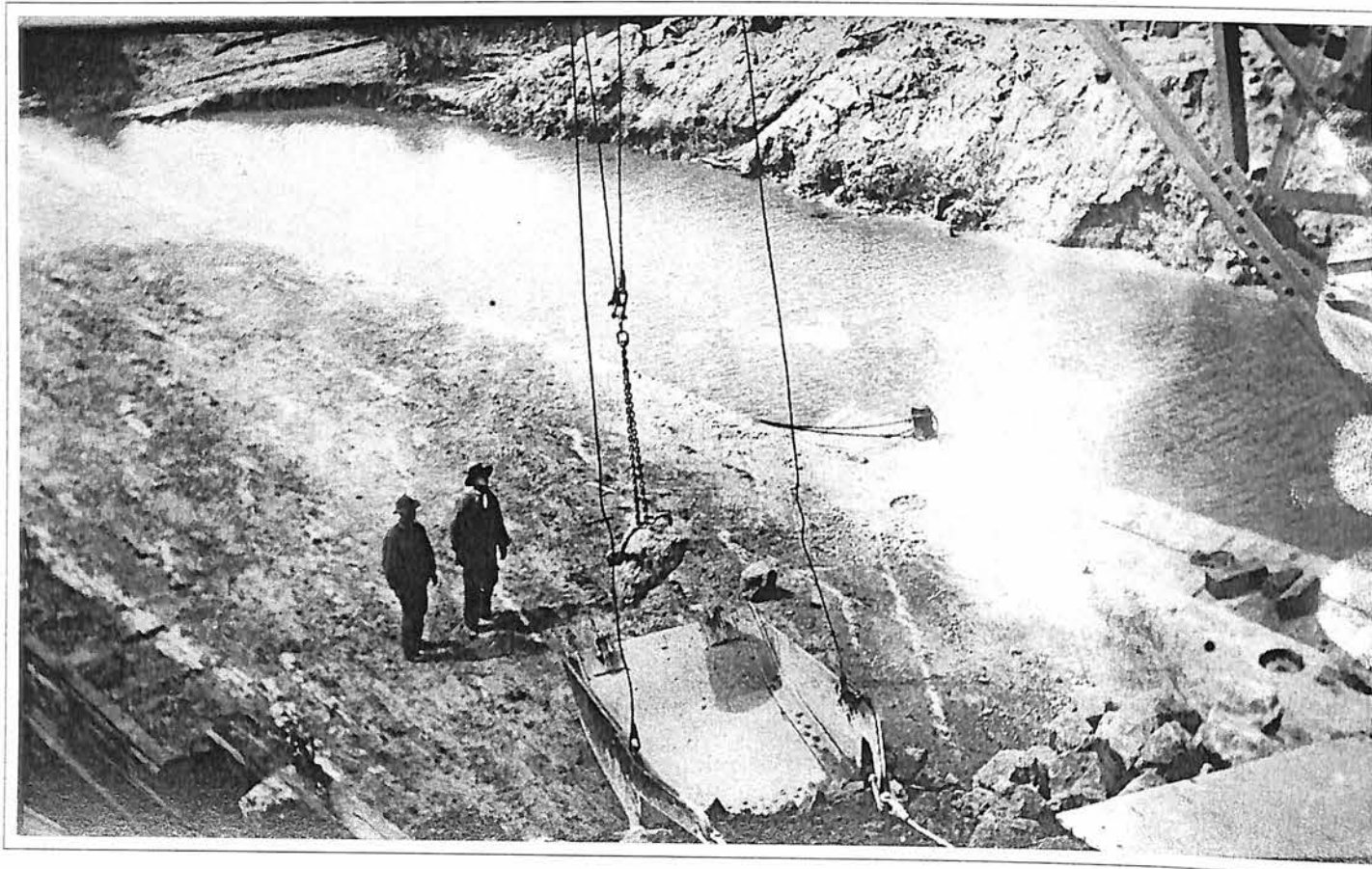


"Derrick *Gossoon* taken before doing any work. June 1911."  
Marsh Collection Society P3971.5

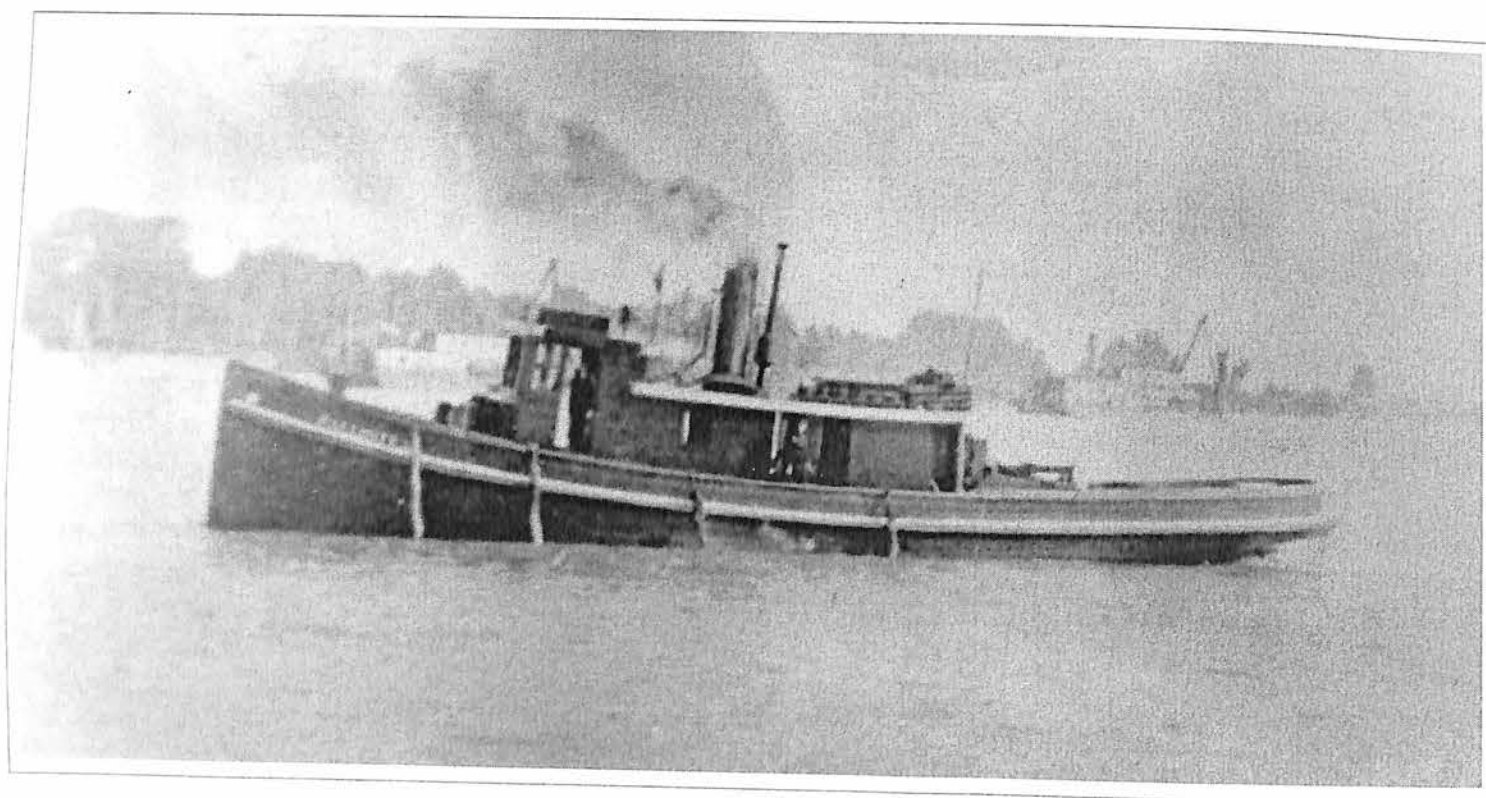


"Dredge '*Brian Boru*' on Livingstone Channel contract, Lower Detroit River. October 1909."  
Marsh Collection Society P3969

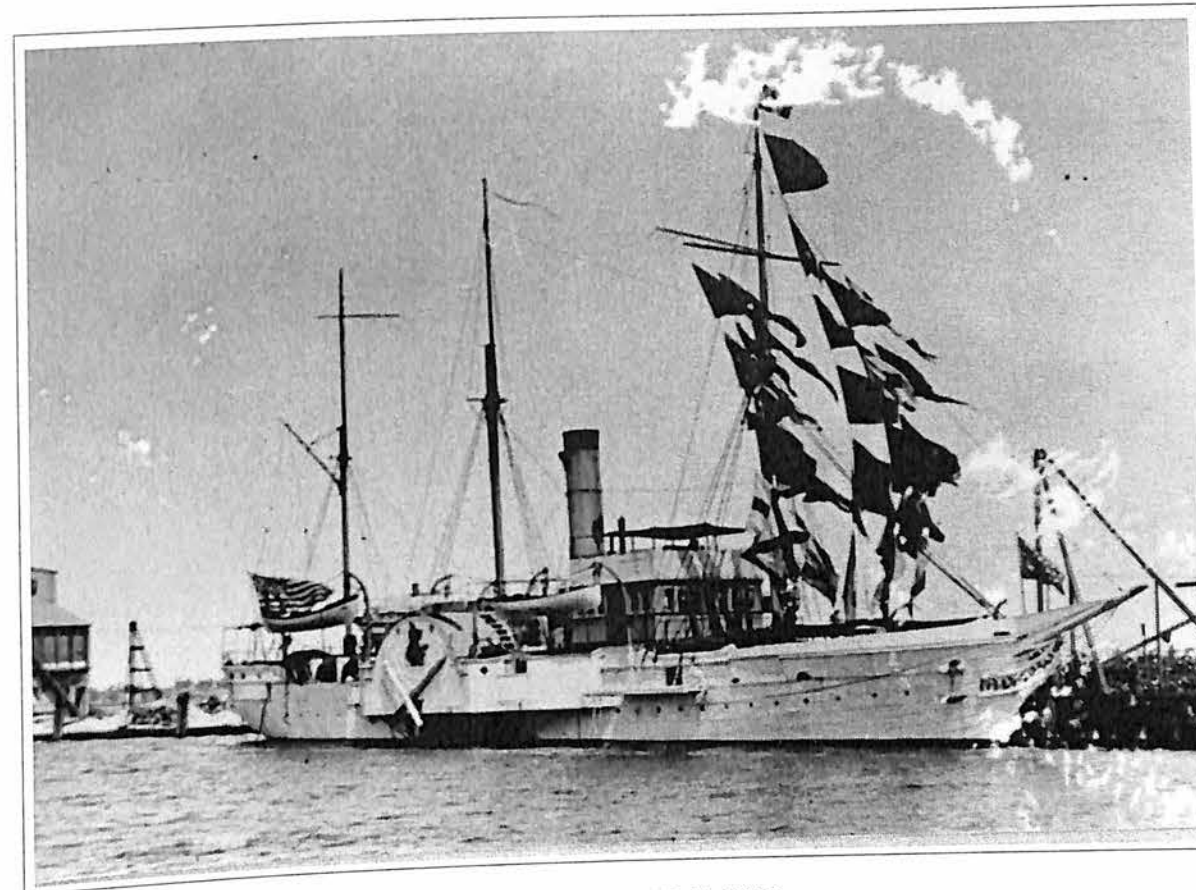




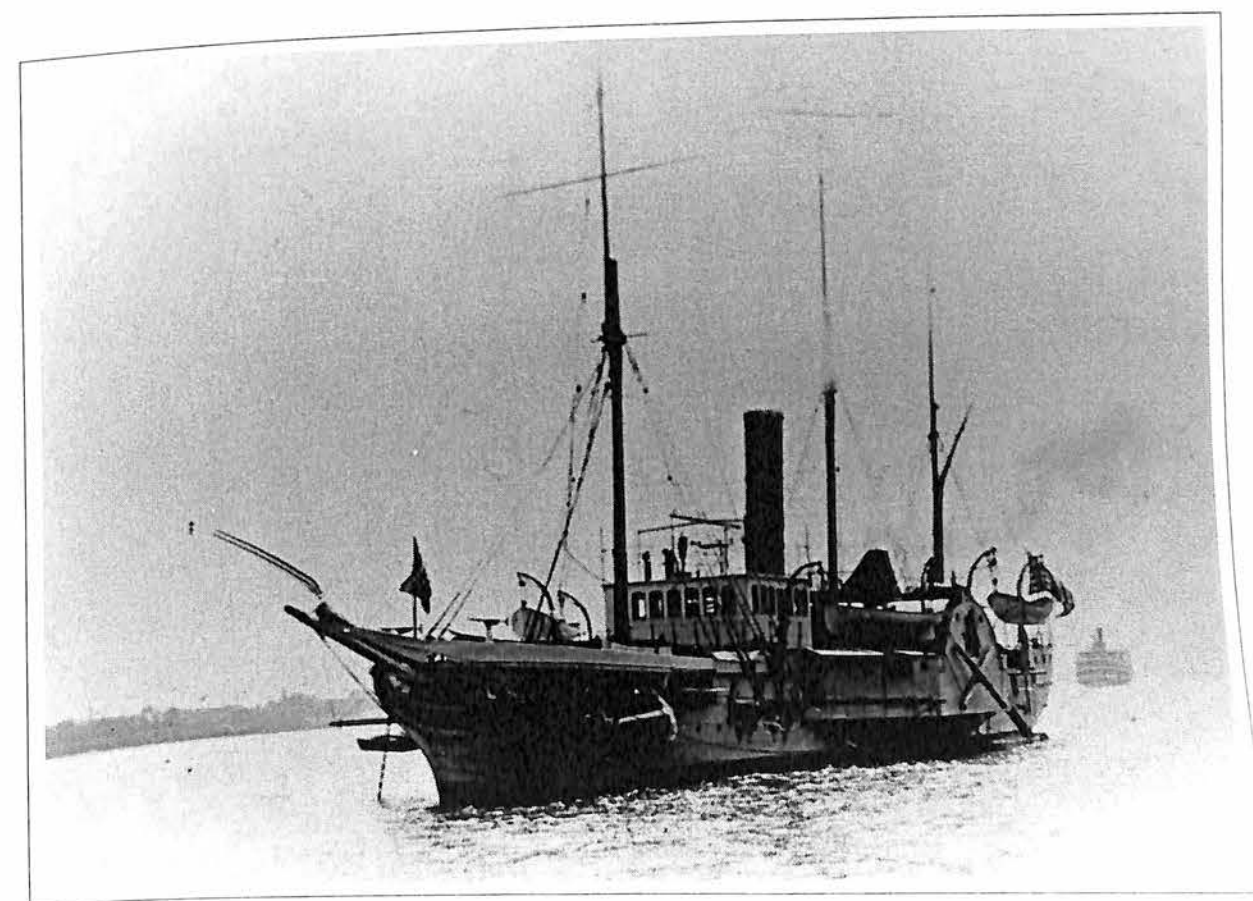
**"Looking down onto a stone scow and stone crusher."**  
Marsh Collection Society P3971.8



**Tug Pallister.**  
Courtesy Fort Malden NHSC

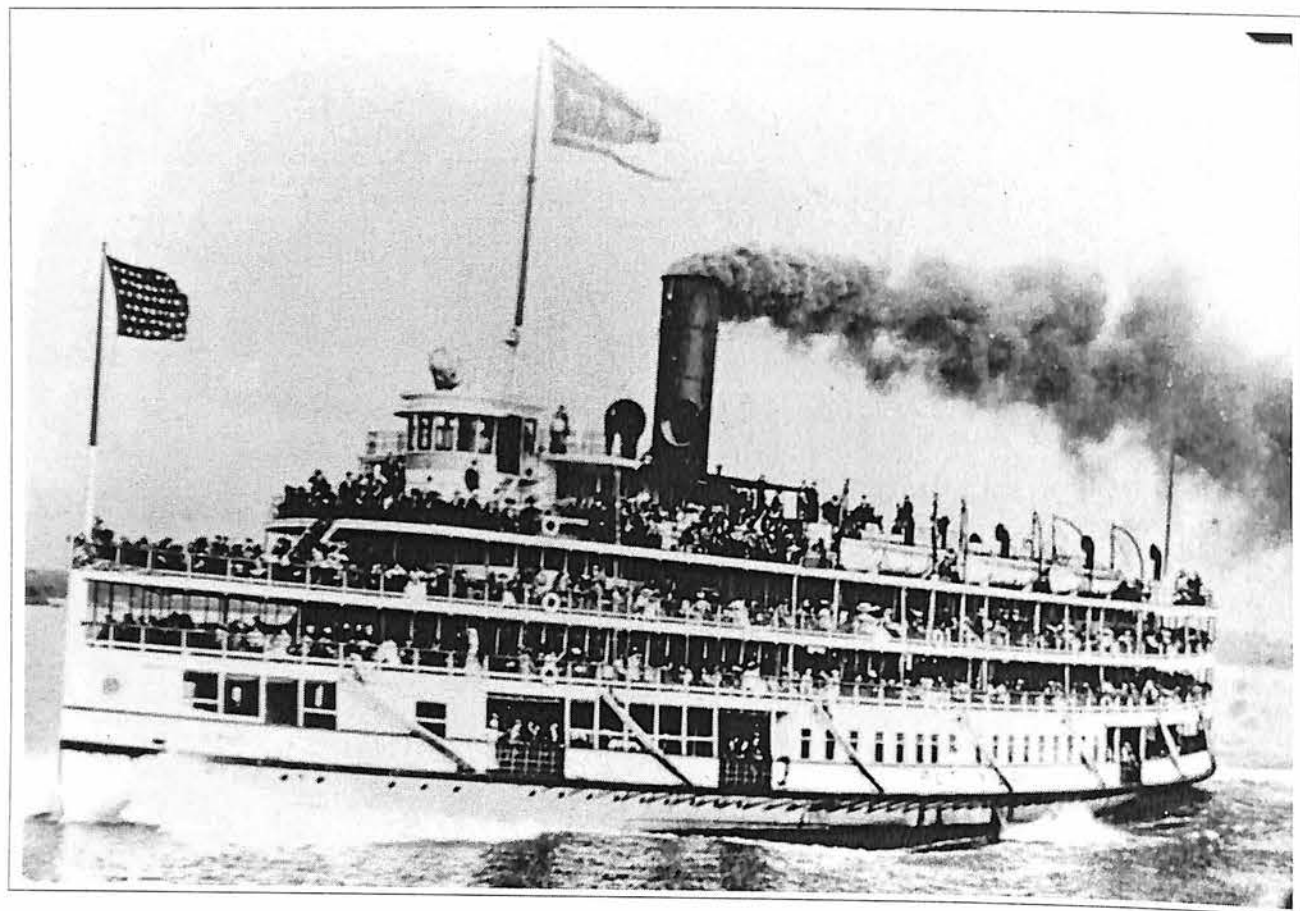


**U.S.S. Michigan (1844-1905).**  
**Rebuilt as Wolverine (see below).**  
Courtesy Fort Malden NHSC

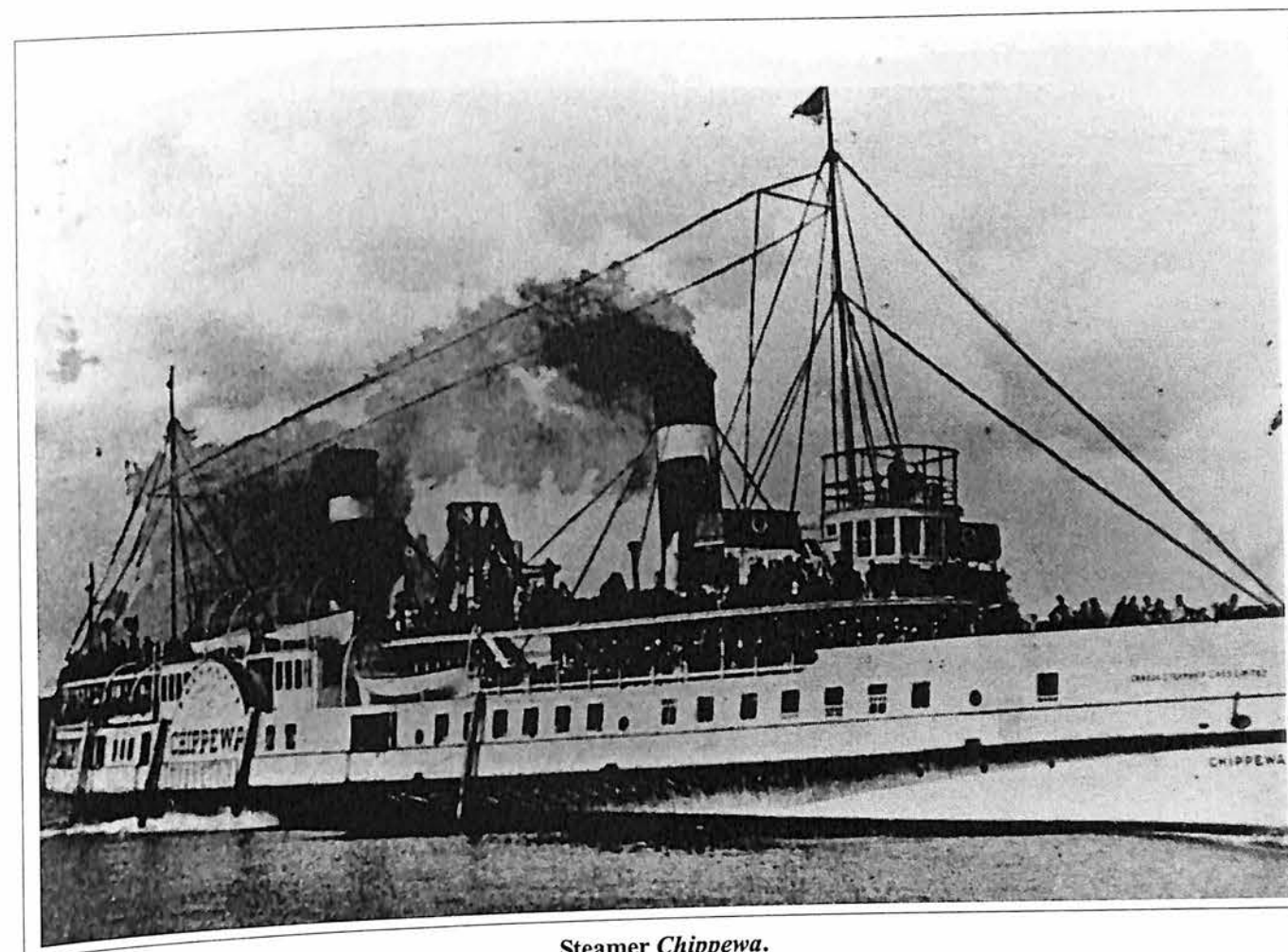


**U.S.S. Wolverine (1905-1949).**  
**Formerly Michigan (see above).**  
Courtesy Fort Malden NHSC

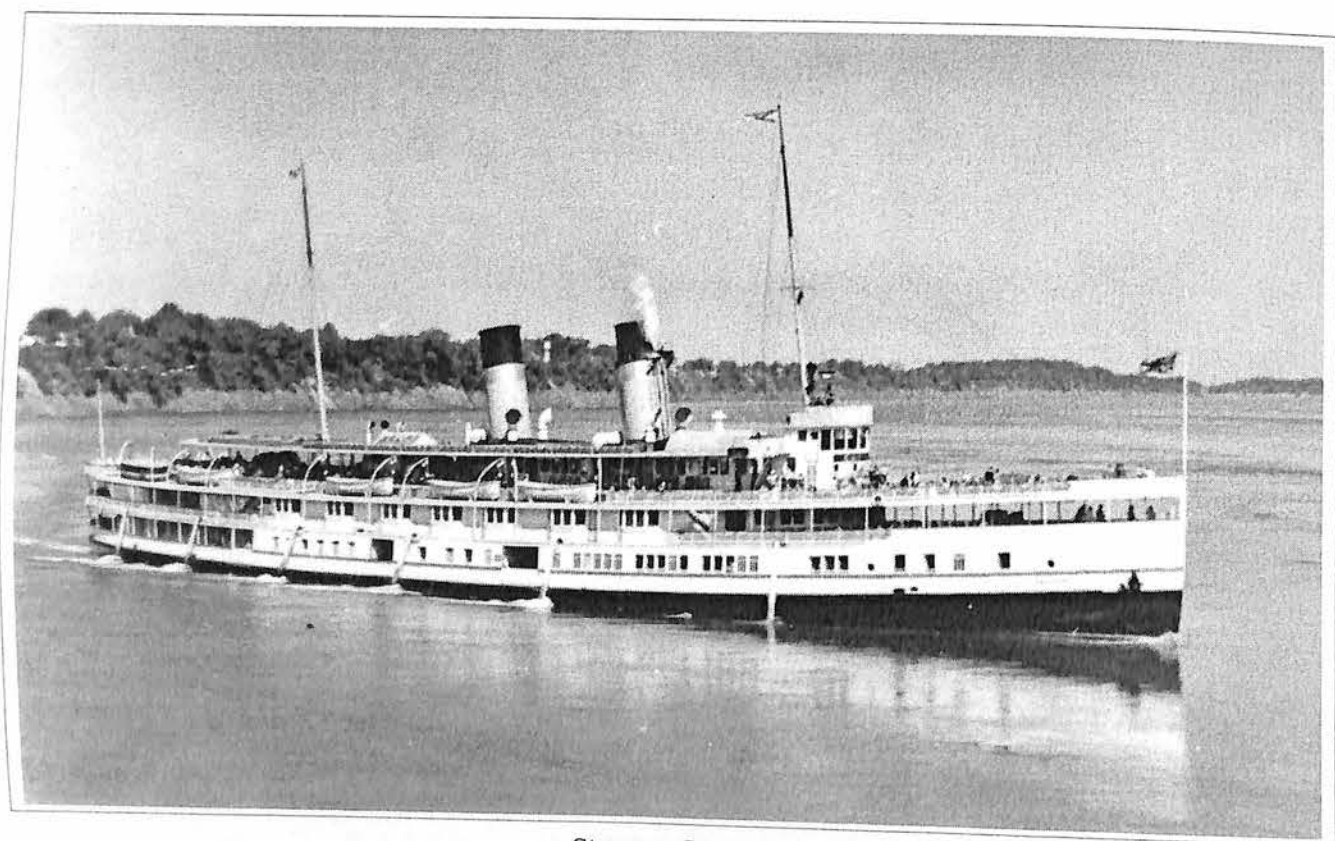




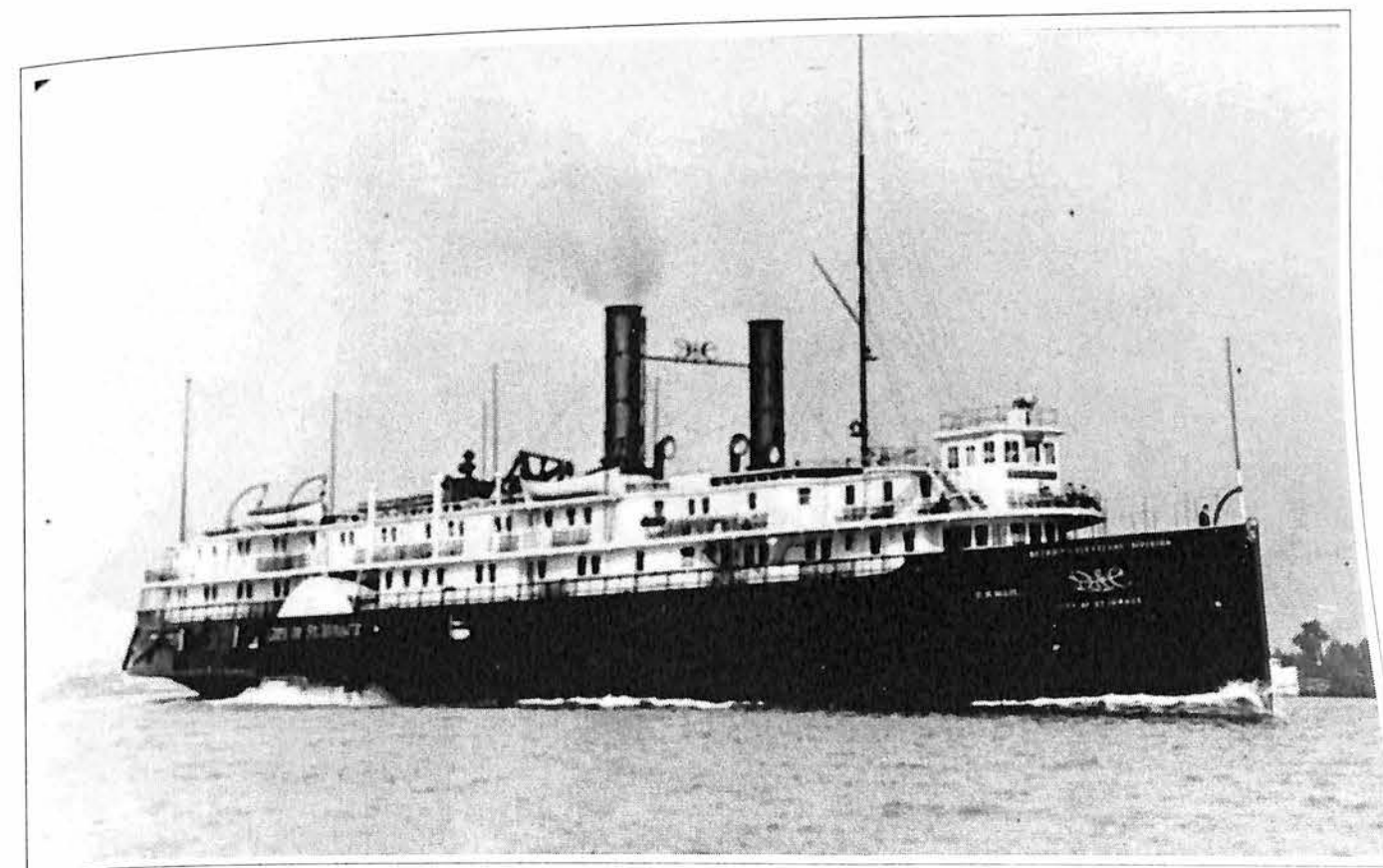
**Steamer Put-in-Bay.**  
Courtesy Fort Malden NHSC



**Steamer Chippewa.**  
Courtesy Fort Malden NHSC

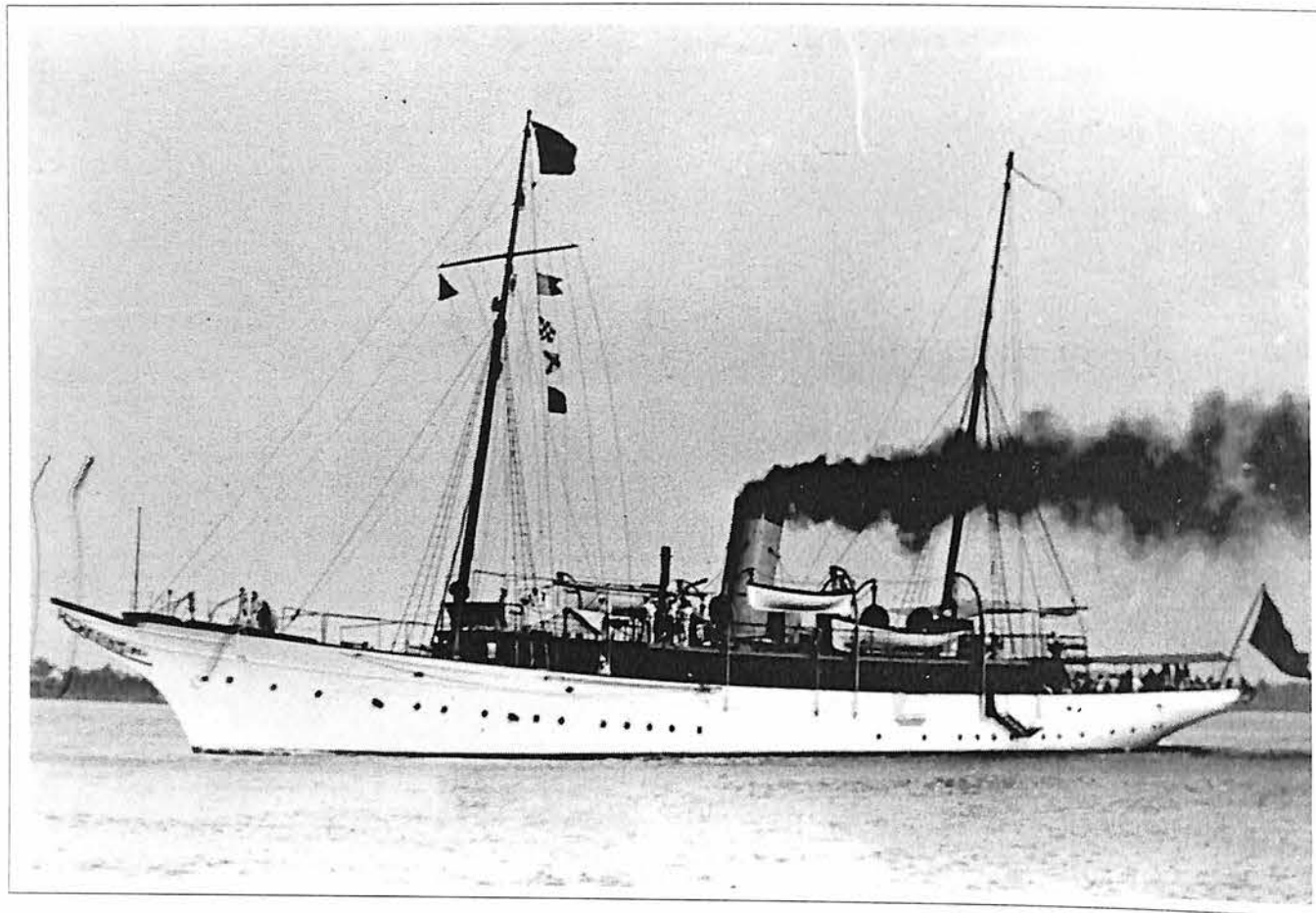


**Steamer Cayuga.**  
Courtesy Fort Malden NHSC

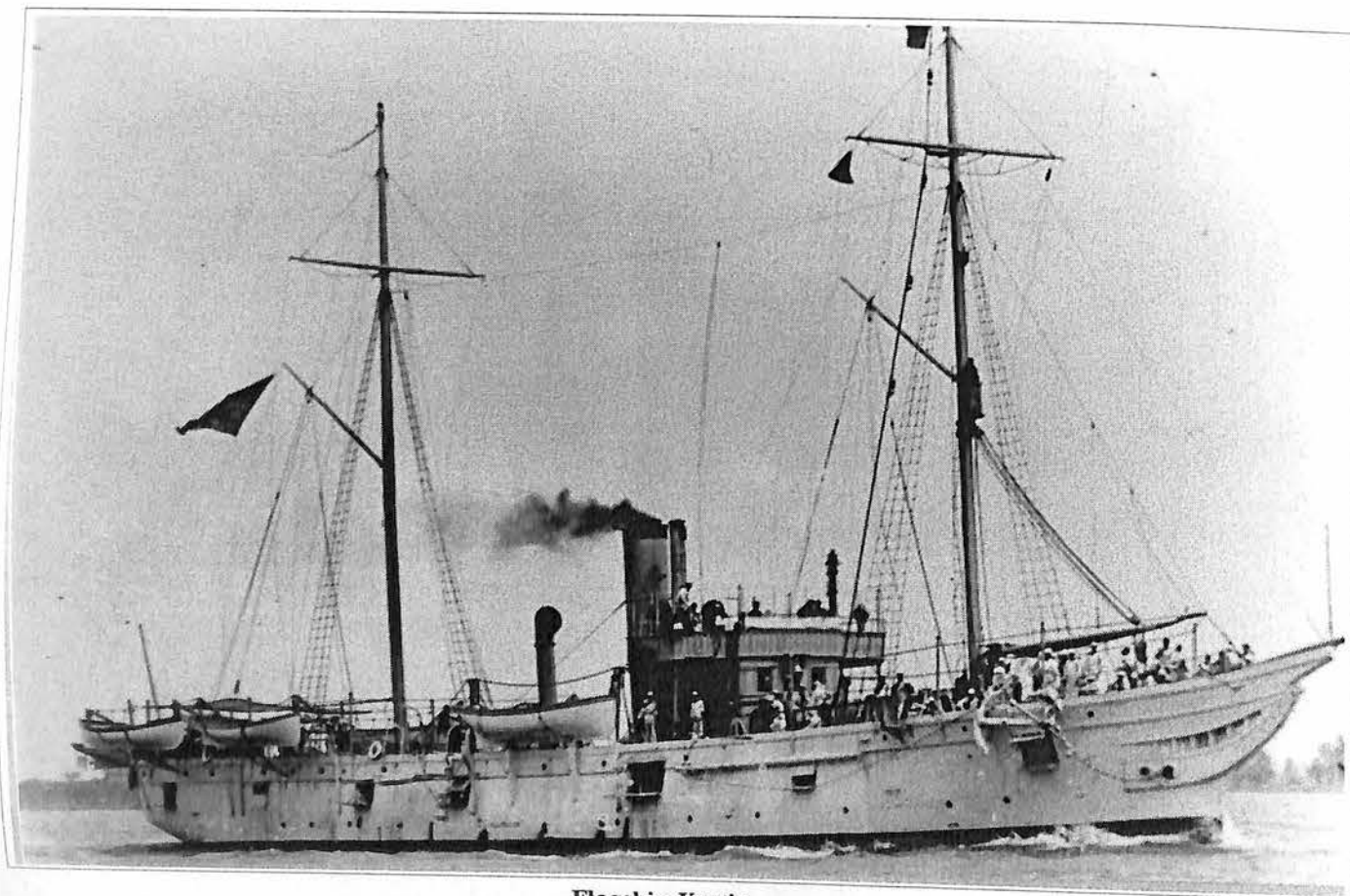


**Steamer City of St. Ignace.**  
Courtesy Fort Malden NHSC

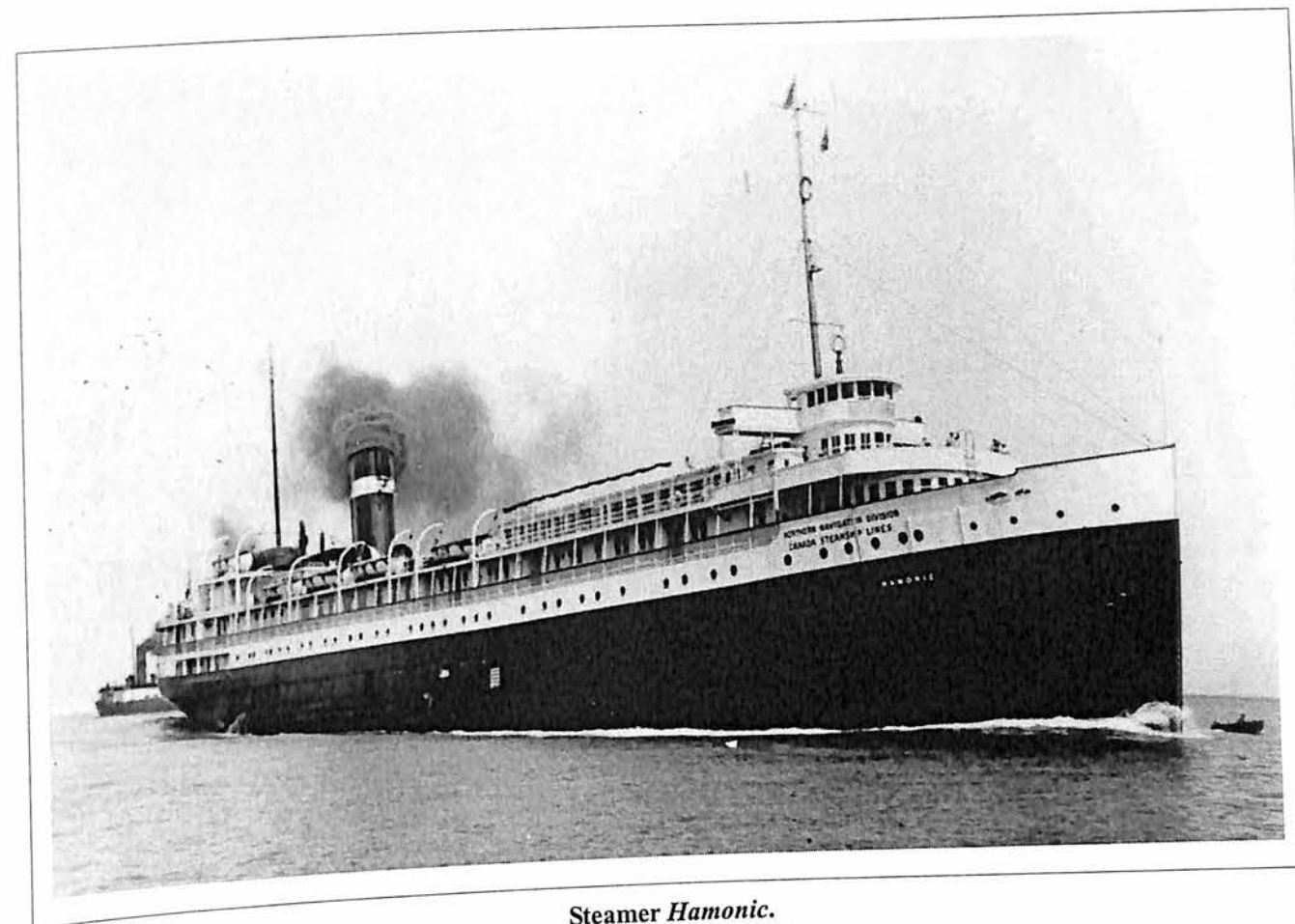




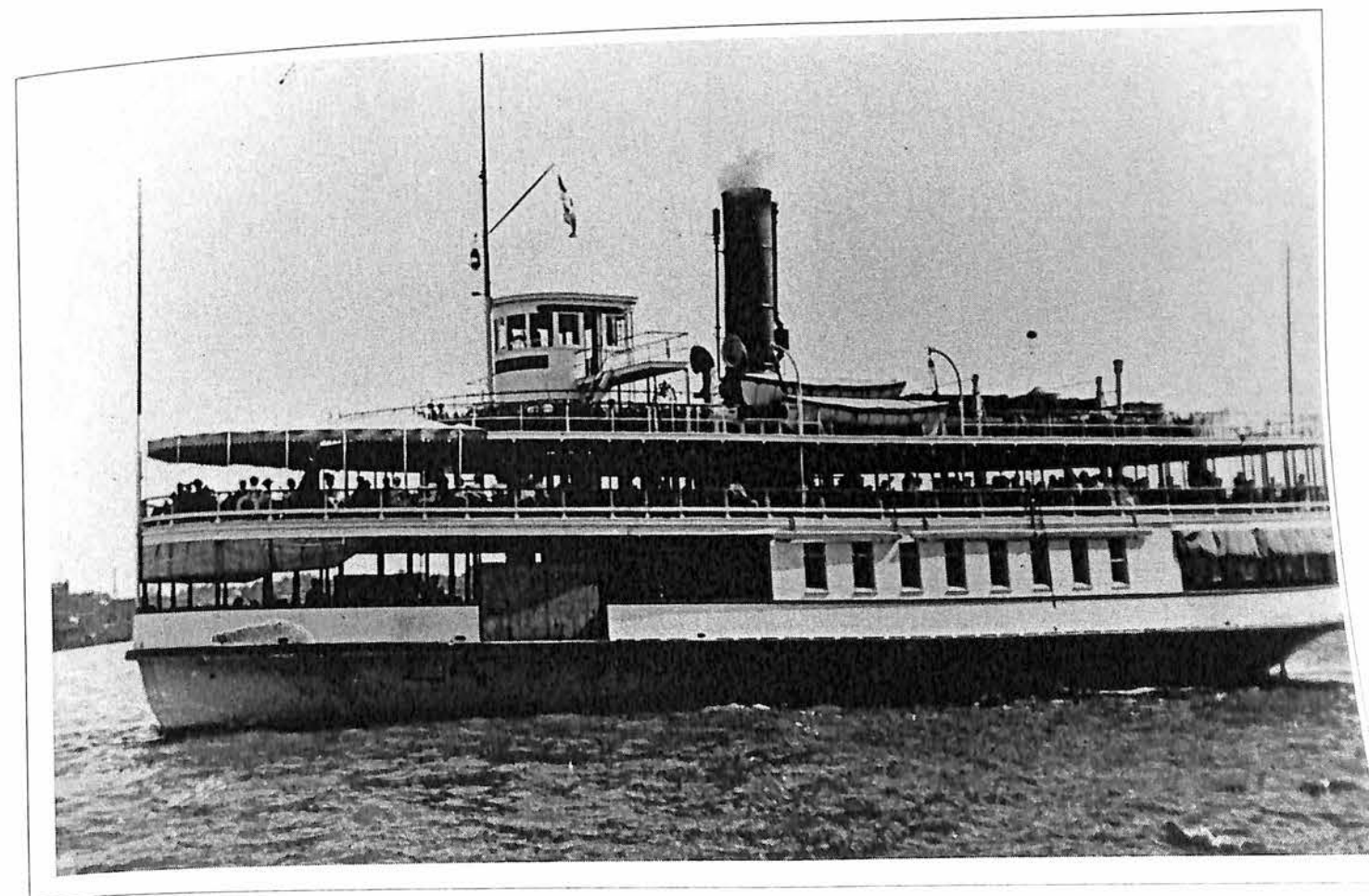
**Warship Dorothy.**  
Courtesy Fort Malden NHSC



**Flagship Yantic.**  
Courtesy Fort Malden NHSC

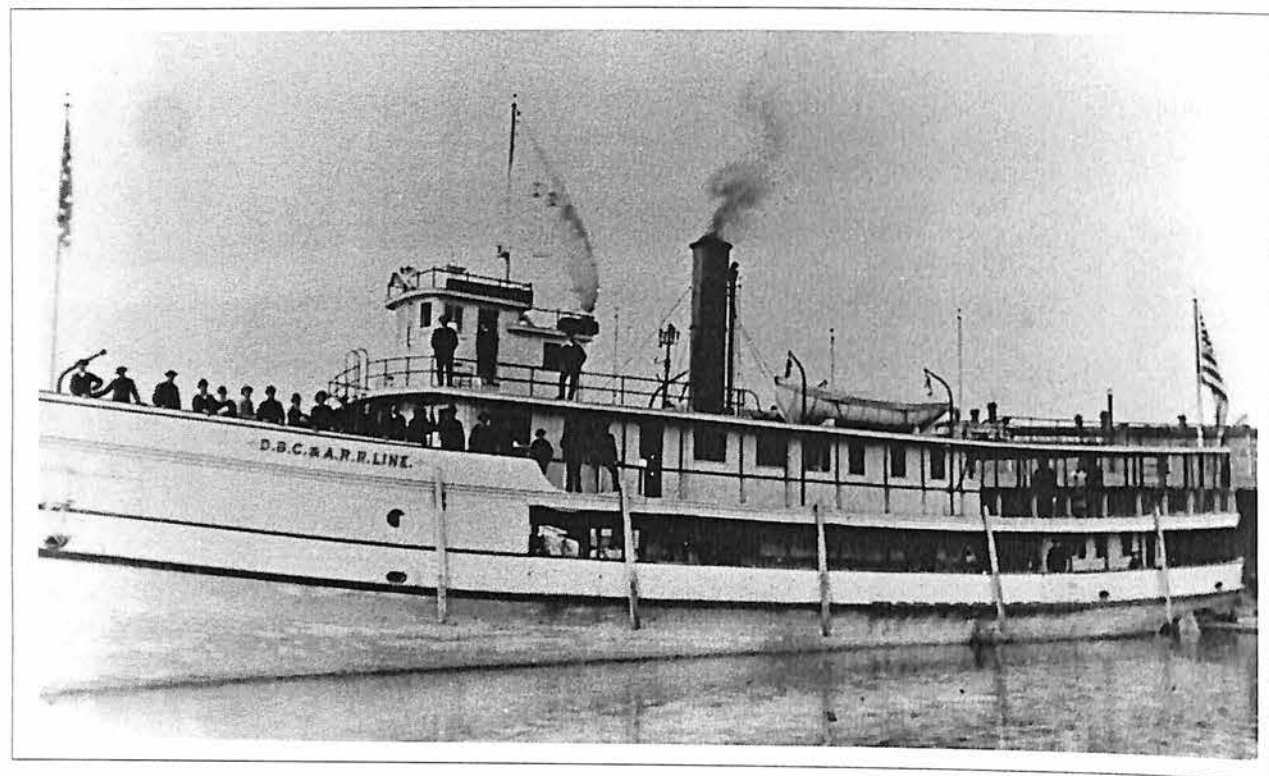


**Steamer Hamonic.**  
Courtesy Fort Malden NHSC

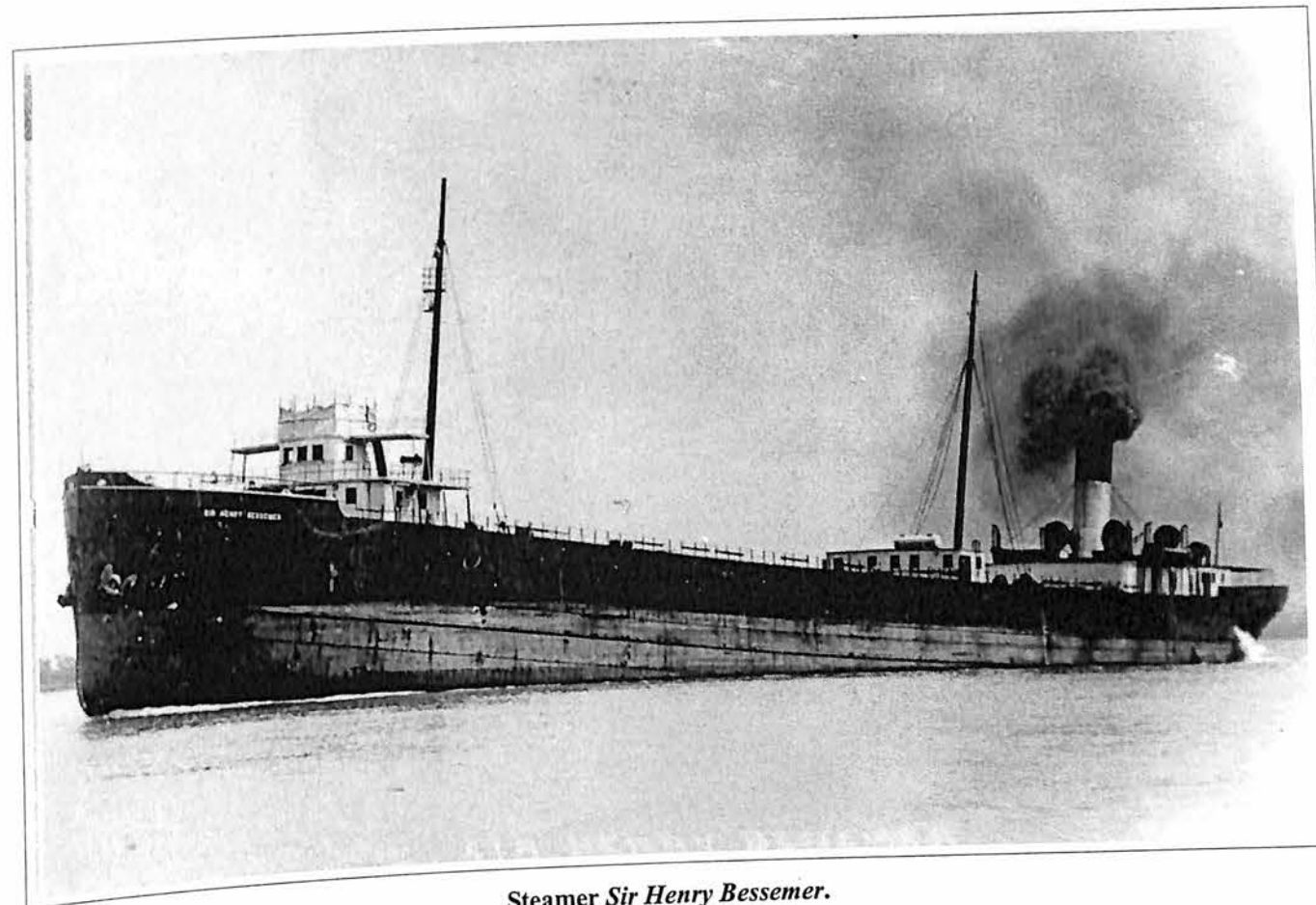


**Steamer Pleasure.**  
Courtesy Fort Malden NHSC

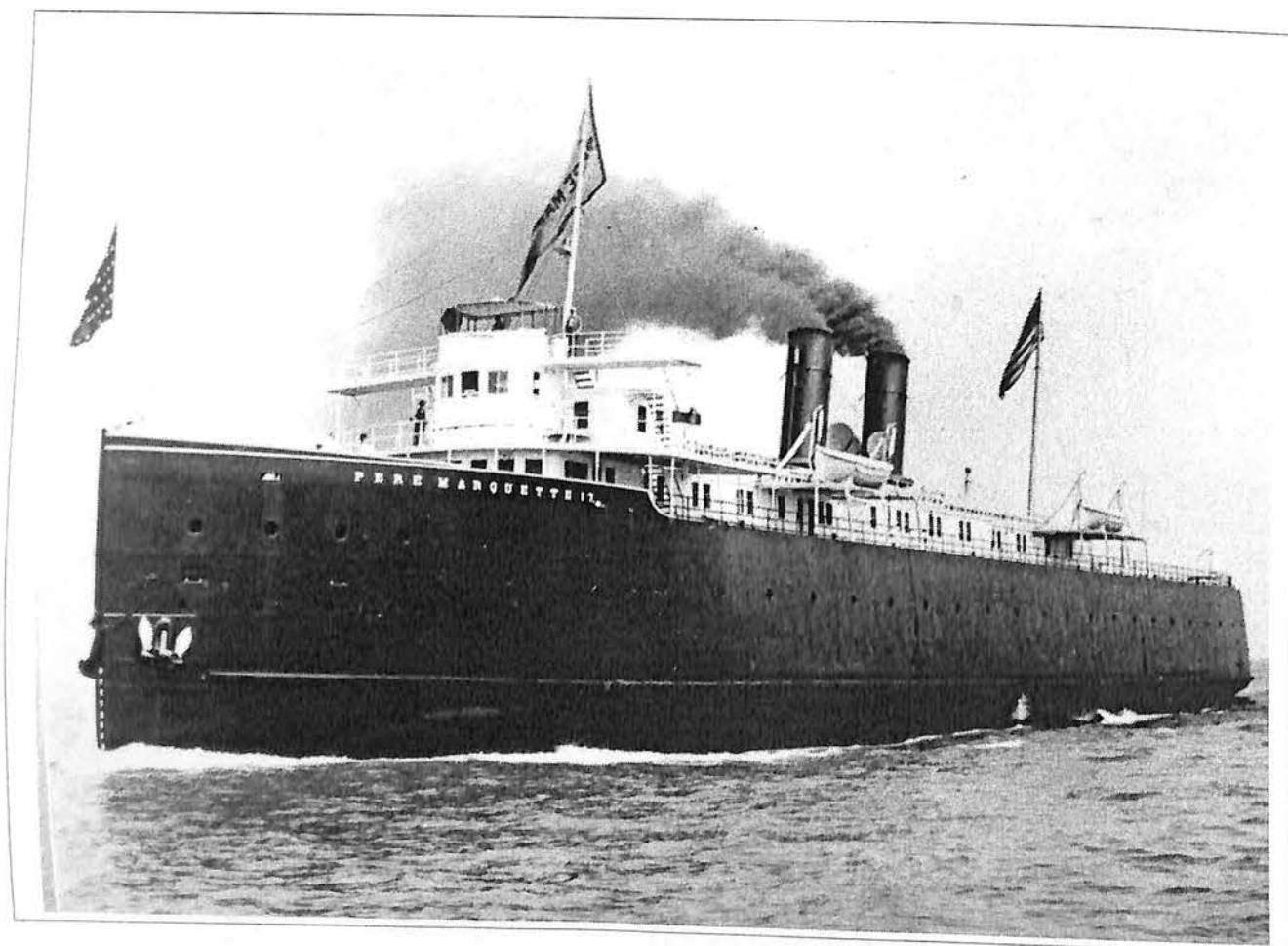




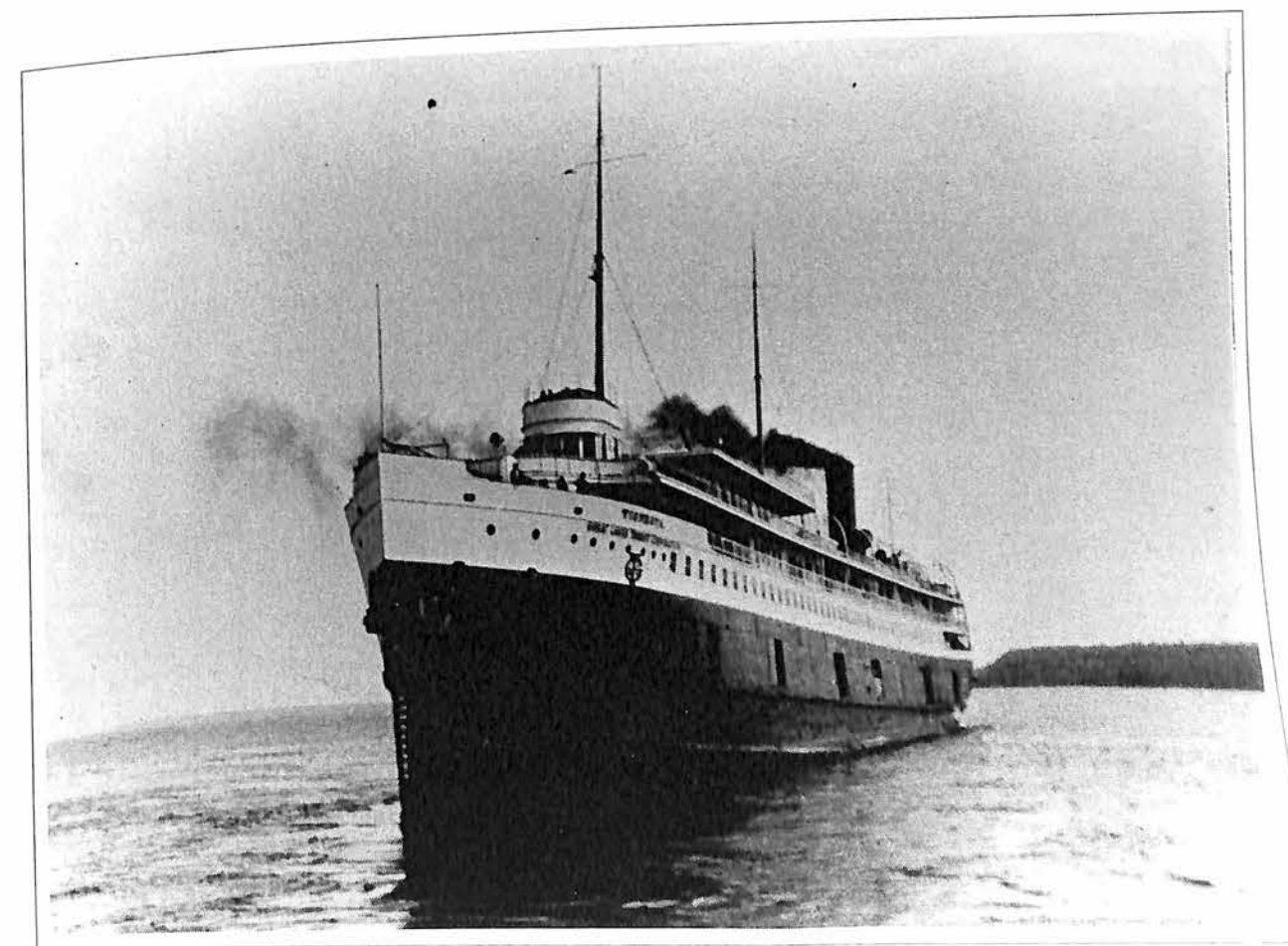
**Steamer Ossifrage.**  
Courtesy Fort Malden NHSC



**Steamer Sir Henry Bessemer.**  
Courtesy Fort Malden NHSC

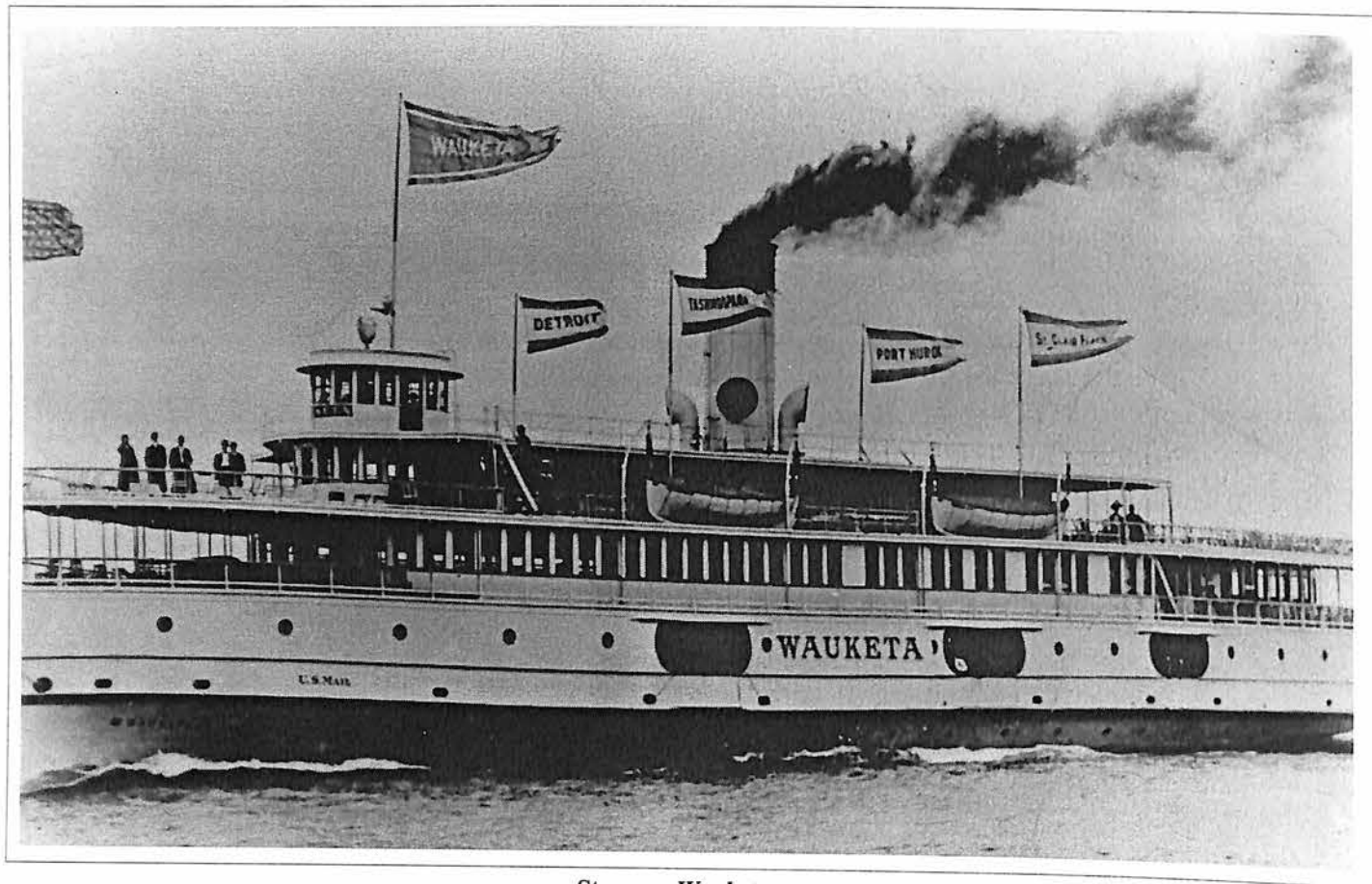


**Ferry Pere Marquette 17.**  
Courtesy Fort Malden NHSC

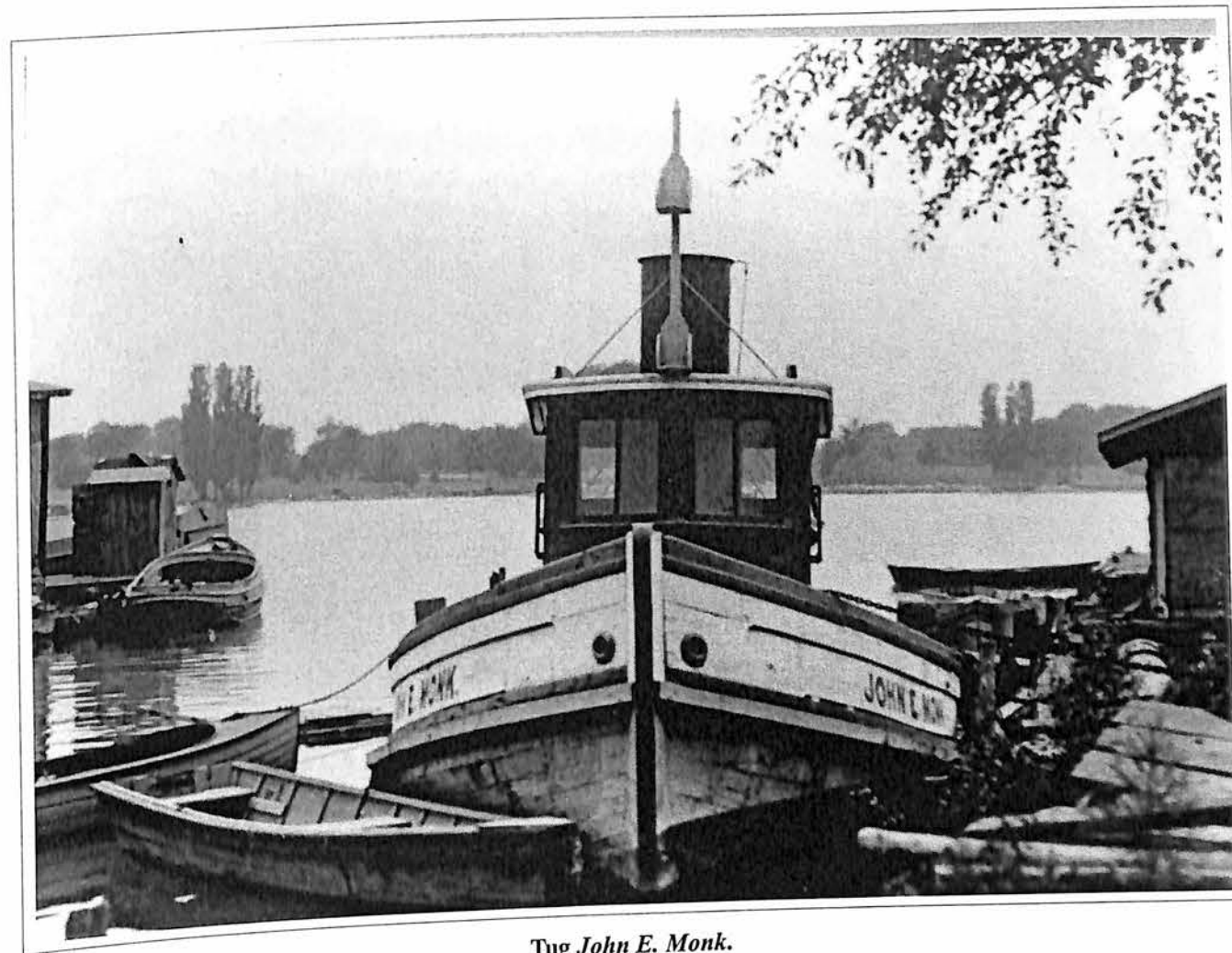


**Steamer Tionesta.**  
Courtesy Fort Malden NHSC

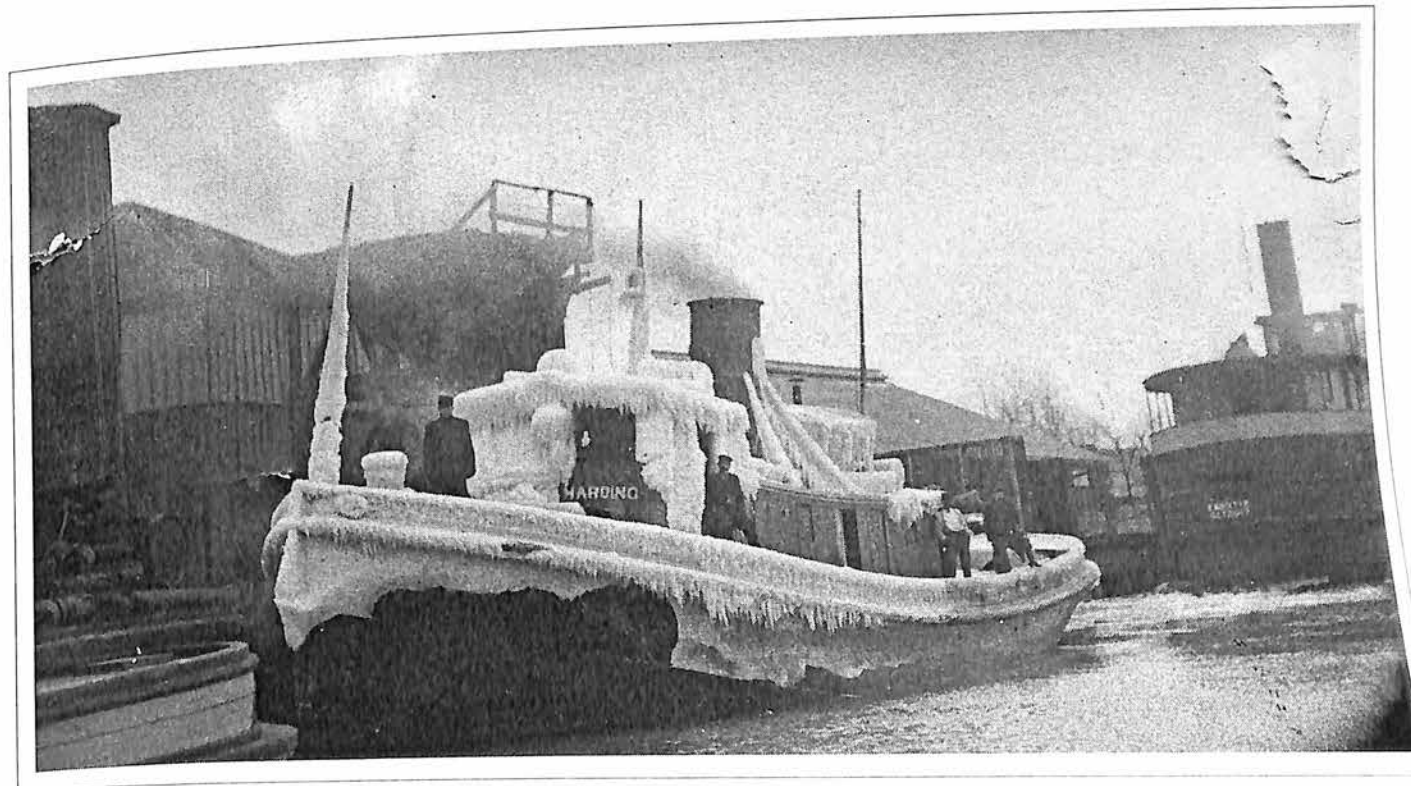




**Steamer Wauketa.**  
*Courtesy Fort Malden NHSC*

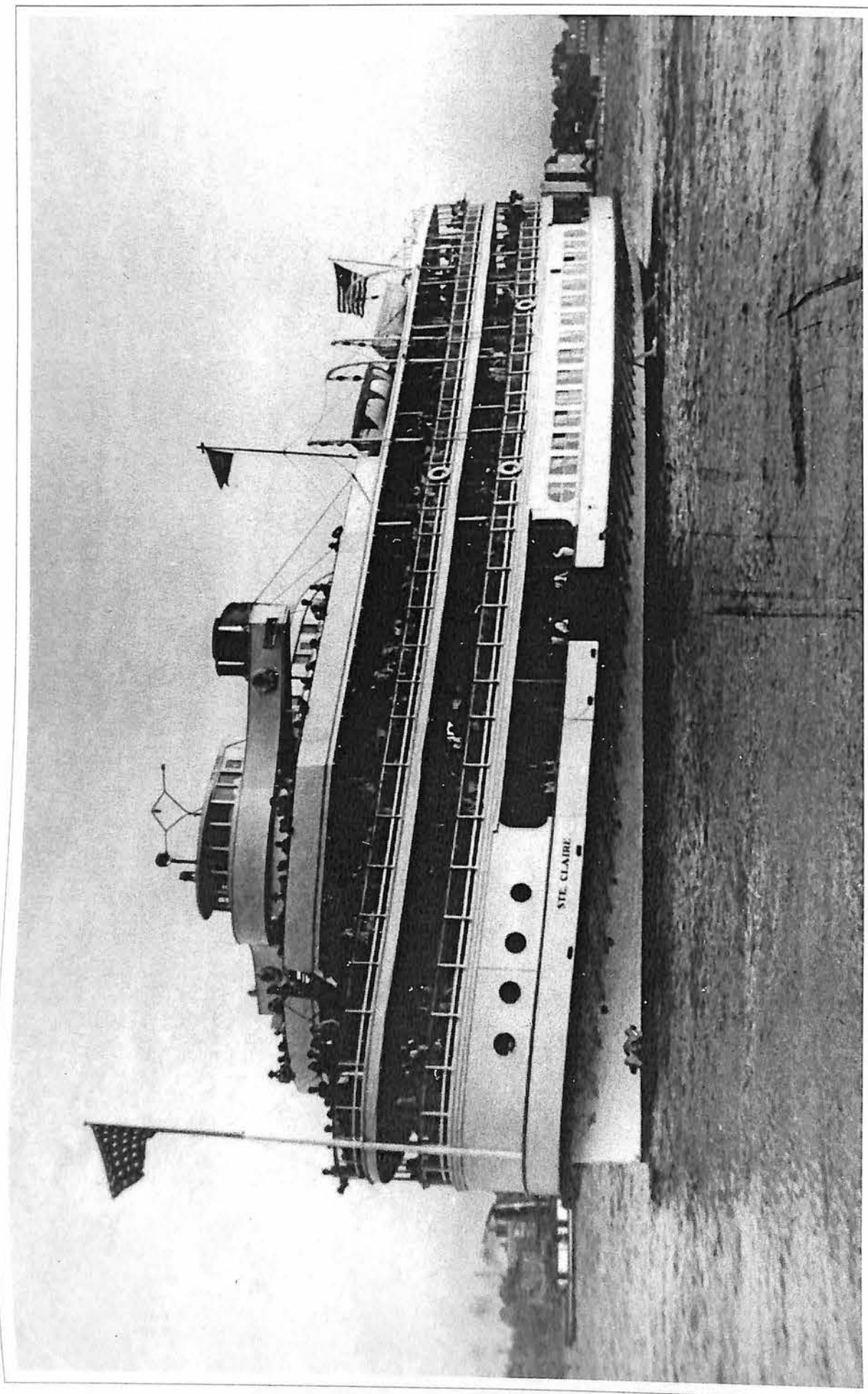


**Tug John E. Monk.**  
*Courtesy Fort Malden NHSC*



**Tug Abner C. Harding, December 1909.**  
**Mullen Coal Company steamer Faustin in background.**  
*Marsh Collection Society P1192*





Steamer Ste. Claire.  
Courtesy Fort Malden NHSC

the Canadian interests. However, in this case we have the word of Mr. Lamb, engineer-in-charge, that there will be no Bois Blanc dam, and we are relying on that.

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November 11, 1910

The steamer *Frank E. Kirby* will make her last trip of the season tomorrow (Saturday) morning. This has been the best season the boat has had since she turned out and more passengers and freight were carried this year than ever before.

Earl McQueen has returned home for the winter having sailed as oiler on the steamer *Smith* all season.

The steamer *John Harper* discharged a part of her cargo for the Pittsburgh Coal Co. at this port this week.

The steamer *Faustin* of the Mullen Coal Co.'s fleet has gone into winter quarters at Sandwich. The crew has returned home.

The dredge *Old Glory* and tug *Pauline Heckler* have pulled in off the Livingstone Channel and the dredge will be taken to dry-dock.

Capt. Jack McCormick's new tug passed down Saturday night from Georgian Bay to Pelee Island, where she will be used in the fish business.

Charles Kemp of town and Mark Maguire of Anderdon have gone to the River Rouge, where they have secured good position in Dunbar's stone crusher.

The tug *Abner C. Harding* has been stationed at this port by the Trust Tug Co. in place of the *Goulder*. Capt. Thomas Hagen and Engineer Charles Webb are on the *Harding*.

A clash between the Provincial and Federal authorities has occurred at Port Stanley with reference to whitefish spawn. Mr. Parker of the Dominion Fish Hatchery and two men arrived at the port for the purpose of going out on the fish tugs to secure whitefish spawn for the Sandwich hatcheries. This was forbidden by the Ontario Government. The wires were kept hot Friday in an effort to settle the difficulty.

Many of the "wild carriers" in the lake freight traffic will be laid off next week, owing to lack of business. The grain for the rest of the season has been all practically contracted for. The coal traffic from the lower ports is very good and is likely to be good all this month.

The steamer *Wasaga*, owned by the Collingwood Shipbuilding Company of Collingwood, Ont., was burned to the water's edge in 30 feet of water at Copper Harbor, Lake Superior, on Sunday. The boat was loaded with farm implements and barbed wire and was bound for Canadian points. The crew of 18 men, including the captain, were transferred to the *Westmount*, a sister ship.

Ashley & Dustin have awarded the contract to the Detroit Shipbuilding Co. for a new excursion steamer to come out next June. The boat will cost about \$275,000 and will be built on plans prepared by marine architect Frank E. Kirby. The boat will be 240 feet overall, 60 feet beam and 17 feet deep. A four-cylinder triple-expansion engine will develop 3000-horse power. Scotch boilers with Howden draft will be used. Interior decorations will be in the hands of Louis Keil of Detroit, whose handiwork is seen on many large steamers of the present day. There will be five decks, three of these above the main deck being open. The dancing floor will be 48 feet wide and 160 feet long or 3000 square feet. Sliding doors will make it a simple matter to enclose the dancing floor in bad weather. The shade deck will be finished in white mahogany and antique silver with panels bearing mural paintings. A dozen parlors, 12 x 10, will open off the shade decks, each parlor having a big bay window that will enable the occupants to look out over the heads of passengers on deck. The dining salon on the main deck will be finished in red mahogany and richly panelled. An anti-rolling tank amidships will assist in keeping the boat steady in heavy weather. The boat will stand well out of the water, her hurricane deck²⁴ being 50 feet above her keel amidships. The new boat will run to Put-in-Bay and Sandusky under the command of Capt. A.J. Fox of the *Frank E. Kirby*,

²⁴ the covered deck at the top of a passenger steamer

owned by the same company. The *Kirby* will be continued on the run, giving more attention to the freight business, however.

The fishermen along the Canadian shore and at Pelee Island will reap a bountiful harvest this season. Whitefish are running very freely, while sturgeon and other food fishes are plentiful. The number of fish tugs operated from this port indicated that lots of fish are being caught. They are shipped to cities at big prices.

Capt Clyde Tobin, master of the tug *Phil Sheridan* of the Dunbar Stone Crusher Co., is seriously ill at his home in town suffering from a severe attack of walking typhoid. Miss Jennie Johnson, trained nurse, is in attendance. He only arrived home on Monday morning after laying up his tug at River Rouge.

Charles Hackett has pulled Chas. Webb's houseboat up on the head of Bois Blanc for the winter. Mrs. Thomas, Mrs. Webb and child have returned to Port Huron after spending the summer on her. Nearly all the gasoline launches along the river have been put into winter quarters.

The tug *Leroy Brooks* and lighter discharged a cargo of lumber from Sarnia on the Murray Street dock last week for John Fraser. Capt. McQueen has several big loads of lumber to bring from Sarnia to Sandwich and Amherstburg and a few loads of slack coal to carry from Toledo to Amherstburg and Sandwich. This will keep him busy till Christmas.

The steamer *C.W. Kotcher*, which ran hard aground on the Lime-Kiln Crossing Wednesday morning of last week and which made navigation at this point extremely difficult, was released from the rocks on Thursday afternoon after 1000 tons of her cargo of coal had been put on the lighter *Rescue*. Air compressors of the Trotter Co. and of the tug *Rooth* were put aboard her and soon lowered the water and she was taken to dry-dock at Detroit. Capt. C.H. Sinclair, who superintended the release of the *Kotcher*, said many complimentary things of the way Harbormaster Barrett, with the assistance of the patrol tug *Aldrich*, handled the steamers passing the wreck.

The drillboats *Exploder* and *Dynamiter* of the Sullivan fleet were pulled in this week and will go into dry-dock at Detroit for repairs. An early lay-up is expected on the river as far as the small drills and dredges are concerned.

Officers on American Boats Must Live in U.S.-Government will Revoke Licenses of Captains and Engineers.-Instructions have been given by the United States Government to its consuls in Canada to locate naturalized American citizens who live across the borders and who secure licenses as captains and engineers on American vessels. In the future these men must live in the United States or forfeit their citizenship. The rule that persons living two years outside the States lose their citizenship is to be strictly enforced, both through the efforts of the consuls and through the refusal on the part of local inspectors of steamboats to grant licenses. The inspectors are also to take up licenses of engineers or captains who live outside the states. This action is a result of the pressure brought to bear by labor unions and by others who complain that Canadians become naturalized citizens of the United States and, after securing a license, live in Canada. Under the new ruling these captains and engineers will either have to move to the United States or give up their right to sail on American vessels. It is said that this ruling will effect many in Amherstburg, Windsor, Sarnia and other Canadian lake and river ports.

This great country, the United States, is difficult to understand. It claims to be the "land of the brave and the free," but adopts a system in vogue in many old lands - that to be a citizen one must live in the country to which he bears allegiance. The man that holds master's papers must live in the States. The millionaire can hold railway charters, steamship charters and can live where he pleases, but a sailor, if an American, must reside in a certain specified place and that's under the shadow of the eagle's wings. A British subject can live where he pleases and any U.S. citizen holding Canadian or British master's or pilot's papers can reside in any country. The United States comes to Canada offering reciprocity at this time, while it compels all sailors holding U.S. master's papers to get back across the border. They have reciprocity in wrecking and Canada allows her ports to be used as harbors for U.S. wreckers with U.S. papers, but now these wreckers must hike back and take up their residence there or forfeit their papers. The

same vessels are allowed to use our great system of canals in the summer season. If the families of these masters reside in Canada, back they must go to the land of the "free and the brave," the call to come back being heard above the eagle's scream of liberty. Millions of Canadians are holding down jobs in the United States and we have not heard of any of them losing their citizenship if they don't return every two years and report a residence in Canada. A number of moves made by our "big brother" the last few months indicate that there are politicians of "peanut" calibre near the helm, but the "Will ye no come back again" move is one of the most trifling yet evolved.

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November 18, 1910

The steamer *Fremont* is being laid up for the season at Fraser's lumber dock.

James Stewart, the well-known engineer of the steamer *Columbia*, is overhauling the engine on the wrecking steamer *Mills*.

A number of young drillmen from Detroit and Amherstburg are thinking seriously of going down to the south end of the Erie Canal to show the contractors how dynamite should be handled and how rock can be broken up without danger. They claim that there is big money in this work. About fifty men from the dry work were shipped to the Erie Canal last week.

Capt. Thomas Hanley of the Sullivan drill fleet is laying up the drillboats *Exploder* and *Destroyer* this week, and the *Dynamiter* was laid up last week at the Sullivan slip below the mill. All the crews have been paid off. The Great Lakes Dredge & Dock Co. are also laying up their big drills for the winter. Dunbar & Sullivan's two drills, two dredges, two derrick scows and three tugs will work until the ice stops them. The Buffalo Dredging Co. will also do the same, while the three dredges on Ballard's Reef expect to work until Christmas.

Capt. Fred. J. Trotter broke a finger and jammed two others on his left hand by getting his hand caught between two pipes when laying the intake pipe last week.

The men [who] worked on the wreck of the *Warriner* were paid up in full this week by Capt. Trotter and most of them received enough money to lay in their coal and flour supply for the winter. The Underwriters were well pleased with the job.

Superintendent Parker of the Sandwich Fish Hatchery is receiving a lot of whitefish from fishermen along the Canadian shore. A boat which is made especially for transporting whitefish is rowed out into the lake, filled with whitefish and brought to the Bois Blanc station. They are all kept alive and the spawn is removed from them and taken to Sandwich at the proper time.

William Hamilton of the Great Lakes Engineering Works, Detroit, spent Saturday and Sunday with his parents, Mr. and Mrs. John Hamilton, Gore Street.

Arthur Breymann of Breymann Bros., Toledo, was in town Monday in conference with Capt. Robert Forrester of dredge No. 2, at work on Ballard's Reef.

Capt. Clyde Tobin, who has been seriously ill at his home in town, is slowly improving, but is not yet out of danger. Clyde is said among tugmen to be the youngest master on the lower Detroit River works with unlimited first-class pilot papers.

The steamer *Frank E. Kirby* has tied up for the season at her dock at the foot of First Street, Detroit. The past season has been the most successful in the history of the *Kirby*. Next season the *Kirby* will be used mostly for freight, while the new boat which is to be built by the Detroit Shipbuilding Company this winter will look after the passenger trade. Mr. Dustin says the name of the new boat will be announced on the day of the launching, which will take place in about ten weeks.

Councillor Loewer and Mr. Federson of Hamburg, Germany, two members of the Elbe River Regulation Commission, who are in this country sizing up engineering achievements in the way of marine construction, were at the lower Detroit River to see the Livingstone Channel. Already they have investigated points of interest in barge canal construction in New York State and work along the Hudson River. From Detroit they went to Sault Ste. Marie, Milwaukee and Chicago. They hope while on their trip to gather many ideas which will aid in the important project of deepening the Elbe River to a uniform depth



of 40 feet from the sea to Hamburg, an engineering undertaking complicated by a daily tidal rise of seven feet in river level.

The Pittsburgh Steamship Co. is laying up their boats as they arrive. The last ore cargoes will be loaded tomorrow. The freight market is dull in all lines.

The Reid Wrecking Company, Sarnia, Ont., was given the job of floating the steamer *W.C. Moreland*, which is on the rocks at Eagle River, Keweenaw Point. According to the terms of contract, Reid was to get \$75,000 for releasing the wreck and delivering it at Superior or 65 per cent of what he saved, at the option of the underwriters. He started work last week but gave it up and the steamer has been sold for junk.

Work is about to be commenced drilling holes on still another route for the proposed new or enlarged Welland Canal. This route, which is known as the "Grenville" route, having been advocated by Mr. Grenville years ago, and is the shortest of all, leaves the present canal at Allanburg and runs in a direct line to Port Dalhousie, the course being west of the present canal and the old canal. The present canal would be utilized from Port Colborne to Allanburg, which would leave Port Colborne, Welland and Port Dalhousie on the new waterway.

It will cost about \$40,000 to repair the steamer *Charles W. Kotcher*, which struck at the Lime-Kiln Crossing. She will be in dry-dock at Milwaukee about five weeks. About sixty damaged plates will be taken off and 23 will have to be replaced by new ones.

Dredge No. 3 of the Great Lakes Dredge & Dock Company, which is at work on Ballard's Reef, broke her big hoisting cable late Tuesday night and her eight-yard dipper went to the bottom of the river. The dredge was digging shell rock for the United States Government. The Trotter Wrecking Co. sent a tug to the scene and an attempt will be made to bring the bucket to the surface. A diver and a complete diving outfit was sent with the tug. Breymann's dredge No. 3, which was also at work on the reef, is off for repairs. She pulled into port Tuesday night with a broken steel spud. A new one must be brought from Toledo before she will be fit for work again. This will take several days. The dredge *Brian Boru*, owned by the Dunbar & Sullivan Co., which has been at work on the Livingstone Channel, is also out of repair. While at work Tuesday she broke a large casting and will have to be sent to Detroit for repairs. This is an unlucky week for dredges. Wednesday night Dunbar & Sullivan's dredge *Tipperary Boy* broke her dipper handle and will be out for the rest of the week. On Tuesday night the tug *Sydney T. Smith*, Capt. Cook, hit a hidden obstruction near Bar Point and broke her wheel shaft, which allowed the wheel to drop to the bottom, where it is yet. She was towed to Detroit by the *Columbia* for repairs.

Engineers Mathewson and Cameron of the Public Works Department, London, and Johnson of Ottawa are here this week ascertaining the volume of discharge of the Detroit River at this point and will also go into the matter of currents and cross-currents. This work is in connection with the dam proposal, which finds in Amherstburg practically unanimous opposition.

The tug *Aldrich* brought in Grubb's Reef gas buoy on Tuesday, under orders from Harbormaster Barrett. The crew reports a rough passage. All lights and buoys on the lakes will be discontinued on December 15th.

**ANOTHER CANAL ROUTE.**-The latest proposition for an improved canal system between Lake Erie and Lake Ontario would leave the eastern part of the Niagara Peninsula out in the cold altogether. Hamilton and Toronto people are urging the construction of a canal from a point on the north shore of Lake Erie east of Selkirk to a point on the south shore of Lake Ontario just to the east of Hamilton. For some time past the Government has been investigating a new route for a canal instead of deepening the present Welland Canal. A survey was made to the west of the present canal from a point five miles west of Port Colborne to Jordan on Lake Ontario. This route would be twenty-eight miles long instead of twenty-six, the length of the present canal, but the advantage claimed for the new route is that it would require only fifteen locks instead of the existing twenty-four. At the same time a survey has been made from Selkirk to Hamilton. This proposed new canal would follow the Grand River from its mouth at Port Maitland on

Lake Erie to the neighborhood of York, which is in a direct line between Selkirk and Hamilton. Up to this point the river would be deepened and widened. From York the canal would follow straight across country to a point east of Hamilton, where an opening in the height of land affords a favorable approach to the lake. The advantages claimed for this route is that the country through which it would pass is very flat and only seven or eight locks would be required. The saving in cost of construction and in the time required for vessels to pass down would thus be considerable. Then by this route from Selkirk to Hamilton the distance, say from Detroit River to Toronto, would be reduced by 100 miles and millions would be saved in construction. In the event of hostilities, the present canal in its proximity to the international boundary could be destroyed by an enemy operating within the confines of the international waters, while the Selkirk-Hamilton route would be comparatively safe. By the scheme suggested, Toronto and Hamilton would be on the main highway of transportation. It all sounds good, but it may be only the talk of boomsters.

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November 25, 1910

The tug *Active*, which John Fraser and Capt. Frank (Gale) Hackett bought from the Bell Fish Company, arrived here Friday last in tow of the tug *Leroy Brooks*. She is a wooden hull 60 feet long, 13 feet wide and 5 feet deep. She has a high pressure engine 10 x 12 with a boiler of 120 lbs. of steam. The *Active* will be used in the fish business. Capt. Hackett will sail her and she will be made into a Canadian bottom.

The Buffalo Dredging Company's dredge No. 7 was in port Sunday and Monday with a disabled dipper shaft.

The bills of the Whalen Wrecking Company and the Great Lakes Towing Company for work done on the steamer *W.C. Moreland*, ashore on Eagle River reef, Keweenaw Point, Lake Superior, amount to \$69,000. Whalen's bill calls for \$51,215 and the Great Lakes Towing Company's is \$18,000. Wrecker Reid was awarded the contract for floating the wreck for \$75,000.

Edward Bros.' dredge No. 2 sunk Friday while at work on the new canal contract at Sault Ste. Marie, Mich. A portion of the hull was torn away when the spud held as the boat was being moved.

Capt. John Edwards, one of the best known and most efficient vessel masters on the Great Lakes, died at his home, 81 Seward Ave., Detroit, Friday afternoon, following an extended illness, at the age of 73 years. Capt. Edwards retired from service 10 years ago, at which time he was in command of the big passenger steamer *City of Erie*, operating between Cleveland and Buffalo. He was a captain on the Great Lakes for 46 years and during that period held an enviable record.

Drillboats are killing all kinds of fish in great numbers every day. Two dozen whitefish came to the surface after one blast.

The dredge *Old Glory* has returned from dry-dock and has gone into winter quarters at the Sullivan repair yard slip with the drill which have been overhauled in dry-dock, Detroit. The tug *Pauline Heckler* is taking the place of the tug *Sydney T. Smith*, whose shaft was broken a week ago. Nearly all of the men from the laid-up drills of the Sullivan fleet have been paid off.

The Mullen Coal Company's patent fuel lighter *John Oades* discharged a cargo of coal on the lighter *Tyson* on Saturday. The steamer *John Harper* also discharged part of a slack coal cargo for the Pittsburgh Coal Co. for local plants same day.

Alphonse Cote, engineer on the Southeast Shoal lightship, is home for a few days on his leave of absence. Alphonse caused a great stir by having the steamer *Maunaloa*, on which he came up, blow for a tug so he could be taken off. The local tugs thought of course that there was something doing in the wrecking line. The tug *Harding* broke a big plate glass window in her pilothouse in the excitement. The *Trotter* could not get out on account of being hemmed in by a number of tugs that were tied to her, but she made a great effort. The *Hackett*, after much trouble, cleared the dock and went to the boat. "Hello, Capt.," said her owner. "Can I do anything for you?" "Yes," said the *Maunaloa*'s master, "take Mr. Cote off." "Sure," gulped the *Hackett*'s captain disappointedly. Alphonse now has the horse laugh on all of them. The crew in charge of the *Falken* state that in spite of the hard storms which have prevailed on Lake Erie

this fall, the submarine bell continues to perform good service. It has not been announced how long the *Falken* will remain on duty, but it is expected that she will stay at her post until the last steamer passes this year. She has powerful engines and a steel hull and it is thought that she will be able to withstand the severest weather. The buoys and other aids to navigation will be pulled in on December 15th, but the Southeast Shoal, which is a very important point, will have the lightship kept out by the Lake Carriers as long as they can keep her. Mr. Cote says she is a bird in all kinds of seas and thinks she could stand a hurricane, but does not know how she would act in heavy ice. She will winter at Amherstburg.

A northwest gale swept Lake Erie Friday afternoon and evening, with the result that the water at the Lime-Kiln Crossing was lowered from four to five feet. The 500-foot steamer *Powell Stackhouse* of Cleveland, upbound, laden with coal, in attempting to anchor in Callam's Bay until the proper level was reached went aground in the mud. The vessel dropped anchors about 5 o'clock Friday afternoon but the gale was so strong they did not hold and the boat ran aground. The tugs *Trotter*, *Hackett* and *Harding* worked to release her all night and at 3 o'clock Saturday morning were successful. The vessel was undamaged and proceeded on her course.

The tug *Breymann* bent her wheel shaft on a rock on Ballard's Reef last week and was sent to Toledo for repairs.

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December 2, 1910

Three men were drowned when the tug *General* sank Wednesday morning at the Soo while going to the relief of the stranded steamer *Pollock*. The tug collided with the *Athabasca* in a snowstorm and went down. The drowned men are Jacob Boyer, second engineer; Andrew Howard, cook; Francis Lowe, fireman. All have families and live at the Soo. The tug was owned by the Great Lakes Towing Co. and the *Athabasca* by the C.P.R. The tug was under command of Capt. Frank E. Nelson, who was rescued. The *General* was stationed at Amherstburg five years ago. Capt. Nelson is well remembered here.

The steamer *Alaska*, owned by W.J. Pulling of Windsor, is a total wreck in Tobermory harbor in the Bruce Peninsula as the result of a disastrous fire that broke out in the vessel early last Saturday morning. The cargo of lumber is also destroyed and the combined loss to both lumber and vessel is roughly estimated at \$80,000. The *Alaska*, in charge of Capt. McGinnis of Windsor, a well-known mariner, had left Owen Sound and was on her way to Walkerville with a load of lumber for the Walkers. While rounding the Bruce Peninsula in Lake Huron rough weather was encountered and the boat put into a small harbor near Tobermory for shelter.

The tugs *George Cooper* and *Marion Trotter* towed the two Great Lakes Dredge & Dock Co.'s drillboats *Nos. 3* and *5* to the River Rouge Sunday.

Mrs. (Capt.) Thomas Hagan and daughter will leave tomorrow (Saturday) for Port Huron to take up their residence. The tug *Harding* will break ice at Port Huron this winter. The tug *Sabin* will be at Detroit.

The end of the Great Lakes navigation season, which closed Wednesday, is two weeks earlier than usual, but the 1910 ore transportation record has been broken by more than 1,500,000 tons. The total tonnage will be close to 43,000,000. Coal shipment records were broken also.

The tug *W.A. Rooth*, Capt. Grisdale, stopped at this point Monday night on her way from Sarnia to Cleveland to lay up for the winter.

The passenger steamer *Fremont* is having her engine room and boiler housed in; her dynamo is also being overhauled and rebuilt and her cabins are being rebuilt. She will be put in first-class shape before coming out in the spring.

The steamer *Onoko* went hard aground near the Southeast Shoal lightship *Falken* yesterday (Thursday) and was reported to be blowing signals for help. The tug *Harding* and lighter *Rescue* and tugs *Trotter* and *Hackett* went to her assistance.

The tug *Sydney T. Smith* is laid up at the lower slip. The tug *Pauline Heckler* is taking her place. Capt. John McQueen is having his yacht *Lotus* put on ways and will have it overhauled this winter

at the mill slip.

Capt. Thomas Henley has gone to his home in Detroit after laying up the Sullivan drillboat fleet at the lower dock.

The steamer *E.A. Shores Jr.* (Capt. Jos. E. Mahon) has gone into winter quarters at Detroit after a very successful season.

The steamer *Papoose* is still at work with a big gang of men building small islands on the west side of Bois Blanc and will be employed there until the ice stops her.

The big steamer *Smith Thompson*, bound up, ran hard aground at Bar Point in a snowstorm Wednesday. The tugs *Hackett*, *Trotter* and *Harding* released her late Wednesday.

The Buffalo Dredging Co.'s drillboat *No. 2* got orders to pull in yesterday (Thursday) and is at the dock here being put in winter quarters. Both night and day crews have been paid off.

Death came on Saturday in Detroit to Capt. Herbert T. Archer, later master of the steamer *John Owen* and for many years a lake navigator. For several years Capt. Archer had been suffering from feeble health and was subject to attacks of chills and fever which had greatly sapped his vitality. He remained at his post on the steamer *Owen* until about 10 days ago, when, unable longer to combat his illness, he left the boat and went to St. Mary's Hospital, where the end was precipitated by an attack of laryngitis. He had been in the employ of the Owen Transportation Company of Detroit about six years and previous to that time had sailed on the Hutchinson and other fleets. Capt. Archer (better known as Bolivar) was a son of the late William E. Archer of Amherstburg, who died here in March, 1866. Mrs. Archer died June 9th, 1896, in Detroit and was buried in Rose Hill Cemetery. Mrs. Archer was a daughter of John and Ann Drake of the Drake House, formerly the Searle House, which stood on the Delisle corner<sup>25</sup>, east of Wesley Methodist Church, in the early days. Mr. Drake claimed to be a descendant of Commodore Francis Drake, the daring navigator of Queen Elizabeth's time ... The remains were brought to Amherstburg Tuesday noon and taken to Christ Church for services, after which they were interred in Rose Hill Cemetery, the pallbearers being Capt. John Bernard, Capt. J.T. Smith, Capt. H. Cook and Capt. Ed. Burns.

The new car ferry being built for the Pere Marquette Steamship Co. will be ready for delivery in January. She will replace *Pere Marquette No. 18*, which sank in mid-lake September 8th.

Advices from the Lake Shippers' Clearance Association is to the effect that upwards of 8,000,000 bushels of grain will be shipped from the Fort William elevators during the last week of the season. The major portion of this will be consigned to Buffalo and a fleet of boats is now on route to Fort William.

The steamer *W.C. Moreland* was floated off the Eagle River reef, Keweenaw Point, Lake Superior, late Saturday afternoon. Capt. Josiah Reid of Sarnia succeeded in floating the ship, which had been abandoned by the other wreckers. She will be towed to Superior, the port agreed upon in the contract which was awarded Reid. The *Moreland* was released just in time. The present storm would have driven the wreckers away and all further attempts to save the ship would have been abandoned until spring. The *Moreland* had been on the reef at Eagle River for more than a month. She went hard on the rocks on the night of October 18th and in the storm which arose next day she broke into three pieces. The *Moreland* is one of the large bulk freighters of the lakes. She is 600 feet overall and has a beam of 54 feet. She has a capacity of 11,000 tons of ore and was downbound with a cargo of more than 10,000 tons when she stranded. The underwriters had decided to abandon the *Moreland* as a total loss and figured her as the largest loss which ever occurred on the lakes. Insured for \$400,000, her cargo was valued at \$50,000 and nearly \$70,000 was expended in attempts to save the vessel before Reid took charge of the work. The *Moreland* will receive the necessary temporary repairs at Superior this winter and will be put in readiness to go into dry-dock in the spring.

**THE BOIS BLANC DAM.-Letter from Mr. James T. Keena, one of Detroit's Most Eminent Attorneys.-**To the Editor of the *Detroit Journal*: I feel it my duty as a matter of simple justice to come to

<sup>25</sup> southeast corner Richmond and Bathurst Streets



the defence of the residents of Amherstburg against your rather flippant ridicule of their attitude towards the proposed dyke to extend from the foot of the cofferdam to the head of Bois Blanc Island and it is just possible that if the present situation has taken on any of the inconsequential characteristics of "opera bouffe"<sup>26</sup> as you classify it, the major-domo of the stage setting may be found elsewhere than in that ancient burg. Their objections as they see them are not social vagaries<sup>27</sup> but practical and serious. They opine that the effect of the dyke will be to deflect ALL of the marsh and germ-bearing waters of the muddy Canard River into the narrow channel flowing between the mainland and Bois Blanc Island, from whence Amherstburg must get her daily supply of water. That that would be the effect any fair-minded person who has observed the situation must concede. For years after every rainfall or freshet<sup>28</sup> I have seen the flow from the Canard River extending its discolorations over the wide flat of waters at the head of Bois Blanc Island and through the channel east of Sugar Island, washing marsh grasses and floatage along the head and west shores of Bois Blanc, clearly indicating the trend of the currents when given free unobstructed passage. Now if those currents are arrested in their natural course by the proposed dyke, all of the waters of the Canard must find their way through the narrow channel to the east of Bois Blanc and some of it into the water mains of Amherstburg.

One of your articles states that a test of the flow of the water from the Canard was recently made by constructing a float at the mouth of that river and following it until it came directly over the intake of the Amherstburg waterworks. All I can say in answer is that the conduct of that float was contrary to my daily observations of the currents of the river which I have had an opportunity to make every morning while rowing my boat through those waters during the summer months for about twenty-four years, and in a measure substantiates what some Amherstburg officials claim, that the natural currents of the river have been much changed and affected by the obstruction of the cofferdam in its present condition which will be corrected to a large degree when the dam is opened and the great body of water it will contain is permitted to flow through it with about a four-mile current.

What Amherstburg is apprehensive of is not the waters of the Canard as they flow in their normal condition, but the washing of the putrid decayed matter into the stream in the spring freshets and at the time of heavy rains and overflows. Under those conditions the greater part of the increased flow from the Canard marsh finds its way around the head of Bois Blanc Island to the western channel, and the lily pads, sedge and bulrushes strewn along the head and west shores of Bois Blanc are practical witnesses which satisfy me even against the scientific theory of a bobbing float.

Amherstburg is entitled to have the natural condition of things in the waters before it continued until some imperative demand of state or society requires a change, and when it appears that the drinking water of Amherstburg may be additionally contaminated or made more unfit for use by a change in the natural condition of things, the requirement must be imperative indeed that would justify the change and should not be entertained, if any other way can be determined to effect the purpose of the dyke. A current test should be made at the time of high freshets when the wind is from the northeast or east and after the natural currents have been restored by the opening of the cofferdam. These freshets influenced by the very frequent northeast and east winds carry a great part if not the greater part of that sewerage over the flat waters to the west of Bois Blanc Island and that, natural though it may be, but partial relief from the alluvium of the Canard River should not be destroyed by a dyke designed to shunt them upon the intake pipes of Amherstburg. The Amherstburg denizens also claim that the proposed dyke would crowd the ice with great force into and across the narrow Amherstburg channel, endangering and carrying away its docks and shipping. The current in the Amherstburg channel at the head of Bois Blanc is now very swift and as the

<sup>26</sup> a farce

<sup>27</sup> whimsical ideas

<sup>28</sup> sudden rise in the level of a stream due to the rapid melting of snow and ice

purpose of the dyke is to direct the cross-currents (claimed to be so strong that they would affect the course of 10,000-ton boats passing through Livingstone Channel) into the Amherstburg channel, it is fair to assume that the current in that channel will be greatly increased and the fear that the ice accumulated and directed by that 2000-ft. dyke may be jetted across the channel against the docks of Amherstburg by these new and increased currents is, in the judgment of many practical men, well founded. In conversation with an old captain who has sailed on the lakes for many years, he told me that a boat must be handled very carefully against the current as it now exists at the head of Bois Blanc Island on approaching the channel of the Lime-Kiln Crossing, and he said he would be much more afraid of the strong cross-current such as would be created by the proposed dyke at the head of Bois Blanc Island than he would of the cross-currents that might come into the Livingstone Channel over a shallow flat extending over 2000 feet in length. Furthermore, he said that the cross-currents over the Livingstone Channel are at present very much augmented by the presence and condition of the cofferdam, backing up the water as it does and causing affluxion around the dam and across the channel above Bois Blanc Island. This condition of the currents, which I row through with ease every summer morning, will of course be very much modified when the cofferdam is opened and the backwater is allowed to escape through the straight way of the Livingstone Channel.

It is said that the objections of Amherstburg are met by an opening 300 feet wide to be left through the dyke, not in consideration, however, for Amherstburg but to accommodate the steamers going to and from Sugar Island. Now, if the purpose of that dyke is not to deflect that great body of water into the Amherstburg channel, I am all at sea as to its purpose. While the opening will be some relief, it can hardly be claimed that the sewerage from the Canard and the floating ice, blocked by a 2000-foot dyke, will avoid the highway in front of Amherstburg in order to escape through that 300-foot opening, and if those cross-currents spreading over 2000 feet long are considered so inimical<sup>29</sup> to the navigation of great ships of 500 and 600 feet long through the Livingstone Channel, what will be the cross-current at that 300-foot opening produced by the waters concentrating their efforts to rush through it.

The scientific side of the question is beyond me, and my practical nautical friend laughs at the theory of the dyke being necessary to prevent the cross-currents. If the purpose of the dyke is to restore the water level (the original reason given for it) it can be done by the return to the water of the material taken out of the cofferdam, either at the east of the cofferdam, where there is no navigation, or above Stoney Island, where the other excavations are being dumped. This great pile of refuse, extending over a mile along the line of the channel and an eyesore to everyone, would thereby be removed and is a more logical use for it than to permit it to be sold for commercial purposes to the advantage of contractors or other individuals.

It has been stated to me that because Amherstburg objected to this dyke, Col. McD. Townsend has threatened to remove the United States engineers under his charge from Amherstburg and transfer the basis of operations of this work to Wyandotte. I have on every occasion denied this as not true, not because I know the real facts but because I know that Col. Townsend, as an officer of the United States Army, would have too much dignity of mind and purpose to try to coerce or influence the judgment of the people of Amherstburg by resorting to such a petty expedient. Col. Townsend well knows that the question of the privilege of constructing this dyke is an international one and could not be influenced one way or the other by the childish argument, "If you don't let me have my own way I will take my rag dolls and go home." Col. Townsend, the engineers and the contractors and sub-contractors on the job know that they are not at Amherstburg out of consideration for that old burg. They are there through purely selfish motives - because it is the logical base for operations and they can carry on their work cheaper and more expeditiously from that point than from any other place. True, their work on the Livingstone Channel and the Lime-Kiln Crossing has been of great pecuniary benefit to Amherstburg, but at the same time Amherstburg has been,

<sup>29</sup> harmful



on account of her location, a great convenience to the engineers, contractors and men carrying forward these great enterprises, and the benefits, you may say, are quite mutual.

As to the work being done on the cofferdam, it is of no pecuniary interest to Amherstburg. The men employed on that work live on Stoney Island and they do not live in or do any marketing at Amherstburg. The contractors on that part of the great enterprise have built up a village of their own, which will be abandoned, I have no doubt, when the work is completed, and all supplies are brought from Detroit, Trenton and Grosse Île. It is also said that Col. Townsend stated that he did not want to propose a dyke extending out from Grosse Île above the cofferdam as a way to serve the purpose of holding back the waters to maintain a level because he knew the people of Grosse Île would rise up in arms against the project. It is to be expected that Col. Townsend will be as considerate of the opinion of the people of Amherstburg as he is of the indignation of the habitants of Grosse Île.

Congress recently approved an appropriation for the widening of the cofferdam by the addition of 150 feet. Work has been commenced upon that widening and was stopped [when the] people of Amherstburg objected to the proposed dyke. I think that stopping was the first act of the "opera bouffe," as you characterize it, and it is hard for the lay mind to understand why that work should not proceed. Everybody knows that the dam will be widened even if the consent of the Canadian Government to construct the proposed dyke is not obtained. There are other places to build a dyke and there are other ways of checking the cross-currents of which somebody seems to be so apprehensive. The appropriation to widen the dyke was granted by Congress because now, while the dyke is pumped out and dry, is the cheapest and best time to do that work, although the rest of the Livingstone Channel is continued for the present at the original width of 300 feet. The work upon the cofferdam should be continued and it is an unnecessary expense and increase of cost to the contractor who may widen the dam or to the United States Government to delay the work for a considerable period of time to consider the question of dyke or no dyke, or where it will be built.

As had already been stated, this dyke will be in Canadian waters and cannot be built without the consent of the Canadian Government. The question whether the privilege should be granted to obstruct this natural waterway and change its course for all time is one which should be approached with dignity and circumspection by the high officials who are called upon to exercise their judgment and decide, and if it is apparent that the health or property of even a small part of the subjects of that country may be in a degree endangered or prejudiced, the privilege should not be granted. Yes, I will go beyond that and state that even if the subjects are made apprehensive or will be inconvenienced by the proposed dyke, the privilege should not be granted if there are other ways in which the same result can be accomplished and the dyke confined to waters owned by the United States.

My interest in this matter is not entirely free from selfishness. For more than twenty-four years I have enjoyed my summer home on the west side of Bois Blanc Island. Amherstburg is my household market and the point to which I must go to take the trolley car every morning to reach my business in Detroit, twenty miles away. My only convenient and available highway to Amherstburg is by water around the head of the island - a distance of about three-quarters of a mile. I do not want to give up that old home. It is hallowed by associations that money could never supply and is filled with memories that money could never buy. The Livingstone Channel will make it necessary for me to expend thousands of dollars in building a wall to protect my land against the waves of the passing steamers. The proposed dyke may cause dead or slack water along the west shore of the island, which would fill up with marsh grasses, from which Bois Blanc Island now is remarkably free. The slack water might affect or destroy the fishing privileges now reserved and exercised by the Canadian Government on the west side of the island. The drinking water of Amherstburg might be contaminated, and the docks and shipping endangered by currents and ice catapults, but what difference! It is only a bit of Canadian territory, and a few Canucks living down the river who will be affected. Their protest is "opera bouffe." Had the protest come from Wyandotte or Trenton or the inhabitants of Grosse Île, it might be classed as the old spirit of '76 asserting its natural rights to have things continued in the same condition that the Almighty constructed and intended them.

-J.T. Keena.

December 9, 1910

Great Lakes dredge No. 3 broke a casting at the foot of her boom and had to lay up Friday two weeks earlier than she intended. Capt. Danger left same day for his home in Port Huron.

As the steamer *Nyanza* was coming up over the Lime-Kiln Detroit River on Friday something went wrong with her steering gear. The strong current was carrying her over on the west bank when the tug *Trotter* got a line on her and prevented further accident.

The steamer *John Harper* is discharging her last cargo of soft lump coal for the Pittsburgh Coal Co. at this port and will go into winter quarters at Sandwich. The Pittsburgh people have about 1400 tons on their docks at this port and Amherstburg should have no cold people this winter.

The steamer *Columbia* of the D.B.I. & W. Ferry Company, one of the first large new boats erected by the company, has just come out of dry-dock at the foot of Orleans Street, Detroit, where for the past month or more an addition to the hurricane deck of the steamer has been under course of construction. The deck has been extended in front of the pilothouse in a similar manner to that of the new steamer *Ste. Claire*. The capacity has been increased so as to allow accommodation to 300 more passengers. The *Columbia* has taken up her winter quarters on the Windsor side of the river.

Mistaken signals is the cause assigned by the captain of the C.P.R. steamer *Athabasca* for the collision in which the steamer sank the tug *General* off the foot of Little Island, St. Mary's Passage, Wednesday of last week with the loss of three lives. The bodies of the drowned men have not yet been recovered.

It is figured that the first ship for the Canadian Navy will be launched from a Canadian yard in three years and the last of the ten on the present program will be finished in six years. The total cost of the ten boats will be ten million. Six British firms are competing for the Canadian order, as it will mean the establishment in Canada, with Government aid in the form of subsidy, of dry-docks.

The Canadian Department of Marine and Fisheries has rented the D.B.I. & W. Ferry Co.'s dock here and will use it for winter quarters for their craft in these waters. The steamer *Lambton* is being laid up this week. A derrick scow brought in to be used in connection with the gas buoy service here next spring is being stored below the dock at Bois Blanc. The gas buoys used as aids on the lower Detroit River are nearly all in and placed on the Murray Street dock. The Southeast Shoal lightship *Falken* will also winter at this port.

[A workman] had his right ankle severely crushed by a stone on the scow belonging to Dunbar & Sullivan's dredge *Tipperary Boy* Tuesday morning and besides that injury narrowly escaped being dragged through the scow pocket to certain death. He was brought ashore and taken to the office of Dr. T. James Park, where his injuries were attended to, and he is doing nicely.

The latest addition to Dunbar & Sullivan's fleet at this point is the derrick scow "*Gossoon*." The name is in keeping with the rest of those Hibernian<sup>30</sup> names which have become household words in Amherstburg.

December 16, 1910

The drillboat *Destroyer*, dredge *Old Glory* and supply yacht *Marguerite* and tug *Quickstep* are laid up at the Sullivan repair yard. The fuel lighter *Tyson* and tug *Harrison* have winter berths at John Fraser's lumber dock.

The Sullivan dredge *Hercules* and tugs *Smith*, *Columbia* and *Heckler* have gone to Detroit to lay up for the winter.

Dolphus Bezaire laid up the tug *Geo. Cooper* at Detroit and has returned to town and opened the

<sup>30</sup> Irish



Night Owl lunch next to the Amherst House.

A.R. Fortier, chief engineer on the big steel steamer *William Livingstone*, has arrived home for the winter, having laid up the str. at Superior, Wis.

The tugs *Jno. E. Monk*, *Aldrich* and *McCarthy* and derrick scow will winter in the Great Lakes slip. Capt. Frank Hackett's *Active* is laid up alongside the *We'll See* boathouse.

The American lighthouse steamer *Amaranth* took the Bar Point, Lime-Kiln and Ballard's Reef lightships and gas buoys to Detroit on Thursday of last week. The *Aldrich* assisted her.

Capt. Clyde Mott Tobin, who has been in dry-dock for six weeks undergoing repairs for an attack of typhoid fever, cleared, bound down to Amherstburg, Friday last on his first trip since being laid up. He will now make regular trips as usual.

The tug *Geo. Thompson*, while trying to break her way into Chatham through the ice Wednesday of last week to get a couple of sugar beet-laden scows for the sugar factory at Marine City, punched a hole in her starboard bow. She tried to make the St. Clair Flats Canal and get in shallow water but went down 10 miles beyond the canal in about 24 feet of water. The crew of seven men managed to get off safely in the yawlboat and get ashore near Michael's Bay over the ice after putting in a terrible night, as the wind was blowing a gale and very cold. The tug belongs to the Thompson Tug Company of Port Huron and she is well-known at Amherstburg.

The Canadian steamer *Dunelm*, Capt. C. Albinson, stranded on Blake's Point, Isle Royale, during a heavy snowstorm Thursday last. The crew of twenty-one men were taken off on the tug *Whalen*. The steamer is resting easy on the rocks but in an exposed and dangerous position should a heavy sea come up. The hull is badly punctured forward. The *Dunelm* took the first cargo of canning factory products from Amherstburg last April.

The str. *Fremont*, lighter *Snowden*, Sullivan's derrick scow, tugs *Home Rule* and *Runnels*, the Canadian derrick scows, a couple of dump scows, some flat scows and other river craft are laid up below the ferry dock, Bois Blanc.

Capt. James Jarmin left Wednesday for Collingwood in the interests of the Boone Dredging Company. While there he will be a guest at the launching party of the str. *James Playfair*, the longest and finest Canadian boat to be launched at the Collingwood Shipbuilding Co.

The Dunbar & Sullivan drillboats *Hurricane* and *Earthquake*; dredges *Tipperary Boy* and *Brian Boru*, derrick scows *Cuilene Rhue*, *Gossoon* and *Handy Andy*, tugs *Shaun Rhue*, *Shaughraun*, *Spalpeen*, *Paddy Myles* and *Phil Sheridan* and the floating machine shop and a couple of scows pulled to Detroit to lay up Sunday for the winter.

A big load of square timber and decking arrived here this week from Wyandotte to be used in overhauling the U.S. Government derrick scow in the Great Lakes D. & D. Co.'s slip. Wm. Wilcox, Harry Hamilton, William Kelly and Joseph Bellecoure are busy this week tearing her to pieces and will give her a general overhauling this winter. Steam will be kept on her boiler all winter.

John Welsh, who has been employed making dynamite for Dunbar & Sullivan, has returned to his home in Pennsylvania for the winter.

Clarence Smith and son Mortimer have arrived home for the winter after spending a very fine season on the steamer *Castalia*.

The tug *Jean*, belonging to Wm. Menzies, was burned to the water's edge in her winter quarters at Gordon slip dock Saturday night. The fire was not noticed until it had gained unconquerable headway. As there was no fire aboard, it is supposed that sparks from a tug that had been working around there during the afternoon fell on some unprotected part of her and smoldered for hours before breaking out in flames. The craft was valued at \$2500 and there was some small insurance on her.

The Rivers and Harbors Bill, carrying in round numbers \$22,000,000 in cash appropriation and between \$7,000,000 and \$8,000,000 under the continuing contract system, was reported to the House at Washington Friday. The rivers and harbors of Michigan are to receive Government aid in the bill to the amount of \$1,121,462. This amount does not include those projects which already have been provided for,

such as the Soo, for which money has been appropriated, and the several amounts carried in the Sundry Civil Appropriation Bill as they are needed. For general improvement of Detroit River, the sum of \$375,000 is appropriated.

Capt. Louis Bellecoure, mate on the steamer *Castalia*, is home for the winter.

Capt. Thomas Cooper, looking all to the merry, arrived home Wednesday from Buffalo for the winter. He has been employed on the Buffalo Dredging Co.'s tug *Mattick* since the first week in August.

James Bainbridge, chief engineer on the tug *Shaughraun*, has gone to his home in Troy, N.Y., to spend ten days. He will return after Christmas and give the *Shaughraun* a general overhauling. Jack McLean, night chief on the big tug *Shaun Rhue*, also went home to Troy for the holidays.

Capt. Alexander Callam of the steamer *Fitzgerald* has arrived home for the winter after placing his boat in winter quarters.

Gordon Hunt has returned home from sailing as wheelsman on the steamer *James B. Wood*. Walter Gibb, mate on the steamer *Wolf*, also arrived home Wednesday.

The U.S. Government engineers are getting their ice machines in shape for survey work and as soon as the river freezes over there will be a big gang of men put to work.

The tugs *Trotter* and *Hackett* went to the Southeast Shoal Sunday to get the Southeast Shoal lightship *Falken* and met her threading her way in among the ice floes. They took the keepers off the Middle Ground light and arrived back Tuesday forenoon. The *Falken* is being placed in winter quarters here.

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December 23, 1910

By judgment given in the High Court of Canada on Thursday, Capt. William T. May of Windsor is ordered to return to Mrs. Henry Houghton of Detroit the steam barge *Henry Houghton*, which was seized by Sheriff D'Avignon of Essex County the morning of April 19th last to satisfy a judgment for \$10,300 which Capt. May held against the owner, Henry Houghton.

The little steamer *Leland* took fire while lying at her dock in Port Huron Saturday and burned to the water's edge.

Buffalo Dredging Company has bought the tug *Temple Emery* from W.L. Martin, Cheboygan, Mich. The *Emery* has a gross tonnage of 155, is 83 feet long and was built in 1886. She was formerly owned in Bay City.

No appeal will be made to the American Federation of Labor for financial assistance in continuing the seamen's strike on the lakes through next year. Delegates to the convention of the International Seamen's Union have decided to ask its members to contribute \$3 per capita next year to carry on the fight. An assessment of equal amount ordered for the current year has not yet been turned over to the organization on the lakes, so the International believes [that] needs of the lake seamen are well provided.

Compared with the season of 1909, the season just ended has not been a costly one in marine casualties. In 1910 there were eight important accidents, fires and wrecks on the Great Lakes. The total loss entailed was \$1,500,000. The greatest loss of the season was the stranding of the steamer *W.C. Moreland* on Eagle River Reef, Lake Superior. The loss on the hull of the *Moreland* amounted to \$402,000 and the loss on the cargo was approximately \$40,000. Other expenses which were incurred bring the total to more than \$500,000. The most disastrous catastrophe of the entire year was the sinking of the Pere Marquette car ferry *No. 18* on Lake Michigan with the consequent loss of more than a score of lives. The total number of lives lost in 1909 on the chain of lakes was 128, but the total for 1910 will be far below that. This year has been a poor one for profits in insurance on hulls, though the profits of insurance on grain have been large.

The Tug Trust cleaned up all the ice-breaking contracts. The tug *Ohio* gets the job at Toledo, the tug *Sabin* at Detroit and tug *Harding* at Port Huron. An attempt will likely be made to prevent the *Sabin* interfering with any jam here until local ice dealers secure their season's crop. The wrecker *Favorite* has gone into winter quarters at Milwaukee, where there are no Trust tugs.

City officials of Buffalo complain that rotten flaxseed from the cargo of the sunken steamer *W.C. Richardson* is clogging the city's waterworks intake pipe, imperiling the health of the citizens. It is reported the War Department will cause the removal of the wreck unless the owners do so. Wrecking Masters James Reid of Sarnia and W.H. Baker of Detroit are working on the big steamer, trying to float her.

The river back of Bois Blanc Island is blocked solid and the U.S. survey gang may start almost any day survey work on the new Livingstone Channel where the dredges have finished their work.

The tug *Marion E. Trotter* and wrecker *J.E. Mills* are being put into winter quarters this week at the foot of Richmond Street. The *Mills* may repair the town's waterworks intake pipe if the river blocks up inside of ten days.

The visit of the representatives of the Canadian Marine and Fisheries Department has developed the interesting news that the matter of the proposed Bois Blanc dyke has been settled, for the present at least, by Hon. Dr. Pugsley, Minister of Public Works, and his Department on the basis that the Livingstone Channel be completed and opened to see what currents, cross or otherwise, may develop before there are any further steps taken towards the construction of the dam to which so much objection was taken by Amherstburg residents. That this is a very sensible decision to arrive at must be admitted by all.

The tug *Leroy Brooks* and a big flat scow have been caught in the ice at Sarnia and will winter at that place. Both craft are owned by Capt. J.S. McQueen of this town.

An unusual rush of ice has been going down the river these days and Wednesday night a jam formed at the head of Bois Blanc. The roar of the ice could be heard for miles and a great mass piled up on the head of the island before the jam broke loose.

The Canadian str. *Dunelm*, wrecked on Canoe Rock, Isle Royale, has been successfully floated and is now at anchor at Duncan's Harbor. The *Dunelm* was on a point of rock extending out into Lake Superior and the waves washed over her for many days. The Canadian Towing and Wrecking Co. took the contract of rescuing the steamer, "no cure no pay," from the underwriters, to whom the steamer had been abandoned.

The Reid Wrecking Co.'s tug *James Reid* spent Tuesday night here on her way to Buffalo to work on the wrecked steamer *Richardson*. She left early on Wednesday morning and was reported off Colchester at 10 a.m., making good headway. After breaking the ice as far as the Dummy, the tug returned to this port Wednesday night where repairs were made to her boiler and fuelled up, she leaves on her cold trip again this (Friday) morning. The tug is said to have broken her way through 2 feet of solid blue ice below Colchester besides windrows solid to the bottom.

The Tug Trust.—That the Great Lakes Towing Co. exists on the lakes as a trust stifling all important competition, but at the same time maintaining a form of competition, was the charge made at the opening of the hearing in Detroit in the Government case to dissolve the company as a trust. William L. Day, U.S. District Attorney for the Northern District of Ohio; E.P. Chamberlain, special assistant U.S. attorney; and Martin J. Lins, special agent, represent the Government. Harvey D. Goulder and Herman Kelley of Cleveland represent the company. The hearing is before B.C. Miller, special examiner from Cleveland, and was begun in the U.S. Circuit Court Friday morning. Over 100 witnesses will be called before the hearing moves on to other lake cities. That the trust controls the towing business in every port on the lakes, except Milwaukee, omitting those at which there is little business, is declared by District Attorney Day. It hauls yearly 100,000,000 tons of freight, owns more than 100 tugs and is capitalized at \$5,000,000. To the "independents," it is alleged, is left the towing of mud scows, canal barges and the outfits of sand and ice companies. A great deal of interesting information is being brought out to show the schemes worked by the alleged trust to keep control of the business in all the ports of the Great Lakes, by cutting rates and long-term contracts. Some witnesses allege that the "trust" had contracts with practically every boat on the Great Lakes and while buying up the opposition maintain a form of competition. A number of local witnesses are being called.

Lighting the Lower Detroit River.—Alexander Johnson, Deputy Minister of Marine and Fisheries; Lieut.-Col. W. P. Anderson of the Engineering Service; and Deputy Commissioner of Lights McPhail, Supt. of Lightships and Buoys, representing the Canadian Government, held a conference with representatives of the United States Lighthouse Service in the office of Com. C.M. McCormick, U.S.A. Inspector of the Eleventh Lighthouse District at Detroit, on Monday with reference to the Dominion Government taking over the care and maintenance of lights and floating aids to navigation in Canadian waters between the Lime-Kiln Crossing and the mouth of the lower Detroit River. Hitherto most of the lights and aids along the lower river have been maintained by the United States, the expense being borne by the Lake Carriers, and this conference had for its purpose the effecting of an international arrangement which will provide hereafter in the best way for the safety of vessels navigating this dangerous passage. The Canadian officers came to Amherstburg Friday morning accompanied by A.H. Clarke, K.C., M.P., and looked over the ground. A general scheme was decided upon here which involves the elimination of the present tripod lantern service and replacing them with some twenty-five modern gas buoys, which require refilling only once or twice in the season. The deputy minister stated that it is the intention of the Department to light this channel in the best possible way with equipment of the highest efficiency and of most modern construction, and to this end a depot will be established at Amherstburg for the storing of the buoys, the mooring of vessels required in the service and for any other purpose the Department may need. An officer of the Department with an expert knowledge of gas buoys will likely be stationed here to keep the service up to the standard. These contemplated changes refer only to the old channel. The Livingstone Channel will remain under the control of the United States War Department until such time as the International Waterways Commission determines what part lies in American waters and what part in Canadian waters. It is expected that the Livingstone Channel will be open for navigation in the spring of 1912.

December 30, 1910

The steel tug *James Reid* of the Reid Wrecking Company, Sarnia, which left Amherstburg last Friday morning for the wreck of the *Richardson*, arrived at Buffalo Monday and will assist Captain Baker to raise the wrecked steamer at once, which is sunk near Buffalo harbor. The crew of the *Reid* enjoyed the Christmas dinner which they stocked up with before leaving Amherstburg.

After battling five days with the ice between Lorain and Toledo, the tug *Ohio* (Capt. Jas. McKinley) arrived safely at the latter port Sunday afternoon. The *Ohio*, a new steel harbor tug owned by the Great Lakes Towing Company and chartered to keep Toledo harbor free of ice this winter, left Lorain December 20th. Capt. McKinley says the heaviest ice was encountered at the mouth of Maumee Bay, where it was 19 or 20 inches thick.

Fifteen ships and 51 human lives was the toll exacted by the Great Lakes and connecting waters in the principal wrecks of the season of navigation just closed. Total losses of the season represented the destruction of vessel property valued at approximately \$1,382,000. Of this aggregate, three ships, the *W.C. Moreland*, *Pere Marquette No. 18* and *Frank H. Goodyear*, made up \$1,005,000, while the loss of the two last named also involved the loss of 46 lives. The loss on the *Moreland*, the largest ship ever wrecked on the lakes, amounted to \$450,000, of which the cargo represented \$50,000. The sinking of the *Frank H. Goodyear* in collision with the steamer *James B. Wood* off Pointe Aux Barques, Lake Huron, caused the death of 18 persons and a loss of \$255,000 to the underwriters. The largest loss of life of the season in one wreck attended the foundering of *Pere Marquette No. 18* in Lake Michigan, when 28 lives were lost and vessel property valued at \$350,000 went to the bottom. There were two other wrecks involving loss of life, the sinking of the barge *Grace Whitney* in collision with the steamer *Ogdensburg* near Bar Point, when two persons were drowned, and the sinking of the tug *General* in collision with the steamer *Athabasca* in St. Mary's River, with the loss of three lives. The first represented a loss of vessel property of \$5000, the second \$20,000. Of the 15 total losses, nine were due to fire, which destroyed car ferry No. 4 of the Ann

Arbor Railroad and the steamers *T.R. Wiehe* and *F.L. Vance* on Lake Michigan; the steamers *Langham* and *Wasaga* on Lake Superior; the steamers *Lycoming* and *Leland* on Lake Erie; the steamer *Ottawa* on Lake Ontario; and the str. *Alaska* on Georgian Bay. All these and the *New York*, which foundered on Lake Huron, were of the old wooden type of vessel. The vessels lost had an aggregate freight capacity of about 648,000 tons a season. In 1909 there were 31 vessels and 94 lives lost.

1911

January 6, 1911

DEATH OF ALEX. HACKETT.—It is with much regret that we announce this week the death of Alexander Hackett, which occurred at his home at Colchester on Tuesday near midnight. Mr. Hackett suffered from a general breakdown after his wife's death two years ago and owing to his advanced years³¹ there was no rally His life is connected with the history of southwestern Essex since it was practically a wilderness. He was born in Amherstburg on September 7th, 1831, was a son of the late James Hackett³² and was the last member of that family. When but an infant he was taken to Bois Blanc, where he remained until he was 18 or 19, when he was apprenticed as a carpenter to the late William and Alexander Bartlet. While in their employ he assisted in building all the Pensioners' houses in Amherstburg. On September 14th, 1854, he married Margaret Smith They lived in Amherstburg until 1867, when they removed to Colchester, where he had charge of the Hackett store and dock, known far and wide among marine men The funeral will take place this (Friday) afternoon at 1:30, services at the house under the auspices of Thistle Lodge, and interment in Erie Cemetery. In the death of Mr. Hackett, Colchester South loses a valuable citizen who hewed strictly to the line and always did his duty fearlessly.³³

January 6, 1911

The steamer *Fortune*, well-known to many people along the Detroit River as one of the fleet of the Detroit, Belle Isle & Windsor Ferry Co. nine years ago, so far as the name is concerned has passed out of existence. She now bears the euphonious designation *Bawating*, which is said to be the Indian equivalent of "falling water" in English. Coincident with the vessel's change of name, she was transferred from American to Canadian registry and her home port is now Sault Ste. Marie. Capt. Henry A. Pocock, who left Amherstburg as master of the *Fortune*, is still in command of the *Bawating* with the additional title of commodore and ferry superintendent. Capt. Henry Pocock is a son of the late William Pocock of Amherstburg.

General manager A.A. Schantz of the D. & C. Navigation Company has made the announcement that the plans and specifications for the new passenger steamer to be built by that company will be ready about the first of the year. The new boat, it is announced, will be the largest of her class in the world. In keeping with the D. & C. type of boats, the new steamer will be a side-wheeler. She is to be fifty feet longer than the *City of Cleveland*, which came out a year ago last June. The *City of Cleveland* cost approximately \$1,000,000 and it is said that the new steamer will cost a larger sum. The American Shipbuilding Company and the Great Lakes Engineering Works will bid for the work of constructing the new boat. As it will require about a year to complete the big steamer, it is expected that she will be in use

³¹ He was 79 years old.

³² the first keeper of the Bois Blanc lighthouse

³³ Alex. Hackett's obituary goes into great detail about his life and family, much of which has been omitted here in the interest of space. Contact the Marsh Collection Society for a copy of the original obituary.

for the opening of the 1912 season of navigation.

Fighting her way almost foot by foot through heavily windrowed ice, which in some places rested on the bottom, car ferry No. 5 of the Ann Arbor Railroad spent nearly all day Monday making her way from Bar Point up the Detroit River to Amherstburg. She arrived abreast of the town in the early evening and lay in midstream waiting for daylight before continuing her trip to Detroit. She went up the river Tuesday morning as if there were not a foot of solid ice impeding her. For hours Monday afternoon the car ferry lay below Bois Blanc Island, apparently making no progress through the ice. Efforts made to communicate with those aboard her after she arrived off Amherstburg were only partially successful, owing to the wind. She seemed, however, to have experienced no bad effects from her battle with the heavy ice in Lake Erie. The steamer, recently completed at the yard of the Toledo Shipbuilding Company, left Toledo about 10 o'clock Sunday morning. She is bound for Manistique, Mich., where she is to go into commission.

Breaking her way through ice reported as from 14 to 16 inches thick for a considerable part of the way, the tug *Francis B. Hackett* which left Amherstburg, Ont., Friday morning arrived safely at Lorain, O., early Saturday. With her was the wrecking steamer *James Reid*, also an ice-breaker of considerable ability, which was forced to turn back on her first attempt to cross Lake Erie on the way to assist wrecking masters James Reid and H.W. Baker in the work of raising the sunken steamer *W.C. Richardson* off Buffalo. The *Hackett* made the return trip Sunday, leaving Lorain at 6:45 a.m. and arriving at her dock at Amherstburg at 4:30 p.m. Coming back she made the trip by way of the south passage. Over this route she found the ice much easier to break through. The heaviest of it was from 10 and 14 inches in thickness, over about half the distance between Green Island and Marblehead, while out in the lake the average thickness was about eight inches. In the vicinity of Bass Island the tug cut through two roads that had been made in teaming over the ice.

The Dunbar Dredging Co.'s big icehouse on Dynamite Island was filled this week with nice clear ice for use in dynamite-making next summer. A big crowd of men from town are doing the work.

After fighting for 52 days against heavy seas and northwest winds in an attempt to save the steamer *Moreland*, which is stranded a mile from Eagle River, Lake Superior, Capt. Tom Reid has given up the attempt until spring. He brought the wrecking tugs *Manistique* and *Sarnia City* through the ice to Houghton. The *Moreland* is considered safe for the winter. She is a solid mass of ice and the seas are washing over her.

One of the United States warships on the lakes is soon to be "scrapped." This vessel is the *Wolverine*, originally known as the *Michigan*. She was launched at Erie in 1844 and has thus seen 66 years of service.

January 13, 1911

The present firm of Ashley & Dustin, Detroit, will be formed into an incorporated company with a capital stock of \$345,000. The Ashley & Dustin firm has been known during the long period in which it has been maintaining steamers on the Detroit and Put-in-Bay route as a family affair. Recently an order was placed with the Detroit Shipbuilding Company for an excursion steamer which will be the largest running out of Detroit. The steamer *Frank E. Kirby* will also be kept on the route. These changes brought about the incorporation. Edward A. Dustin, the head of the present firm, will be the president and general manager. Among the principal stockholders will be Oliver S. Dustin; Florence C. Ashley, widow of William Ashley, the founder of the present firm of Ashley & Dustin; Alice E. Atcheson; W.H. McFall; C.G. Edgar; and Capt. A. J. Fox. The family of Dustins was one of the first to engage in the running of steamboats out of Detroit and was among the pioneers of steam navigation on the Great Lakes. The family has been connected with steam navigation for three-quarters of a century. The first venture of consequence which was entered in by Selah Dustin, father of Edward S. Dustin and Oliver S. Dustin, was when he began running the steamer *Dart* between Detroit and Sandusky in 1862. The *Dart* was followed by the steamer *Philo Parsons*, which was the centre of one of the most thrilling events in the north, connected with the Civil War. On one of her trips from Detroit to Sandusky, the *Parsons* was boarded at Amherstburg by a

party of disguised Confederate soldiers. When the little boat was out in Lake Erie they attacked the crew and made an attempt with the boat to destroy the arsenals at Ashtabula and Cleveland. They failed and the leader of the party was afterwards captured and hung for piracy. The *Parsons* was followed by the steamer *Jay Cook*, then came the *Alaska*, the *Pearl* and finally the steamer *Frank E. Kirby*, which has been running on the route for the past 20 years. W.O. Ashley and John P. Clark became connected with the firm early in its history and the three families have retained control of the business. Both Edward and Oliver Dustin have grown up in the business of the steamboat line. Edward Dustin, who now becomes president of the corporation, began work on the docks nearly 37 years ago. He was then freight checker. Oliver Dustin has been actively engaged in the work for 25 years. Capt. Fox, who will take command of the new steamer and who is also a stockholder of the new company, has been with the present firm for more than 20 years.

The hearing of testimony in the Tug Trust case came to an end in Cleveland late on Friday, at least for the present. More witnesses who were former competitors of the Great Lakes Towing Co. told how they were forced to sell or be ruined. "I don't think that we sold at all. They just kidnapped us," said Louis P. Smith, former president of the Cleveland Towing Co. M.H. Wardell was recalled to the stand and as secretary of the company identified the tariff sheets of the company and furnished a list of Great Lakes customers. District Attorney Day said that practically every boat owner on the lakes was on the list of contract customers.

That Washington correspondent is getting in his work again. The following appeared in the Detroit papers on Wednesday: "Washington, January 10th.-The War Department is becoming impatient at the delay of the Canadian Government in taking action on the request of this Government for permission to build a dam in Detroit River at Bois Blanc. About two months ago the War Department through the State Department requested permission of the Canadian Government to build this dam, from Livingstone Channel to the west bank of the island. No reply has been received and the work it is feared will be delayed by the tardiness of the Canadian Government. If within a week or so the Canadian Government is not heard from, the Secretary of War will request the Secretary of State to call the attention of Canada to the request of this Government." The Canadian authorities decided at a conference in Detroit to allow the work on the Livingstone Channel to proceed, and if when the work was completed and a cross-current was found to exist, then the Canadian authorities would allow the necessary work to prevent it. It is not proposed to provide a dumping ground at the head of Bois Blanc. Nearly every portion of our shores has been blocked with stone caused by making dumps.

The attention of A. Johnston, the Deputy Minister of Marine, during his recent visit to Amherstburg and Windsor, having been directed to a recent ruling of the Treasury Department at Washington to the effect that only citizens of the United States shall be allowed to hold navigation licenses for American vessels on the lakes, he is bringing the subject before the Minister and it is probable that during his visit to Washington, Hon. Mr. Brodeur will make representations to the United States Government with a view to having the regulation amended so far as Canadians are concerned. The weapon is a two-edged one, for citizens of both countries are engaged in the navigation of the lakes, and while the enforcement of the regulation would undoubtedly work greater hardship in the case of Canadians, it will still affect many Americans who during the season of navigation are employed upon vessels registered in Canada. According to a St. Catharines despatch, a great many mariners are already preparing to take up their residence across the line.

Licensed officers of lake vessels living in and around St. Catharines are considerably worried by the ruling of the United States authorities that they must take up their residence in the United States or submit to revocation of their licenses. "There is nothing else for it; we will have to go over and live in the United States," said a prominent marine man there. "It means a lot of moving, too, for a large proportion of the officers of American boats live on this side of the boundary." "Do you intend to move over yourself?" was asked. "Sure, I cannot help myself, and it's the same way with the rest of them."

There is a big fleet laid up along our docks this winter and Amherstburg will be a busy port in the spring when fitting-out time rolls around. There are laid up at this port the tugs *Francis B. Hackett*, *Active*,

Marion E. Trotter, steamer *J.E. Mills*, D.G.S.³⁴ *Lambton*, D.G.S. lightship *Falken*, tug *Harrison*, fuel lighter *E.E. Tyson*, tugs *McCarthy*, *J.E. Monk*, *Aldrich*, *Alfred O.*, *Home Rule*, *Runnells*, passenger steamer *Fremont*, fuel lighter *Snowden*, a derrick scow, drill *Destroyer*, dredge *Old Glory*, tug *Quickstep* and about 20 yachts. The little freighter *Helen* has turned turtle opposite the lighter *Hammond*, sunk in Callam's Bay. There is also a big fleet laid up at Gordon.

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January 20, 1911

The latest canal scheme, and probably the most ambitious which has been listed for the consideration of Parliament, is that of the Great Lakes and Atlantic Canal and Power Company, a charter for which will be sought during the present session. The company asks power to construct a canal from some point on the eastern shore of Lake Huron in the county of Huron, to the northern shore of Lake Erie in the county of Elgin, and another canal from some point on the northeastern shore of Lake Erie in the county of Haldimand to the western shore of Lake Ontario near the county of Lincoln; to deepen if necessary a channel in Lake Ontario and also in the River St. Lawrence to a point in Grenville County; also to construct a canal from Grenville to Ottawa; to deepen a ship channel in the Ottawa River from the canal to its junction with the Rivière des Prairies; to deepen the channel in the Rivière des Prairies to join the St. Lawrence ship channel below the Island of Montreal, or by an alternate route from St. Ann's in the county of Jacques Cartier through Lake St. Louis to Montreal. This would make and complete throughout the entire distance from Lake Huron to the St. Lawrence ship channel or the port of Montreal a navigable canal and ship channel of a depth of not less than 28 feet and not over 33 feet, and of such width as may be found necessary to enable ocean-going vessels to meet and pass in safety at any point in the canals, lake or river channels.

The steamer *Forest City* will ply between Cleveland and Kingsville next summer, also touching at Port Stanley, Rondeau and Pelee Island three times a week, connecting here with the W.E. & L.S.<sup>35</sup> for Windsor and Detroit.

The tug *Abner C. Harding* and crew figured in a heroic rescue at Port Sanilac, Mich., Tuesday, bucking the heavy ice floes in Lake Huron and rescuing two fishermen who were caught in a westerly gale Monday morning and for forty-eight hours drifted about Lake Huron on a big ice cake.

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January 27, 1911

The D.B.I. & W. Ferry Co. is changing its name to that of the Detroit River Transit Co., by which it will be known after the first day of May next.

The Licensed Tugmen's Association, meeting in Toledo, passed a resolution against the act permitting unlicensed pilots for boats under 65 feet in length. The law was meant for motor boats, but this was not specified, bringing the tugs into the same class.

Judge Swan holds that the statutes were not violated when the tug *George E. Brockway*, Port Huron, took a small party out for a pleasure trip without having a license to carry passengers. The passengers were relatives of the engineer and the trip was *gratis*.

It is rumored that Harry Coulby, manager of the Steel Trust fleet, has issued instructions that all employees of their boats, from deckhands up, have their residence in the United States. Mr. Coulby usurps the place of Providence in his attitude to his men, advising them in effect to take no thought of the morrow, what they shall eat, what they shall drink or wherewithal they shall be clothed, as his regulations provide all that in spite of protests from the men. Now, he goes one better even than Scripture and informs them

³⁴ Dominion Government steamer

³⁵ Windsor, Essex & Lake Shore electric railway, which was established circa 1907 between Windsor, Essex, Kingsville and Leamington

they must even live in the place he has prepared for them. His next move will likely be to direct what religious beliefs his men hold, what air they shall breathe and whether they shall marry or be given in marriage. In his arrogant assumption Mr. Coulby may be laying up for himself treasures on earth, but he's certainly soon due to find out that uneasy lies the head of the would-be slave driver, judging from the mutterings one hears among his mariners. A big strike is the one way Britons have of asserting that they are not slaves.

Capt. C.A. Hackett is having his powerboat *Gadfly* overhauled and repainted at his home on Bois Blanc.

Wrecking master Baker of Detroit has started work on the wrecked steamer *Richardson* off Buffalo. James Reid of Sarnia is raising the *Sharpley* in Lake Ontario.

Capt. F.J. Trotter has completed repairs to the boiler and engine room of his tug *Marion E. Trotter* and she is already to be fitted out in the spring.

Capt. J. Laframboise is advertising his gasoline engine for sale in this issue and will put more power in his yacht *Cora B.* this spring, so that she will be better fitted for the passenger and tourist business.

There is no general exodus of lake captains, mates and engineers living in Canada to the other side of the border as a result of a decision of the U.S. steamboat inspectors that licenses will be issued to American citizens only. The way in which this ruling came out indicated that license holders must live in the United States and there was an immediate clamor on the part of scores of American officers who live in Windsor, Amherstburg and Canadian towns along the St. Clair River. The offices of the local steamboat inspectors have received no instructions that licenses must be issued only to United States residents. The only restriction is that applicants must be American citizens. A large number of these are citizens, although living across the border. In the case of many at Amherstburg, the men are compelled to live in Canada because their work is there.

The Trust Tug *Sabine* made mincemeat of the splendid skating between Amherstburg and Bois Blanc Wednesday afternoon by ramming through it and clearing a path to the foot of Bois Blanc.

The *Detroit News* Wednesday published a column, mostly fiction, about the proposal to build a dry-dock at Amherstburg, which admirable proposition, while being carried through quietly by its promoters, ran up against a small snag in way of a certain piece of property they required for the site being purchased over their heads by another party. However, though nothing definite has yet developed, the movement is by no means a dead issue, and those who are pushing the scheme as being a splendid thing for the town hope yet to see it carried through successfully.

PROPOSED DAM AT BOIS BLANC ISLAND.-This matter was brought up in the Dominion Parliament at Ottawa last week by Oliver Wilcox, Conservative member for North Essex, and is reported as follows in the *Hansard*:

Mr. Wilcox - Mr. Speaker, I desire to draw the attention of the Government to an item that appears in the issue of the *Globe* of January 11th, which read as follows:

PROPOSED DAM AT BOIS BLANC ISLAND.-Canadian Government Accused of Delay - United States War Department Impatient.-(Special despatch to the *Globe*.)-Washington, January 10th.-The War Department is becoming impatient at the delay of the Canadian Government in ordering its inquiry as to whether this Government would be permitted to build a dam in the Detroit River at Bois Blanc Island, which is in British waters.

Some two months ago the War Department through the State Department requested permission of the Canadian Government to construct this dam, which according to the plans for the Livingstone Channel will extend to the Canadian side. No reply has been received and the work, it is feared, will be delayed by the tardiness of the Canadian Government.

Amherstburg is a beautiful little town situated in the extreme western part of Ontario. It has been the home of the soldier in the pioneer days of this country-

Sir Wilfrid Laurier - Order.

Mr. Wilcox - it seems to me that it should have a warm spot in the heart of every Canadian -
Mr. Speaker - The hon. gentlemen must be confined to a question at this stage.
Mr. Wilcox - and it appears that they have a complaint -
Sir Wilfrid Laurier - Order.

Mr. Wilcox - that is worthy of the consideration of the Government. I have received many communications from citizens of the town stating that this proposed dam will very seriously affect the channel of the Detroit River. It will -

Mr. Speaker-The hon. gentleman can only put a question at this stage. He cannot discuss the question now.

Mr. Wilcox - I am only pointing out the objections that are taken to the proposed dam. It is, I submit, a question which is worthy of the consideration of the Government, and it should be dealt with with all convenient speed.

Sir Wilfrid Laurier - I am happy to say to my hon. friend Mr. Wilcox that this despatch has been answered and the reply sent to Washington.

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*February 3, 1911*

The Canadian Pacific and Northern Navigation steamers will be equipped with wireless during the winter and when in service next summer will be in constant touch with Port Arthur with the Marconi<sup>36</sup> station recently established there.

Responsibility for the collision between the tug *General* and the C.P.R. steamer *Athabasca* off Lime Island, St. Mary's River, November 30, in which three lives were lost, has been placed on the masters of both vessels by the United States local inspectors of steam vessels at Marquette. The license of Fred. C. Ryerse, officer in charge of the *General*, has been suspended for six months and recommendation is made to the wreck commission of the Canadian Department of Marine and Fisheries that investigation be made in the case of Capt. James McCannel, master of the *Athabasca*, whose license is not under American jurisdiction.

John Fraser and Frank (Gale) Hackett are having the boiler of the tug *Active* taken apart. She will be made into a Canadian fish tug in the spring.

James Bainbridge spent Saturday and Sunday in town. He just returned from his home in Troy, N.Y., where he spent the winter, and is employed with Dunbar and Sullivan's repair gang.

The ice bridge in the river broke up and went out on Thursday of last week. At seven o'clock that morning men walked over to Bois Blanc to work and at noon they had to use a rowboat which broke through the ice all the way over.

The Trotter Wrecking Co. had their first wrecking job of the season on Monday when their steamer *J.E. Mills* sprang a leak. A donkey boiler<sup>37</sup> was rigged up and she was kept free of water with siphons until Adam Kiyoshk, the diver, made repairs to her bottom.

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February 10, 1911

Formal notification was on Wednesday of last week served upon the United States Government through Colonel McD. Townsend, chief engineer in charge of the work at New Livingstone Channel, that unless the Government issues an order prior to March 1st instructing the contractors on the work, Grant, Smith & Co. and Locher, to continue operations, they will withdraw their entire plant and remove it to New York, thus delaying the completion of the channel for perhaps another year. Late last fall the contractors,

³⁶ Marchese Guglielmo Marconi, an Italian physicist (1874-1937), is famous for the development of wireless telegraphy, giving the first demonstration in 1895.

³⁷ a small portable boiler, usually mounted on a skid with all the equipment needed to operate it - pumps, piping, valves etc.

after a tentative agreement, after finishing the first channel began the work of widening the new one and had proceeded about one-sixth of a mile when a peremptory order came from Washington ordering them to discontinue the work until further notice. Since that time the contractors have maintained their big force of workmen on Stony Island at large expense. The order to cease operations was the outcome of objections made by the residents of Amherstburg to the proposed extension of the dam in the Detroit River to the head of Bois Blanc Island, which lies in Canadian waters. Some time ago the Washington authorities requested permission from the Canadian Government to go ahead with the proposed dam extension, but so far no action has been taken.

The Great Lakes Engineering Works of Detroit have just closed a contract with President W.P. Snyder of the Shenango Steamship Co., Cleveland, for construction of two huge steel bulk freighters which will exceed in size and carrying capacity any freighters now in commission in fresh water. Each boat will be 617 feet long, 64 feet beam and 33 feet deep. The contract price of the two leviathans is one million dollars. They are to be ready for delivery in July 1912.

Commerce on the lakes during the 1910 season of navigation, as indicated by returns to the Bureau of Statistics of the U.S. Department of Commerce and Labor, showed on the whole a satisfactory development. The quantity of merchandise shipped during the year between domestic lake ports attained the record total of 86,732,316 short tons, compared with 80,974,605 short tons in 1907, the largest previous annual total recorded by the bureau. This gain was due in part to unusual conditions, viz., the partial cessation of work in the Illinois coal field and the resulting shortage of coal in the territory tributary to that field, necessitating abnormally large shipments to the upper lake regions of Ohio, Pennsylvania and West Virginia coal. Domestic traffic by way of the Detroit River showed a similar gain over the figures of the preceding years, the total freight tonnage for the river, 67,559,922 short tons, exceeding the 1909 traffic by over 5,000,000 tons. Of the total amount reported for the year, 44,471,813 short tons represented the southbound and 23,088,109 short tons the northbound movement. It is noteworthy that while no appreciable gain is shown in the southbound tonnage, the northbound tonnage, because of the heavier coal movement, was almost 30 per cent larger in volume than for the preceding season.

That the new D. & C. steamer *City of Detroit* will mark attainment of the maximum limit in size for vessels of her type under present conditions is the opinion of Frank E. Kirby, who is the ship's designer. In this connection Mr. Kirby points out that the new *City of Detroit* will furnish passenger accommodations for approximately seven times as many persons as could be taken care of on the original steamer *City of Detroit*, which was built for the D. & C. in 1878 and is now known as the *City of the Straits*. The new steamer will be 112 feet longer and 11 feet broader than the steamers *North West* and *North Land*, which were the giants of the lake passenger fleet 10 years ago. Some further idea of the dimensions of the new *City of Detroit* may be gained by comparison with the Majestic building.³⁸ Were the steamer placed upright on her bow beside the business block and a second building of equal height placed on top of the Majestic building, the top of the flagpole on the second building would be on a level with the steamer's stern. The *City of Detroit* will have about 9000 horse-power, or about 3000 more than the *City of Cleveland*. She will have a guaranteed speed of 22 miles an hour.

The river blocked Monday for the second time this winter and on Tuesday the Trust tug *Sabine* came down and started the ice moving again. This little tug, which is chartered to keep the ice free for the car ferries, is doing good work this winter and as soon as the river blocks opposite town she is sent down to loosen it up. She makes daily trips as far as open water at the foot of Bois Blanc.

That it will require \$210,000 for establishing aids to navigation along Livingstone Channel, lower Detroit River, including authority to locate and construct lights and to place buoys necessary to properly

³⁸ At fourteen storeys, the Majestic building, at the corner of Woodward and Michigan Avenues in Detroit, was the giant of Detroit skyscrapers from its construction in 1896 until 1909. The building was razed in 1962 and was replaced a few years later by the First Federal building.

mark the channel, is the recommendation of the Secretary of the Treasury sent to Congress. The new Livingstone Channel will be improved entirely at the expense of the United States at an estimated cost of about \$7,000,000. It is considered that provision for lighting this channel is now of urgent importance, as the channel may be open for navigation in the spring of 1912, in which case it will be necessary to arrange for the lighting and buoying during the present year. Another special reason in having the appropriation available the coming season is that the important part of the channel is included in the dry work within the cofferdam and construction of foundations for lights can be done much more economically while the channel is dry than after water is admitted within the cofferdam. No estimate for this work was included among those submitted for the fiscal year 1912, owing to the uncertainty at that time as to the date of completion of the channel. The international boundary line up the Detroit River has not as yet been definitely fixed by the International Boundary Commission. A good part of this channel probably will fall within the United States.

February 17, 1911

The U.S. Government repair gang has started work on the Government derrick scow which is being rebuilt at the rear of the Riverside Flouring Mills after a few weeks' lay-off.

Breymann Bros.' dredge, laid up at River Rouge, is being fitted out so that a number of repairs can be made on her before spring. Norman Pouget is fitting out the kitchen and will board the men. Capt. Robert Foster has charge of the dredge.

Capt. John S. McQueen made a business trip to Sarnia last week and while there he looked over his tug *Leroy Brooks* and big derrick scow. He will have a few minor repairs made to the *Brooks* before spring.

Adam Kiyoshk, the marine diver for the Trotter Wrecking Co., will make his home on the wrecker *Mills* for the rest of the season. He is waiting patiently with the rest of the marine men for the opening of navigation, which can't come too soon for them.

Edward Jones, ship carpenter, has a number of men at work building tool houses and other buildings and getting things ready to start the work of building the big coal chutes at Sandwich for the Mullen Coal Co., and as soon as all the timber arrives he will put about 30 or 40 more men at work. It will take about four months to complete the chutes, which will be the largest on the Detroit River and will be at the foot of Detroit Street, Sandwich.

Capt. Clyde M. Tobin is home from Chicago, where he spent five weeks taking a nautical course in a marine college. Clyde will sail the tug *Phil Sheridan* of the Dunbar fleet again this season.

John Fraser and Capt. Frank (Gale) Hackett of the new fish company propose building a 50- or 100-ton cold storage fish plant in the harbor at Kingsville, from which port their fish tug *Active* will be operated.

According to the reports put in the mouth of Mayor Hanna regarding the Windsor deputation to Ottawa asking that the Dominion Government expropriate some Grand Trunk property and erect a public dock in that city, that makes him say: "All the arguments we put forth were well received and I think there will be something for Windsor. If the things can be given Amherstburg, why not Windsor? It is about time that Windsor received something." Surely His Worship has been misinformed. Amherstburg's docks were all built by private enterprise and are maintained by the owners. Amherstburg, being the most important port on the great waterway between the Welland Canal and Georgian Bay, built their own docks without aid. Of course, Kingsville, Leamington, Pelee Island and Colchester, being important lake ports, their shipping demanded Government aid and got it.

The Reid Wrecking Co., Sarnia, ice-crushing tug *James Reid* has succeeded in breaking a channel through the ice out to the wreck of the str. *W.C. Richardson*, sunk near Buffalo, Lake Erie, and Capt. James Reid of Sarnia and Capt. Baker of Detroit are making ready to take the cofferdam and other parts of the wrecking outfit out to the wreck from Buffalo. The big steel cofferdam that was used in former attempts to raise the wrecked steamer has been tested and will be used again. Work started this week. The ice near the *Richardson* is solid, so the wreckers have no fear of the ice shifting and washing out their apparatus, as it did last spring. The wreckers claim that once the 18-inch pumps get to work, it will not take long to

tow the *Richardson* into the harbor, where she will go into dry-dock. If Reid and Baker succeed in getting her up, they will receive \$40,000; if they do not, they do not get a red cent, as they took the job "no cure no pay."

Delegates representing marine labor organizations associated with dredging operations on the Great Lakes in Detroit Monday night submitted to representatives of the Dredge Owners' Association a formal request for the adoption of an eight-hour work day. The action of the labor association followed a conference Monday morning at which T.V. O'Connor, Buffalo, president of the International Longshoremen's Association, was chairman. At this meeting were representatives of the Dredge Workers, Engineers and Cranesmen, Licensed Tugmen, Tug Firemen and Linemen and the Submarine and Rock Drill Workers. The organization last named already has an eight-hour day; the other four want a similar limitation of their hours of labor. Dredge owners have two representatives here, both of whom took part in similar conferences here last year. They are S.O. Dixon of the C.H. Starke Dredge & Dock Co., Milwaukee, and J.A. Smith of the Great Lakes Dredge & Dock Co., Chicago. International Dredge Workers' Protective Association, which opened its annual convention in Detroit Friday, has elected these officers: general president W.B. Jones, Detroit; 1st vice-president Hipp Thomas, Superior, Wis.; 2nd vice-president John Fielder, Sault Ste. Marie; 3rd vice-president James Finnegan, Toledo; 4th vice-president Emil A. Hebert, Amherstburg; general secretary and treasurer Albert Eagle, Detroit. The dredge owners refused to adopt the eight-hour limit and asked the dredge workers to sign up for the coming year, accepting the same wages, hours and working conditions as in 1910. The dredge workers decided to recede from their request for an eight-hour day and are preparing a new proposal to be submitted today, asking for limitation of the working day to 10 hours and an increase in wages for members of all the associations amounting to about 60 per cent.

A despatch from Washington on Wednesday says: "The Canadian Government has refused to permit the building of a dyke in Canadian waters in connection with the construction of Livingstone Channel in the lower Detroit River. Its decision sustains the protest of Canadian property owners in Amherstburg, Ont., and vicinity. The decision of the Canadian Government has been received by Gen. W.H. Bixby, chief of engineers, and forwarded to Col. Townsend, United States Engineer at Detroit. The stand taken by the Canadian Government means that the big improvement will be held up until the case can be adjudicated by the International Commission provided for under the treaty between the United States and Great Britain. This probably will take months. Officials here refuse to comment on the decision of Canada." It doesn't necessarily mean any such thing. The Canadian advice has been to complete the work, open the channel and see how the currents act. Clean up the spoil pile dump and if trouble arises there'll be no objection to steps being taken to check cross-currents.

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February 24, 1911

That it will spell disaster to the fruit belt of Michigan to drain off the waters of Lake Michigan in the proposed extension of the Chicago drainage canal is the belief of vice-president A. Patriarche of the Pere Marquette Railroad. Mr. Patriarche has written to Gov. Osborn, calling his attention to the danger, and Gov. Osborn has announced that he will act whenever it seems needful to guard the interests of the Lake Michigan side of the state. The report of the special board of engineers on the canal project was given to the National House of Representatives in Washington by the chief of engineers of the army. It approves a canal 160 feet bottom, 200 feet top, 8 to 9 feet deep, to take off 1000 second-feet of water from Lake Michigan.

Capt. John McFarland, superintendent of the Dunbar drill fleet, is fitting out the drillboats *Earthquake* and *Hurricane* and making minor repairs on them at Gordon so they will be ready to pull out soon.

Marine branches of the International Longshoremen's Association, in joint conference with the Dredge Owners at Detroit, sent a letter to President Taft complaining that the dredge owners refused to concede them an eight-hour day because estimates of federal engineers on Government work are made so

low that the owners are forced to set a price so cheap it would be impossible for them to put their men on an eight-hour basis. It was also asserted in the protest that contractors declared that in the last two years they were unjustly docked 1,000,000 yards by engineers in charge of Government work at Bar Point. President Taft says the protest has been referred to the War Department and will be thoroughly investigated.

Capt. Charles R. Hackett has been awarded the contract from the Canadian Marine Department to maintain the lights on the lower Detroit River for the coming season. This includes the six gas buoys on Ballard's Reef, formerly maintained by U.S. Lighthouse Service; four gas buoys on Lime-Kiln Crossing, two of which will replace the U.S. lightships, which will be abandoned; two gas buoys will mark the east side of Lime-Kiln. Seven gas buoys will mark the channel at Bar Point. Numerous buoys and floats with lights will still be maintained from Hackett's Reach to head of Lime-Kiln Crossing. The Canadian channel east of Fighting Island will also be marked with spar buoys. The gas buoys will be of the latest acetylene type, which have been adopted by the Canadian Marine Department and have given great satisfaction from the Atlantic to Pacific. Bar Point lightship, which has been maintained either by the old Vessel Owners' Association, then Lake Carriers' Association and the U.S. Government for the past 25 years will be abandoned and will probably go to the Straits of Mackinac. Hackett's two sets of ranges - Amherstburg and Elliott's Point - will also be maintained by Capt. C.R. Hackett. The Fort Malden and Texas Dock ranges, possibly the most important on the lakes, will be looked after by Duff & Gatfield.

**DETROIT RIVER DAM.**-Detroit papers inform us that Col. Townsend, United States engineer in charge of improvements on the lower Detroit River, is trying to cover the retreat he was compelled to make regarding the imposition of the now historic dam in the face of protests from citizens of Amherstburg, Anderdon and Malden, by saying he will make a recommendation that the U.S. Government proceed with the widening of the 300-foot channel to 450 and that the erection of the dyke will be referred to the International Waterways Commission for decision. If the recommendation receives approval, work on the channel will be resumed at once and further intimates that they "may" be permitted to continue the work pending the Commission's decision etc. The gallant Colonel has proved himself an adept at shooting hot air, but his last attempt, as usual, overshot the mark. It has been known to the *Echo* for some time that Amherstburg's grievance was quietly brought to the attention of the Secretary of State at Washington by the Canadian Government and the promise made there that it would be thoroughly investigated. They have been as good as their word and the result is that the work will go on here practically the same as it has in past years, which has been quite satisfactory to Washington; the Livingstone Channel opened in due course, the big spoil pile dump reduced as agreed on, and if any cross-currents or objectionable features occur in navigating the channel, Canada will then cooperate with the United States in plans to overcome these. Col. Townsend has another guess coming. This is in line with the suggestions from the Amherstburg people to A.H. Clarke, M.P. for South Essex, who presents them at Ottawa and which have proved acceptable to the United States authorities. Col. Townsend receives his suggestion from Ambassador Bryce, who had charge of the Amherstburg case in Washington.

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March 3, 1911

Chas. R. Hackett is painting and putting all the spar buoys, which are on the dock back of the post office, in shape for setting out.

The steamer *Aldrich* is being fitted out this week to look after the lighting of the river.

The U.S. derrick has been rebuilt and Ed. Lewis has a gang of men at work rebuilding the hull of the pile driver.

A crew of local men are fitting out and making repairs to the steamer *E.A. Shores* of the Mullen Coal Co. at Detroit.

Capt. Frank (Gale) Hackett and James Stewart are taking out the old boiler of Fraser's fish tug

Active. A new boiler will be installed and the engine overhauled.

Capt. James F. Jarmin of the Boone Dredging Co. left this week for Collingwood to see about the

fitting out of his company's dredges and drills. He will visit Buffalo and Toronto while away.

President Taft on Monday signed the appropriation Bill which includes an allowance of \$210,000 for installation of the lighting system for the new Livingstone Channel, Detroit River. In presenting its request for an appropriation to light the new waterway, the Lighthouse Bureau urged on Congress the importance of immediate granting of the money for the purpose, pointing out that installation of the lights, particularly in the drywork section of Livingstone Channel, could be made at a much lesser cost before the water is turned into the channel than before.

Capt. John McQueen and sons Earl and Russell left this week for Sarnia to fit out their tug *Leroy Brooks*, which was laid up there last winter.

The fish tug *D'Alton McCarthy* opened navigation between this port and Detroit on Monday. The Great Lakes tug *Sabine* is now out of a job as an ice-crusher, as the ice has all left the river.

The engine of the United States Government yacht *Don* was brought down from Detroit after a general overhauling and will be put in place this week. The yacht is being overhauled and repainted by Capt. Jay McGuire.

The passenger steamer *Fremont* sprang a leak on Sunday, broke away from her winter moorings and slipped off the bank below the ferry dock and sank. The wrecker *J.E. Mills* went to her assistance and pumped her out. On Monday Capt. E.E. Harris got steam up in her boilers and put her back into winter quarters.

Instructions to proceed immediately with the widening of the Livingstone Channel were received on Monday by Col. Townsend, through whose intervention it was held up during the winter while the gallant colonel sought to dam Amherstburg and no doubt did d--n the opposition he met with here. The colonel has been instructed to sign the contract with Grant, Smith & Co. and Locher, acceptance of whose bid on the work was recommended some time ago. The work will be resumed just as soon as the contractors, Grant, Smith & Co. and Locher, can get together their scattered working force, place their mechanical equipment and secure necessary supplies, which they are busy at now, and as soon as their supplies are assembled the work will go on with a rush.

A dry-dock which will accommodate vessels 700 feet long is now about completed at Port Arthur, Ont., on the north shore of Lake Superior. It was built for the Western Dry-dock & Shipbuilding Co., which at the same time has been erecting a shipbuilding plant around the new basin. The contract for the work was begun only last April.

The town of Owen Sound is asking support for a Bill in the Legislature empowering the corporation to take \$50,000 worth of stock in a million-dollar dry-dock and shipbuilding plant which will be erected mostly by British capitalists in the course of about two years. The dry-dock will be about 600 feet long, 20 feet deep and sufficiently wide to accommodate lake vessels of the broadest beam. The shipbuilding yards will have ways for three 600-foot boats, one of 400 and two of 200 feet. The three largest will be launched sideways. Application has been made at Ottawa for a subsidy of three per cent and the plans are now in the hands of the Department of Marine.

It is again rumored that before the opening of navigation four large steamboat lines will be under one head. A few days ago the amalgamation of the Northern Navigation Co. was discussed. Now it is stated that the R. & O. Company, Niagara Navigation Company, Northern Navigation and Inland Navigation Company may all become one. It is said that the merging of the two former lines was only an opening for the other interests. It is stated that Senator Forget is very anxious to purchase the Northern Navigation Company. Four years ago the same story was told, but the deal fell through. It is estimated that the total value invested will be about \$10,000,000. The R. and O. fleet in Ontario consists of the steamers *Kingston*, *Toronto*, *City of Rochester*, *City of Belleville*, *Rapids*, *Prince* and *Queen*. The N.N. Company steamers are *Cayuga*, *Chippewa*, *Corona*, *Chicora* and *Niagara*. The Inland Navigation Company fleet consists of the *Gargantua*, *Dundurn*, *Dundee*, *Glenillah*, *Midland King*, *Midland Prince*, *Midland Queen*, *Mount Stephen*, *Neepawah*, *Rosedale*, *Stadacona*, *Strathcona*, *Wahicondah*, *Winona* and a new boat being built, *Emperor*. The Northern Navigation fleet consists of the *Huronic*, *Hamonic*, *Doric*, *City of Midland*,

Germanic, *Majestic*, *Waubic*, *Saronic* and *Ionic*.

The Reid Wrecking Co. and Capt. Baker expect to start the big steam pumps on the sunken steamer *W.C. Richardson* outside of Buffalo harbor this week. They will get \$40,000 as soon as they get her in place in dry-dock. The big tug *James Reid* of Sarnia is working on her.

George Morin of Harrow, formerly chef on the tug *Sydney T. Smith* and dredge *Columbia*, accompanied by his friend Howard Heaton, spent a couple of days with G.E. Gordon. They came up to attend the Gaiete Club hop. George and his father Gilbert Morin, formerly chef on the tugs *Goulder* and *Harding*, have given up sailing and will go into tobacco raising near Harrow this season.

March 10, 1911

The ice seems to have nearly all flowed out of the lakes and rivers and within the week the first dredges will be put to work. The *Gladiator* is the first one of the dredges to be fitted out and she usually initiates spring digging on the lower Detroit River.

Four new gas buoys arrived from Ottawa over the M.C.R. on Thursday for the Canadian Marine and Fisheries Department, to be used on the lower Detroit River. The rest will arrive as soon as there is room enough on some dock to store them. Harbormaster Barrett has charge of the buoys.

Frank Colton has gone to the dry works, Stoney Island, as inspector for the U.S. Government. The tug *W.B. Aldrich* made her first trip of the season last Saturday to the foot of Bois Blanc and back. George Caister of Windsor is engineer on her this season.

Local dredgemen, drillmen and sailors are amusing themselves these days fishing for perch and bass at Stoney Island and the C.S. Ry. piers and report these popular fishing grounds swell places.

The Pittsburgh Coal Co. are having their coal derrick at this port fitted out. Joseph Pineau will be engineer again this season.

Beverly Westaway and Mark Maguire of the Dunbar stone crusher at the River Rouge spent Sunday at their homes in town.

Capt. Frank Harmon of the drillboat *Hurricane* who has been so seriously ill at his home at Gordon, is able to be out again.

The tug *Marion E. Trotter* of the Trotter Towing and Wrecking Co. is being fitted out this week. Wm. Caake will be engineer again this season.

William Cook, Simcoe Street, has been quite ill with an attack of *la grippe*, but is able to be around again. He left Monday for Detroit to fit out the M. Sullivan flagship tug *Columbia*, on which he will sail as chef again this season.

The big steel gas buoys of the Canadian Marine and Fisheries Department at the foot of Murray Street are being repaired and painted by a gang of men under the direction of Capt. Charles R. Hackett, who has the contract for lighting all the lower Detroit River.

The last of the whaleback barges will be removed from the lakes to fill the contract which President Pessano of the Great Lakes Engineering Works got from an eastern company recently. The old type of boats, which proved unsuitable to lake trade, will be shortened and rebuilt into boats for the Atlantic coast trade. The barges are 280 feet long and in order to make them of canal size they will have to be shortened by about 24 feet. They are already being built at the Ecorse yards, where they have been lying ever since the Great Lakes Co. took them in part payment from the Steel Trust for three modern freighters. Each will be re-beamed before leaving for the coast. The four steamers which are included in the contract will be built entirely new. They are to be of the very latest type of modern vessel and will be among the finest-equipped in the coastline trade. It is understood that the company which will operate the little fleet is now being organized by eastern capitalists. The headquarters will probably be in Boston.

Put-in-Bay is the name selected for the new Ashley & Dustin passenger steamer. The name was chosen on Wednesday from several hundred suggested to the owners in the last few weeks. To Theodore C. Gray of Wyandotte goes the distinction of having named the vessel. His reward is a season pass and \$10 in cash. Phinney M. Kirtland of the Fairfax Hotel, Detroit, who suggested the same name, will receive a

season pass because her letter was the next opened after that of Mr. Gray. More than 100 others who also picked the name *Put-in-Bay* will be supplied with passes good for a single trip and return. 2003 letters were opened. Rapid progress is being made in construction of the *Put-in-Bay* at the Wyandotte yard of the Detroit Shipbuilding Company. Original plans have been modified to permit more work being done on the vessel before she is launched than was at first contemplated, and the launching date has been set forward to March 18. The steamer is to be ready to go into commission June 15.

This week will mark the beginning of work on the Livingstone Channel and Superintendent Locher expects to have night and day shifts working within a few days. A small gang of men have been at work since the orders came from Washington for the resumption of the digging, but operations will open up fully this week. It is said that it will take something like ten days to get the mechanical equipment in order, and only one cableway is now in use. There is no danger that the work will be held up on account of lack of coal, as there is a large supply at Amherstburg and a fuel lighter is being fitted out to handle it. Amherstburg residents are pleased that the work is to go on at once and that they won their fight to prevent the building of a dyke from Stoney Island to the head of the rock wall. It has been suggested here that the rock taken from the Livingstone Channel cut might be placed under water elsewhere in the river and in that way prevent a lowering of lake levels.

Captain McNabb of Sarnia and crew of the Dominion Government steamer *Lambton* have arrived and are busy fitting her out for an early start. She will be used in the lighthouse supply service the coming season.

Jack Powers of the Mullen Coal Co., Sandwich, is a visitor in this locality. John is an old Anderdon boy and is in the 'Burg looking after the construction of the big A-frame building at the Amherstburg Iron Works. The body of the derrick is being built in Windsor.

Capt. E.E. Harris and John R. Pineau, both well-known marine men, gas and auto experts, have decided to go into the fish business and have negotiated a deal with a Harrow man for a fishing ground near Cedar Beach, which they will work to the limit the coming season. They have arranged to supply a branch market in Amherstburg with the latest brands that Lake Erie produces and both expect to make enough in one season to settle down comfortably the balance of their days.

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March 17, 1911

The tug *Marion E. Trotter* encountered a number of floating fields of ice while bringing the fuel lighter *E.E. Tyson* from Windsor yesterday (Thursday).

Capt. Robert Mains, the tug *Shaun Rhue* and a howling blizzard all arrived in port Wednesday from Detroit and though all without exception are pleased to welcome again the captain and his sunny smile, they do not appreciate the brand of weather that accompanied him. Capt. Mains wintered well in Buffalo and looks hale and hearty as ever. The Dunbar & Sullivan fleet are striking a lucky stride by pulling out today (Friday), St. Patrick's Day.

Capt. J.T. Hutton is building a large storeroom on the rock pile near his residence, to be used in connection with his tug *Runnels*.

Engineer Alphonsus Cote is fitting out the Canadian Southeast Shoal lightship *Falken*, on which he will sail as chief this season.

Capt. John Anderson of Detroit visited at his home in town this week. The Canadian Marine and Fisheries has knocked him out of a job by taking over all the Lake Carriers' range lights and replacing them with modern gas buoys. He had charge of several dozen floats at Bar Point and used a big power boat to look after them with. The capt. may be transferred to the Livingstone Channel. Walter Hunt of this town has been engineer with Capt. Anderson.

The river St. Clair ice jam, which was broken loose by a tug in that stream on Saturday, came down the Detroit River Monday full force carrying everything before it until the head of Bois Blanc was reached, when it veered over towards the Canadian shore, stretched out over the whole river, jammed solid and stuck there until the tug *D.A. McCarthy* on her way to Port Huron after several attempts dislodged the key piece

and started the mass on the move again. The force behind the jam piled it high on Bois Blanc point and caused a windrow several feet deep.

The side-wheel steamer *King Edward*, formerly plying between Goderich, Windsor and way points, has been rebuilt and renamed the *Forrest City*. It is the plan of Capt. Thomas to sail his magnificent steel boat between Kingsville, Port Stanley and Cleveland, probably stopping at Leamington and Pelee en route. Capt. Thomas was in Leamington last week and made a fruitless attempt to reach Pelee Island, where the company has purchased one mile of beach which they will offer to campers and summer resorters, whom he expects to bring from Cleveland, Pittsburgh and numerous other points south of Lake Erie.

William Cousins left Wednesday for Little Current, where he has secured a good position on the dredge *McCarthy* of the Boone Dredging Co.'s fleet.

Col. McD. Townsend is advertising for bids for the dredging of the Amherstburg channel across Ballard's Reef above its junction with the Livingstone Channel. The bids will be opened in the office of the United States Engineer on April 10th.

Ashley & Dustin have been informed by the Detroit Shipbuilding Company that the launching date for the company's new steel passenger steamer *Put-in-Bay*, under construction at Wyandotte, is postponed from March 18th to March 25th. This will enable the builders to place a larger amount of steel work on the hull before the launching than was at first contemplated.

The str. *John Harper* is being fitted out at Sandwich.

Navigation between Detroit and Cleveland will be opened by the D. & C. steamer *City of Detroit* with a day trip March 27th. Regular daily service will begin April 1, when the *City of St. Ignace* goes on the route.

Capt. James F. Jarmin left on Wednesday for Little Current and Collingwood to oversee the fitting out of the Boone Dredging Co.'s fleet.

The str. *Alfred Clarke* is undergoing extensive repairs at Kingsville, is being repainted throughout inside and outside and has had part of her machinery renewed and expects to go on the route within a week. She will make the same trips as last year from Pelee to Leamington, Kingsville, Amherstburg and Windsor. Capt. Dave McCormick is in charge and John Harris, purser.

A terrible storm swept Lake Erie on Wednesday and imperiled the lives of 200 fishermen who in a fleet of 35 fishing boats were operating off Cleveland. A tug believed to be the *Silver Spray* of the Cleveland fishing fleet sank Wednesday night just outside the harbor. It is practically certain the boat is the *Silver Spray*, as she and the tug *Sisco* are the only ones missing from the fleet of 35 tugs which went out to set nets that morning. The crew consisted of six men from Cleveland and Erie. The gale did much damage along the lakeshore. At Huron, O., two fishing launches, the *Katie G.* and the *Hazel*, were caught in the gale and drifted about the lake all day. Two tugs went to the rescue. The *Hazel* was towed safely to her dock but the *Katie G.* was abandoned after the two men aboard were saved.

**WELLAND CANAL IMPROVEMENT.**-That the Welland Canal will be enlarged and a beginning made on the construction of the Georgian Bay Canal was a statement made to the Canadian Commons on Friday by Railway Minister G.P. Graham, in presenting his annual budget. The Minister stated that surveying parties are now working on three routes for the enlargement of the Welland Canal and he hoped that a choice of routes might soon be made so that work could be completed, permitting large vessels to reach the foot of Lake Ontario without breaking bulk....The past year was the greatest in the railway history of the Dominion, Mr. Graham said. During the past decade traffic had increased by 101 per cent, while in the same time traffic by water had increased 660 per cent....Freight tonnage [of railways] was 74,482,866, an increase of 7,640,608 tons...The canals carried 42,990,608 tons, which showed an increase of 9,269,860.

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March 24, 1911

Capt. Jacques Laframboise is fitting out his yacht, the *Cora B.*, and will run her on the Stoney Island

(dry works) route again this season.

The drillboats *Hurricane* and *Cyclone* of the Dunbar & Sullivan Dredging Co. opened up the dredging in the "wet" on the Livingstone Channel on St. Patrick's Day last Friday. The tug *Shaughraun* with the dredge *Brian Boru* came down Friday and is fitting out to go to work. On Monday the Sullivan dredge and tug *Gladiator* and *Columbia* went to work on Ballard's Reef and are working by the hour for a few days.

The Dunbar dredge fleet which will be employed on the Livingstone Channel this season comprises:- dredges *Brian Boru*, *Tipperary Boy*; derricks *Gossoon*, *Handy Andy*; tugs *Shaun Rhue*, *Shaughraun*, *Paddy Miles*, *Phil Sheridan*, *Spalpeen*; and flat scows *Erin*, *Cuba Liber*, *Ulster*, *Leinster*, *Munster*, *Connaught* and floating machine shop *Sam Lee*. This will be the largest fleet on the lower Detroit River and will employ a big gang of men.

Three more cars of big gas buoys arrived over the M.C.R.R. on Friday last and were unloaded at the C.S.Ry.'s piers and put on a derrick scow. There are now 18 of these buoys on the docks here, where they are being painted red and black and put into shape for setting out. The heavy anchors of pressed concrete block weighing several tons came in on Monday and were put on the dock back of the Customs house. Canada will have charge of the lighting of the lower Detroit River this season and no American lights will be used. Capt. Charles Hackett, who has the contract to look after them this season, will have them out by April 1st. Gordon Colborne will charge them.

The tug *Home Rule* was taken to Detroit on Monday for repairs to her engines.

The Pittsburgh Coal Co. at this port have their derrick and schutes all fitted out for the season's business.

The str. *Faustin* is at Sandwich, fitted out, ready to start for Huron to load coal for Stoney Island (dry works).

Capt. C.C. Anderson is in town and will look after the floating coal dock on the lighter *E.E. Tyson* for the Mullen Coal Co. at this port.

The sandsucker *Walter D.* opened navigation between this port and Toledo on Monday. She came over for a load of James Gibb's sand, riverfront.

Capt. J.T. Hutton and Walter Gibb (watchman) left this week for Milwaukee to fit out the str. *Wm. H. Wolfe*.

D.W. Young of Quincy, Mich., has arrived in town to take the inspectorship on the dredge *Brian Boru* of the Dunbar fleet, which went to work on Wednesday. Mr. Young spent part of the winter down south.

The tug *John E. Monk* was again the successful bidder for the work for the U.S. Government, her bid being 50 cents a day lower than any other. The tug went on duty Tuesday morning, driving stakes for the dredges.

The str. *Alfred Clarke* made her first trip to Pelee Island on Tuesday and went on her regular route Wednesday. She is engaged carrying tobacco and other freight from Pelee Island. Her schedule, which differs slightly from last year, appears in this issue.

Capt. George Maguire, supt. of the Great Lakes D. & D. Co.'s drill fleet at Chicago harbor, has sent word to a number of our young expert drillmen to be in readiness to leave at any time for that port. His company has a big contract at that place which it will take about three years to complete.

Lewis Jones left for Chicago, Ill., to fit out the after kitchen of the Steel Trust str. *John W. Gates* last week.

We are open for dredge sticks and timber of all kinds required by dredgemen at our sawmill on Sandwich Street. Joel and William Craig.

The fuel lighter *E.E. Tyson* of the Mullen Fuel Co. was towed down from Windsor this week by the tug *Marion E. Trotter* with a full cargo of coal for the dredges, drills and tugs.

William Pizer and Walter Manson will leave on Sunday night for Ashtabula to assist in fitting out the str. *Harvey H. Brown*. She will go to Erie and load coal for an upper lake port.

Simuel McDowell has gone to Lorain, O., to fit out the big steel steamer *Princeton* of the Pittsburgh Steamship fleet, on which he will be chef. Willie Adams, who will be assistant, left the same day. Roman Smith, an old Amherstburg boy and one of the best-known chefs on the Great Lakes, brother of Clarence Smith, town, will bring out the new str. *Palmer* of the Steel Trust fleet as soon as she is completed at Detroit.

March 31, 1911

The steamer *Forest City* of the London & Lake Erie Transportation Company, running between Port Stanley, Kingsville and Cleveland, will be in command of a well-known Londoner this year in the person of Capt. Harry Stephens. Capt. Stephens, in addition to being an experienced mariner, will soon be able to attach the letters "M.D." to his name, for he is at present in the fourth year at the London Medical College. He has been on the Great Lakes for several years and has had command of several large lake vessels. In past years he has been sailing to the ports on Lake Superior, but this year will take a trip near home. For the last four years he has been at the medical college each winter and has taken a good standing in his examinations each year. W.T. Freeman, who is to be second mate, is another coming doctor. The purser will be Duff Wood, son of Dr. J. Wood, 297 Wolfe Street. Mr. Wood is at present attending Toronto University, where he is in the third year of the political economy course. Engineer Sinclair of Kingston will be in charge below decks, and there are other officers yet to be announced. The *Forest City* will begin its season on May 23 with a trip to Cleveland and will follow this up with a sightseeing trip to Lake Superior lasting from May 26th to June 6.

Leonard Nattress of the D. & B. steamer *Eastern States* spent Saturday and Sunday at his home here. Ed. Manning and John Healey are rushing the work of fitting out the Buffalo drillboat No. 2 at Detroit.

Dredge No. 3 and tug *Geo. Cooper* of the Great Lakes dredge fleet came down from Detroit this week and have gone to work on Ballard's Reef.

Capt. Thos. Cooper has been appointed mate on the tug *Chas. E. Williams* of the Buffalo Dredging Co.'s fleet. Capt. Thos. Patterson is mate on M. Sullivan's tug *Columbia*.

Clarence Smith, one of the best marine chefs on the Great Lakes, has been appointed by the Browns of Cleveland to take charge of the kitchen of the str. *Castalia*. His son Mortimore will assist him.

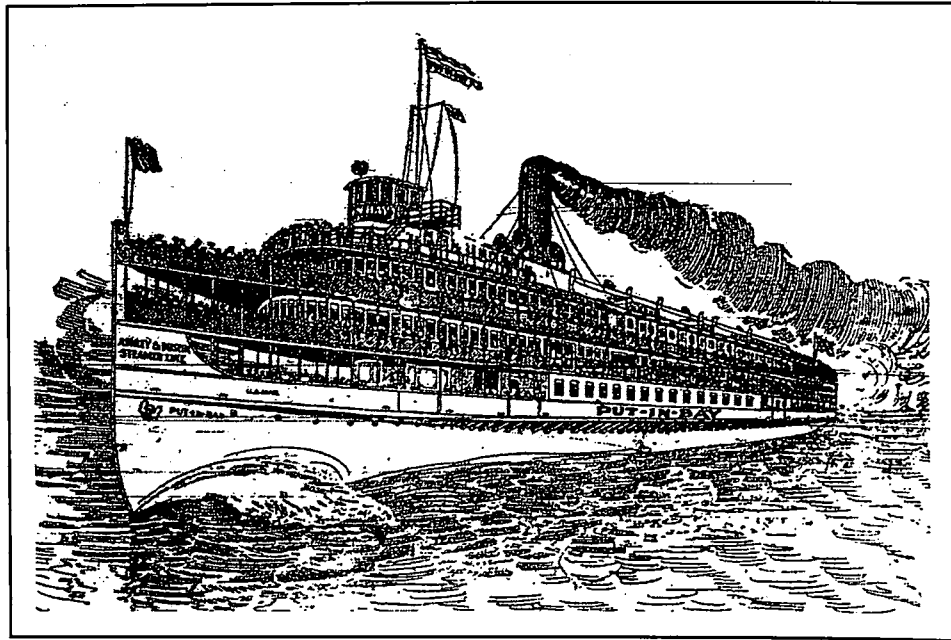
The str. *City of Mt. Clemens* (Capt. Sullivan and Engineer Wm. England) with the barge *C.C. Barnes* in tow stopped at this port a few days this week for weather while on their way from Port Huron to Toledo. The tug *Pallister* and oil barge *Calvert* were also held here for shelter Monday, bound for Toledo.

The latest move reported at Washington is that a 25-foot deep waterway will be built from Chicago to Buffalo and that over 13 million dollars will be spent to make the Lime-Kiln Crossing 25 feet deep and 600 feet wide to allow ocean steamers to reach Lake Superior through the Welland Canal, which the Canadian Government is enlarging. When this work is completed steamers will load grain and ore at Lake Superior ports and unload at Liverpool, England, or other ocean cities in Europe. Canada is making all the world sit up and take notice now.

The steamer *E.A. Shores Jr.* of the Mullen Coal Co. discharged her first cargo of coal from Cleveland on the lighter *Emma E. Tyson* this week. The *Shores* looks nifty in a new coat of drab with red and blue trimmings.

Capt. E. Dunn, formerly of the cruiser *Petrel*, now of the *Edna Ivan*, is a guest at the Lake View. The crew of the tug *Harrison* are in town and have commenced fitting her out and will take her to Owen Sound.

Duerson Gatfield opened the Pittsburgh Coal Co.'s office here on Tuesday and will remain in charge until a permanent appointment is made. M. Sullivan is having his patent fuel lighter and derrick scow No. 7 fitted out at his ship repair yard in the lower slip. The other derrick scow is having a new boiler and engine installed.



in Amherstburg Echo, March 31, 1911

The tug *McCarthy* has been chartered by the Ontario Government to patrol Lake Erie as a fishing cruiser to protect the Canadian fishing grounds from the Americans. Capt. E. Dunn has charge of her.

A number of our young drillmen will not be seen on the river this season, having secured steady positions elsewhere. They will not draw such big wages but will have work for 12 months instead of 8 or 9 and have money in the winter as well as summer.

The official opening of navigation on the Great Lakes took place Monday when the big Detroit and Cleveland passenger steamer *City of Detroit* steamed down the river on her first regular trip of the season to Cleveland. The boat was given a salute of steam whistles from factories and ferry boats as she proceeded slowly down the river and she presented a beautiful sight. There were 200 passengers aboard. The Buffalo route will be opened as soon as the ice is out of the harbor.

STEAMER "PUT-IN-BAY".—The handsome new excursion steamer *Put-in-Bay* was launched at the Wyandotte yards of the Detroit Shipbuilding Co. at noon Saturday. A great crowd witnessed the ceremony. Contrary to custom, the steamer *Put-in-Bay* was christened by a little 8-year-old boy, Master William McFall Heyser, grandson of William McFall, Dayton, O. It is expected that the new steamer will be ready to go into commission between Detroit, Put-in-Bay and Sandusky about June 20.

The length, 240 feet, and width of beam, 60 feet, make this steamer the largest excursion boat on the Great Lakes. Every line of the *Put-in-Bay* suggests grace, speed, comfort and safety. The steamer will be equipped with a four-cylinder triple-expansion engine and four boilers, which will develop 3000 horsepower, which will propel the steamer through the water at a rate of nearly 23 miles an hour. The *Put-in-Bay* will have six large decks, upon which it will comfortably carry nearly 4000 people. On the promenade deck there will be a large grand ballroom finished in mahogany. A full orchestra will provide for continuous dancing. The 8000-sq.-ft. of dancing space is the largest dancing surface on any lake steamer. The boat deck will provide open-air seating space for passengers. On the hurricane or sixth deck, which is four feet above the boat deck, there will be one of the most unique features ever adopted on a lake steamer line. Here you will be able to reserve a steamer chair in true Trans-Atlantic style. This deck will be reserved exclusively for first-class passengers holding steamer chair tickets.

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April 7, 1911

The Trust tug *Harding* stopped at this port Wednesday night on her way from Port Huron to Cleveland. The same crew as last year are in command of her.

The Pittsburgh Coal Co.'s fuel lighter *Snowden*, which has been laid up below the main dock, Bois Blanc Island, has been fitted out. Joseph Pineau is engineer on her. Dolphus Reaume is second engineer on the dock here.

Capt. Thomas Hanley, supt. of the Sullivan drill fleet, and Captain John Maloney are in town and with a gang of men are making repairs to the drillboat *Destroyer* at the Sullivan repair yard, lower dock.

The Dunbar drillboat *Hurricane* gives another time alarm to the river workers. It is a screech owl whistle and blows at 6 and 7, at 12 and 1, at 6 and 7 evenings and 12 o'clock midnight. It can be heard all over town.

John G. Mullen is again employing a big gang of men at his coal dock at the dry works this season. The str. *Faustin* has a lot of coal to haul to Stoney Island this year and the coal shovellers will be kept busy. They are paid 30 cents an hour by the Mullen Coal Co. and make quite a little stake each week.

A carload of concrete blocks for anchors for the gas buoys reached town last week from Ottawa. The largest weighed 5700 pounds, the second-largest 2600 pounds and those for the spar buoys weighed 500 pounds. There are a lot of big block limestone that held the American gas buoys in place last season on the dock back of the Customs office.

Duerson Gatfield has been appointed manager of the Pittsburgh Coal Co. here and will move his family from Sandwich about May 1st, having rented the Hackett house, corner of North and Dalhousie Streets. The Hacketts will, of course, spend the summer at Bois Blanc Island. There is a rumor afloat that a handsome bungalow just big enough for two will spring up in this locality before the wintery blasts return.

The Canadian Bois Blanc Island lighthouse was lighted Monday night for the first time this season; the Colchester, the Point Pelee Passage, the Detroit River lighthouse and Hackett's Range lights were all lit Tuesday night. The Bois Blanc light is said to be the most powerful of all the lights. The 28 gas buoys are being put into commission as rapidly as possible and the Lime-Kiln and Ballard's Reef buoys will be put out sometime this week. The Southeast Shoal lightship *Falken* went to her station Tuesday.

L.S. Conway, chief engineer of construction of the United States Lighthouse Bureau, was in Detroit last week discussing with Com. C.M. McCormack, U.S.N. inspector of the Eleventh Lighthouse District, plans for the establishment of a lighting system in the new Livingstone Channel, lower Detroit River. Mr. Conway made a personal inspection of conditions at the channel to secure information to assist in the preparation of the scheme for putting in lights. It is understood the drafting of plans will be taken up at once and probably a start will be made on construction work this year. An appropriation of \$210,000 was allowed by Congress for establishing the lighting system on the channel. This enables the Lighthouse Bureau to cut expenses by making the installation of lights in the dry work section of the channel before the water is turned in. From Detroit, Mr. Conway went to Buffalo to gather information to assist in the preparation of plans and specifications for the new light and signal service to be established at that port, for which Congress appropriated \$60,000.

The Trotter Wrecking Company's steamer *J.E. Mills* went to Detroit, where she will be employed raising the Chandler and Pike dredge, which sank in 24 feet of water in front of the Oades dry-dock. She will have to be cofferdammed and it will take about ten days to do the work. Dick Fortier and Adam Kiyoshk will do the diving and Joe Bernard will look after the divers' outfits. Harry Martin went as chef, while Herbert Craig and Ray Palmatier will look after the steam pumps. A big gang of helpers were taken along.

The American Government derrick scow struck a rock on Ballard's Reef one day last week and stove a plank in. She was brought down to Sullivan's repair yard to be doctored. The Lake Seamen's Union of American have posted up big bills through the town announcing that the strike is still on and telling their members not to go strike-breaking.

Breymann Bros.' dredge No. 3 and tug *John B. Breymann* came down from Detroit on Sunday and went to work on Ballard's Reef on Monday. Capt. Robert Foster is in charge of No. 3.

The first grounding accident of the season took place on the Livingstone Channel on Friday last when the tug *Shaun Rhue* with the scow *Protective Policy* ran on at the head of Sugar Island in a heavy



snowstorm. The *Handy Andy* released her after taking the rocks out of her pocket.

The *Leroy Brooks* arrived at this port this week from Sarnia, where she was laid up for the winter.

S.S. Coyne, manager of the Great Lakes D. & D. Co., and wife of Chicago are in town for the season.

Capt. A.C. Callam left for Green Bay Monday to fit out his steamer, *W.E. Fitzgerald*.

Bids will be opened in the office of Col. Townsend in Detroit next Monday for a considerable stretch of dredging at Ballard's Reef. The specifications call for deepening and widening to 600 feet the channel for over half a mile. The work must be completed before the Livingstone Channel is opened.

Gilbert Morenci, who has been seriously ill the past winter has again taken his place with the Sullivan repair gang at the lower dock.

Engineers of the Canadian Government this week began to inspect the proposed Grenville route for the new Welland Canal. This route follows the present canal from Port Dalhousie to Lock No. 3, then cuts across country to the present canal at Thorold. To meet future requirements, locks of the new canal will be 30 feet deep, although the channel is but 25 feet. Welland Canal will be open for the season April 17. When the present canal was constructed years ago, Mr. Grenville contended that the wrong route was taken and wrote columns in the public prints in support of his views. After all these years, public opinion is veering round to his way of thinking. He is a brother of W.A. Grenville, Kingsville.

The American Government has stationed Bar Point Shoal lightship No. 62 halfway between the Detroit River light and Bois Blanc to guide vessels in foggy weather. Captain Con. Christiansen, formerly in charge of the lower Lime-Kiln lightship, is a member of the crew.

After receiving a general overhauling at her dock here, the Southeast Shoal lightship left yesterday (Thursday) forenoon to take up her station on Lake Erie. She is in command of Capt. S.A. McCormick, Pelee Island, who has for mate Capt. Eugene McCormick, chief engineer Alphonse Cote and chef Orin Ong. She was farewelled by all the harbor craft.

The str. *Clarke* made her first trip up the river Wednesday, bringing over a large list of passengers and a cargo of general freight. A large amount of hay and general merchandise was shipped to [Pelee] Island.

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April 14, 1911

The tug *Leroy Brooks* made a trip up the lakes this week.

John Fraser, the lumber man, is overhauling and repainting his yacht *I'll See*.

Albert Meloche has shipped as oiler on the steamer *E.A. Shores* of the Mullen Coal Co.

The tug *Harrison* is being overhauled and repainted and will leave shortly for Georgian Bay.

Capt. John Anderson will be stationed at Detroit this season with his U.S. Government Lighthouse yacht.

Gordon Ferriss is chef on the dredge *Gladiator* and Andy Goulin on the *Hercules* of the Sullivan dredge fleet.

A member of the crew of the lights supply steamer *Crocus* got his hand badly jammed by a spar buoy falling on it.

The Canadian spar buoys are being put out this week by the tug *W.B. Aldrich* for the Marine and Fisheries Department.

Duffin Sullivan has arrived in town to take charge of M. Sullivan's main office at their repair yards, lower dock, for the season.

The str. *E.A. Shores* (Capt. Jos. E. Mahon) discharged her third cargo of coal this season on the lighter *Emma E. Tyson* this week.

The Dunbar tug *Paddy Miles* (Capt. C. Fowler and Engineer John McLean) made her first trip of the season on Tuesday after a new boiler has been installed and she has been generally overhauled. She will be used as a supply tug.

The tugs *Sydney T. Smith*, *Pauline Heckler*, dredges *Old Glory* and *Hercules*, drills *Dynamiter*,

Exploder and *Destroyer* and three derrick scows, floating coal dock, besides yachts and dump scows of the M. Sullivan dredging fleet, are being fitted out at the Sullivan repair yards at the dock below the mill, a busy spot with a big crew of men at work.

Arthur Breymann of Breymann Bros. Dredge Contractors, Toledo, is in town looking after their dredge on Ballard's Reef, lower Detroit River.

D.G.S.S. *Lambton* has a big crew of men painting her throughout. Fred. Brown is also putting on new rails. The *Lambton* is nearly all fitted out.

Edward Jones is rushing the work on Mullen's coal schutes at Sandwich, and Woods & Sons shipped the big crane to Sandwich to go on the Mullen new coal dock this week.

Capt. Thomas Cooper is spending a few days at his home in town before going to Buffalo to take up the position of mate on the tug *Chas. E. Williams* of the Buffalo Dredging Co.

The str. *Frank E. Kirby* of the Detroit-Put-in-Bay route passed down on her first trip of the season Monday. She was given a rousing reception by the river craft when she passed this port.

The Trust tug *Abner C. Harding* stopped here last week to pick up George H. Jones, who shipped as second engineer on her. She is engaged in towing oil barges from Toledo to River Rouge.

The big tin cans which the acetylene gas comes in for the gas buoys are being used up for most everything by the citizens. They make good ash pails and iron roofs for sheds. Chas. Hackett has given away about 200 already this season.

The fish tug *Active* of the Fraser fleet made her first trip of the season last week. She is now a Canadian bottom and will operate out of Kingsville. She was overhauled at this port during the winter by James Stewart and also has a new boiler.

The tug *W.B. Aldrich* and the derrick scow *Prescott*, owned by the Canadian Marine Department, have put out the gas buoys along the lower Detroit River from Grassy Island to Bar Point, Lake Erie. All the gas buoys which will be maintained on the lower river are flash lights. Six will be located on Ballard's Reef, three red and three white. Four buoys will mark the Lime-Kiln Crossing in place of the lightships which had been previously stationed there by the American Government. Six other lights will be located at Bar Point and two on Grubb's Reef. They make an interesting sight as they blink for miles on this most dangerous passage on the chain of lakes.

The big 100-horse-power gasoline tug *Wm. Logan* came down from Detroit on Monday to be stationed at this port for a supply boat for the Buffalo Dredging Co. (R.H. Goode, manager) this season. Expert John, who is captain, engineer, oiler, cook etc., is in charge of her again, having recovered from the attack of rheumatism from which he suffered all last season. James Neil is mate on the *Logan* this season.

Richard Fortier nearly met his Waterloo on Friday last when working on Pike's dredge, sunk at Detroit. In some way the air valve leading to his suit was shut off, a signal was sent down and as there was no response, he was pulled up and found to be all in. Dick went to work again Monday morning as if nothing had happened. Capt. Fred. J. Trotter is raising the dredge for the Detroit Dredging Co. with the wrecker *Mills* and tug *Trotter* with a complete wrecking outfit. The dredge is sunk in 24 feet of water and is in bad shape.

Bids were opened in the District Engineer's office at Detroit Monday for dredging in the lower Detroit River. Six firms presented bids for dredging work on Ballard's Reef channel to a minimum depth of 22 feet, over an area 3100 feet in length, 600 feet wide, except 150 feet at the north end which is to be 300 feet wide. This area begins about 6200 feet north of the Texas dock near the Canadian shore. The lowest bidder was M. Sullivan, the well-known contractor, who named a price of \$2.61 a cubic yard, place measure. Next highest was the bid of the Buffalo Dredging Co., \$2.65. Other bidders and the prices were: Edwards Bros. Dredge Co., \$3.49; Breymann Bros., \$4.85; the Brindley Co., \$3.08; Great Lakes Dredge & Dock Co., \$4.25. This is one of the worst propositions ever bid on at the Lime-Kilns and means merely planing off the bottom surface of the area, which is over half a mile in length. Four bids were received for improvement work at Rogers City, Mich., which consists in dredging about 10,000 cubic yards of material from a channel across the bar, constructing a channel 500 feet long, 200 feet wide and 16 feet deep. James

Davidson, Bay City, was lowest bidder, offering to do the work for 75 cents a cubic yard, scow measurement. The other bidders and prices were: Greiling Bros. Co., 85 cents; Great Lakes Dredge & Dock Co., 80 cents; Edwards Bros. Dredge Co., 99 cents.

Capt. James Tobin brought the ferry *Papoose* down Tuesday. She is employed on work in connection with Bois Blanc. Wm. Hyde has charge of her engine.

Dunbar's derrick scow *Cuilene Rhue* pulled out today (Friday) to work on the Livingstone rock cut.

The Buffalo Dredging Co.'s drillboat *No. 2* (Ed. Manning, days, and John Healy, nights), dynamite scow *No. 17* and tug *Lee* came down from Detroit Monday and after putting her in shape at their repair yards near the waterworks they went to work on the new channel with night and day crews. The mammoth steel dredge *No. 7* (Capt. William Logan) is also expected down this week after receiving a general overhauling. R.H. Goode is local manager of this company.

W.E. Hardison of Welland is in town looking after the Dunbar fleet while F.E. Dunbar is suffering from an attack of typhoid.

William Kett got his left hand and right foot caught in the clam derrick on the str. *E.A. Shores* Friday. Dr. Teeter fixed him up.

The river workers got a raise of \$5.00 a month.

The Lake Erie & Detroit River Fish Co. have commenced operations at the mouth of Big Creek and made their first shipment of fish yesterday (Thursday). They have had a sewer constructed from Richmond Street to their fish house at the M.C.R. and also installed water for use in the establishment.

The D.B.I. & W. Ferry Co. gave employment to 30 men this week. The *Papoose* and the big scow *Nellie* are being used in building small islands on the west side. Rock from the dredges is used and mud is put on top and trees and grass are planted on them.

F.E. Dunbar, who has been quite ill for a couple of weeks, is able to be out again.

The Great Lakes Dredge & Dock Co. is clearing away their spuds and repairs from the Pittsburgh Coal Co.'s dock at the foot of Richmond Street, which makes a decided improvement.

Capt. William McTaggart and Frank Bernard are negotiating for a full-rigged sailing vessel and if the deal goes through they will bring it to Amherstburg, overhaul it and go into the sand and gravel business between Lake Erie and Windsor and Detroit. This will make two more millionaires for Amherstburg in a couple of seasons.

R.H. Goode has put the big wooden scow *No. 1* at their dock and will have it for a ship and repair yard.

James Kirtley, chef, and Lloyd Kirtley, porter, left Tuesday for Milwaukee to fit out the big steel steamer *James B. Wood* of the Hanna fleet.

The fishing tug *Eagle* of Lorain, Ohio, was captured Monday afternoon as a poacher in Canadian water and the vessel with a crew of six men were brought to Kingsville. The capture was made by Victor Chauvin, the fish and game warden, and Capt. Dunn in the tug *McCarthy*, which is doing patrol duty on Lake Erie for the Provincial Government. The *Eagle* had on board 3000 pounds of fish and 30 boxes of net twine. All of this, with the tug, has been confiscated and will be held pending a settlement of the affair in court. The crew is at Kingsville.

THE NEW WELLAND CANAL.-The building of a new Welland Canal, a subject of great interest to all Western Ontario, is likely to come to the front within a year or so. The Government engineers have already done some preliminary survey work, although the matter has not been before Parliament except in an academic way. During the discussion of estimates for Hon. Mr. Graham's department, the Minister stated that there had been two routes investigated, each of which used a part of the old canal, and there had also been a third route suggested, tapping Lake Erie at a point three or four miles west of Port Colborne and coming out on Lake Ontario at Jordan Harbor.

The important announcement was made by the Minister that if this route were adopted, the engineers recommended doing away with all but two lifts, each of 150 feet. At present there are between

twenty and thirty locks on the Welland Canal, so that if practicable, the saving of time would be very great. The height of the lift lock at Peterborough is 65 feet and at first glance the proposed locks of 150 feet appear like tremendous engineering feats, but it is stated that the idea is quite practicable.

A point which has been much discussed is the depth of the new canal. The harbors at Port Arthur, Duluth and Fort William are 25 feet in depth, though there are important waterways upon the lakes which are not so deep nor likely to be for some time yet. The engineering difficulties which would attend the building of a canal 25 feet deep were pointed out by Mr. McCall (Norfolk) who thought 20 feet would be sufficient.

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April 21, 1911

**DEATH OF CAPT. WILKINSON.**-Captain John Barry Wilkinson, one of the best-known marine officers of this section of the country and for 32 years captain in the employ of the D. B.I. & W. Ferry Co., died at the home of his daughter, Mrs. (Dr.) Frank A. Millard, 76 Janette Avenue, Windsor, a direct result of a paralytic stroke he suffered last Friday morning. Deceased, who was in his 65th year, had sustained two strokes prior to the fatal one of last Friday morning and at times his life was despaired of. He rallied, however, and was apparently enjoying good health for a number of years. The captain was a son of the late Sergeant Wilkinson and was born in St. Catharines and came to Amherstburg in early life with his father, who was stationed on Bois Blanc. Captain Wilkinson enlisted in the American army at the time of the Civil War and was with the Eighteenth Regulars, which regiment formed part of the "Famous Army of the Wilderness". The Eighteenth was the first regiment of the Federal troops to enter the city of Atlanta. While in Amherstburg he became connected in marine circles and gradually became one of the best-known shipmasters sailing the Great Lakes as master of various tugs. His face was known at nearly every port. In 1879 the captain entered the service of the D.B.I. & W. Ferry Co. on the steamer *Excelsior*; since that time he has remained in their employ. Since the launching of the steamer *Columbia*, the flagship of the fleet, in 1902, Capt. Wilkinson has been in command, during which time he was never known to have an accident. He was usually engaged for special occasions at ice-breaking, being a most capable manager. In 1867 he was married to Miss Rose McGowan of Amherstburg and the only surviving member of their family is Mrs. (Dr.) Frank A. Millard of Windsor. Mrs. Wilkinson died in January, 1906. Captain Fred Wilkinson of Detroit; James of Detroit; Stephen of Essex; and Robert, the shoe merchant of Walkerville, are brothers of the late captain....Capt. Wilkinson was....a member of Detroit Lodge, Shipmasters' Association....

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April 21, 1911

John Martin is the new mate on the Bois Blanc ferry *Papoose*.

Charles Clifford is mate on the tug *Logan*.

A big boiler and hoisting engine arrived this week to be installed in M. Sullivan's new derrick scow. Norman and Arthur Sherman have shipped as seamen on the C.G.S.S. *Lambton*, which is fitting out at this port.

The tug *Harrison*, which was laid up here last winter, went to Toledo last week to load coal and will go to Georgian Bay.

The tugs *Phil Sheridan* and *Spalpeen* have been laid up at Gordon for a couple of weeks. The stone crusher is broken down at Detroit.

The steamer *John Harper* (Capt. Willoughby and engineer Dick Baxter) discharged a cargo of coal at the Pittsburgh Coal Co.'s dock at this port this week.

Capt. James Jarmin, manager of the Boone Dredging Co., left Monday for Collingwood and Toronto on a business trip.

The Buffalo Dredging Co.'s big steel dredge *No. 7* came down on Monday and is putting in spuds at their private repair yards near the waterworks. She will go to work rock digging this week with a double

crew. *No. 7* is the biggest dredge in these waters. She has been repainted from stem to stern.

The patent fuel lighter str. *John Oades* coaled up at the Mullen Coal Co.'s dock at this port on Saturday. A great many town people examined the patent. She is used to coal up the D. & B. steamers at Detroit.

On Saturday and Sunday there were more boats along the docks than have been seen here for some time. This crowding of the docks helps our merchants. A number of small crafts that were wind-bound also stopped here Saturday night.

The tug *Marion E. Trotter* of the Trotter Wrecking Co. has been chartered from the Dunbars to tow dump scows from the dredge *Handy Andy* at Mullen Coal Co.'s coal dock at Sandwich to the dump ground at Fighting Island. Capt. John Bernard has charge of the tug.

The recommended draft for vessels passing Lime-Kiln Crossing, Amherstburg, is placed at nineteen feet. The recommended draft for the Canadian lock at Sault Ste. Marie is placed at seventeen feet, nine inches, these figures being given out by the Lake Carriers' bulletin Saturday.

Work of placing a cofferdam around the dredge of the Detroit Dredging Company's fleet, which is sunk outside the Oades dry-dock, foot of Dubois Street, Detroit, has been completed by the Trotter Wrecking Company, Amherstburg, and the pumps were started on Tuesday.

It is announced from Washington that the War Department has transmitted to Congress the endorsement of the Board of Army Engineers of the project for straightening the navigable channel of Detroit River between Fighting Island and Wyandotte, where five short bends in a distance of five miles render navigation hazardous. It is estimated an expenditure of \$310,000 will build a straight channel 800 feet wide and 22 feet deep.

Bert. Gignac is overhauling the Menzies fleet at the waterworks dock.

Dunbar and Sullivan's new derrick scow "*Gossoon*" is nearly completed.

The fish hatchery tug *Ranger* was down this week with spawn for Lake Erie.

Ernie Brooker has gone to Green Bay to ship as watchman on the str. *Fitzgerald*.

The Trust tug *W.A. Rooth* (Capt. Grisdale) stopped at this port on her way from Cleveland to Sarnia.

The tug *Dalton McCarthy* came into port from Lake Erie on Sunday to coal up. She had on board several hundred pounds of fish seized from Americans caught fishing in Canadian waters.

The U.S. Lighthouse str. *Crocus* placed the gas buoys in Lake Erie last week for Charles Hackett.

Capt. Joseph King, manager of the Great Lakes Towing Co., and Capt. Thomas Hogan of the tug *Abner C. Harding* were in town Tuesday looking over a site for the laying of their tug this season.

Capt. Herbert Coyle is rushing the work of fitting out the dredge *Old Glory* at the Sullivan repair yard lower dock. Paul Desjardins, the popular steward on the tug *Columbia*, will again be chef on the *Glory*.

Capt. Conrad Christiansen, who has been supplying on Bar Point Lightship *No. 62* this spring, has been appointed in command of Grosse Pointe Lightship *No. 75* off Grosse Point, Lake St. Clair, and took charge there Tuesday. Captain Christiansen had been a fixture at the lower Lime-Kiln Lightship for over 15 years and during that time has made Amherstburg his home. He is universally respected and has proved that nothing is too good for him in the way of marine appointments.

Charles H. Kemp left yesterday (Thursday) for Chicago to take charge of a big drill for the Great Lakes D. & D. Co. Charles is a popular river man.

The tug *McCarthy*, which has been used as a fisheries boat in command of Capt. Dunn, arrived in Kingsville on Wednesday with 172 nets valued at between \$500 and \$600. The name of the tug *George Edwards* was on 132 of them and the others were from the tug *Liberty*. The seizure is the second made by the *McCarthy*, which was put in commission this spring.

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April 28, 1911

The Canadian Government scow *Prescott* is undergoing a general overhauling at the ferry dock. Capt. Trotter has succeeded in raising the Detroit Dredging Co.'s dredge and placing her in the dry-

dock at Detroit. The pumps were started in the cofferdam on Wednesday morning and it took 24 hours to pump the place out. The Trotter Wrecking Co. will now go to River Rouge to raise a boat sunk there two years ago.

The drillmen, dredgemen and tugmen asked for a raise of \$10 a month and received \$5.

Capt. Charles Hackett, buoy contractor, placed Grubb's Reef gas buoy this week with the tug *Aldrich* and scow *Lambton*.

The steamer *E.A. Shores Jr.* (Capt. Joseph Mahon) discharged a cargo of soft coal for the Mullen Coal Company this week.

James Cook, the well-known stoker on the tug *John E. Monk*, found a clinker-built<sup>39</sup> boat in the bay early this spring and, as the owner has not claimed it, he is advertising it in this week's issue.

Gurvin Bertrand, Jack Middleditch and Wm. Robinson went to Chicago last week with Charles Kemp, who will take charge of a big drillboat for the Great Lakes D. & D. Co. there. Amherstburg drillmen are in every port on the globe, even in Bombay, India, and are still very much in demand.

Capt. Wm. Logan, manager of the Buffalo Dredging Co. of Buffalo, paid an inspection visit to his fleet at this port last week.

Capt. Harry Cooke has taken a berth as mate on the tug *Sydney T. Smith* of the Sullivan fleet until the tug *Heckler* comes out.

The str. *John Harper* discharged a cargo of slack coal at the foot of Richmond Street this week for the electric light plant and Wagle's mill.

Walter Hunt of the U.S. Lightship District gasoline yacht at Detroit spent Saturday and Sunday with his parents, Mr. and Mrs. W.T. Hunt.

Capt. Thomas Hanley, supt. of the Sullivan drill fleet, has a big gang of men at work on the drillboats *Exploder* and *Destroyer* and they will soon be ready to go to work on the Livingstone Channel.

Walter Gibb has gone to Milwaukee to fit out the str. *W.H. Wolfe*, on which he will sail as watchman.

The Trust tug *Abner C. Harding* (Capt. Thos. Hagen and engineer Chas. Webb) has been stationed at this port.

The steamers *Theo. H. Wickwire* and *Harry Yates*, both of the American Steamship Company's line, were stuck fast in the ice off Sweet's Point, four miles out of Detour in the St. Mary's River, but soon freed themselves. They were the first to try the river this spring. Water was let into the Canadian canal at the Soo on Saturday afternoon. The American canal was opened on Monday.

Schooners with their little scows in tow are beginning to swarm down the river to load sand at the beach along the shore in Malden.

The steamer *Niagara* broke her air pump near Bar Point Saturday night and dropped her anchor until minor repairs were made and she went to Detroit without the aid of a tug.

M. Sullivan is taking the big 40-horse power gasoline engine out of his yacht *Geneve* and is putting it into the supply boat *Marguerite* at the Sullivan repair yard lower dock. The *Marguerite* and the *Paddy Miles* will draw straws to decide which is the slower.

The U.S. derrick, pile driver and the tug *Aldrich* are being used to build a large range light opposite Richmond Street for the Lake Carriers' Association for downbound boats. The Canadian gas buoys on the Lime-Kiln Crossing are proving a decided success.

The D. & W. Ferry Co. have not yet selected a successor to Captain Wilkinson. The new master of the *Columbia* will not be named until nearer the beginning of the season.

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May 5, 1911

The dredge *Handy Andy* came down from Detroit on Saturday and will go to work on the

³⁹ built with overlapping hull planks

Livingstone Channel.

The fish tug *Active* and *McCarthy* are being given a coat of white paint and their cabins are being grained.

William Wilson Jr. has given up his job as oiler at the Stoney Island cofferdam. There was not enough baseball excitement there for him.

The D.G. steamer *Lambton*, which was at the ferry dock all winter, left Saturday for Parry Sound. She took the derrick scow *Prescott* with her.

Capt. Robert Mains, the Sunny Jim skipper of Dunbar's flagship *Shaun Rhue*, not wishing to have any tug on the river look neater than his, has had the *Shaun Rhue* painted inside and out.

The tug *Marion E. Trotter* and steamer *J.E. Mills* arrived at this port on Saturday after making a record-breaking job of raising the str. *Benton* in the slip at River Rouge.

Eight million small fish, the product of the Government fish hatcheries at Lake St. Clair, have been placed in Lake Erie at Port Stanley. They were conveyed to the port in special tank cars and attracted a lot of attention on the way. They were mostly pickerel and herring. It will be a couple of years before they are large enough to be caught by nets. The shipment is in line with the Government's policy to save from exhaustion the country's great natural resources. Several million were placed in Lake Erie at different points from the Sandwich Hatchery.

Miss Lily Bernard left last week to take up her position on the steamer *City of Montreal*.

Capt. Thomas Cooper left Friday for Buffalo, where he will be employed by the Buffalo Dredging Co. this season.

Charles R. Hackett got tangled up in a chain when the anchor of a barrel buoy was dropped overboard, and would no doubt have been seriously injured but for his quick action in jumping overboard.

Capt. Bert Bailey has shipped as mate on the tug *Geo. Cooper* of the Great Lakes D. & D. Co.

The steamer *Wm. H. Paine* ran aground in Lake St. Clair Saturday and all the wrecking tugs from here rushed to her assistance, but were not needed, as she released herself after being on all day.

The Buffalo Dredging Co. will soon have a big derrick scow cleaning up on the Livingstone Channel. She will come up from Buffalo.

Capt. Thomas Hanley, superintendent of the Sullivan drill fleet, will start the drills *Destroyer* and *Exploder* on the new Livingstone Channel as soon as the powder arrives. This will put 60 or 70 men to work, as both boats will run double shifts.

The Trotter Wrecking Co.'s steamer *J.E. Mills* went to Detroit this week with their biggest steam pump to pump muck out of the River Rouge, where the City of Detroit is laying an extension watermain. A dredge couldn't do the work, but the big pump is doing the job in a good manner.

An Associated Press despatch in several Canadian papers says: "The Canadian Government has just purchased a strip of waterfront at Amherstburg, 150 feet long and will shortly begin the construction of a dock which is to be used for Government boats only. The property lies a short distance below the ferry company's dock and the price paid for it is understood to have been \$11,000." The despatch is dated from Windsor and, as usual in news emanating from that center, is slightly twisted. The Department of Marine and Fisheries has negotiated for the lower dock now occupied by M. Sullivan with the Pittsburgh Coal Co. for the sum of \$3000. Mr. Sullivan is giving up possession and moving to the Fraser dock. The Government has not signified their intention of making any improvements to the property, as in its present condition it is of ample size and in good enough condition to hold their buoys and supplies. At a joint meeting of Windsor Industrial Committee and city council Tuesday night, a committee was appointed to negotiate with the Canadian Government for a public dock. Windsor is welcome to all the docks it can get of the kind the Government had decided to buy in Amherstburg. But then, Windsor council seems to be a unit on the need of a public dock in that city and the advantage it would be to have one built there, and are not likely to be stampeded at the last minute, when the object they wish to obtain is within reach.

The wheel chain of the big str. *J.J.H. Brown*, bound up with coal, parted and she ran hard aground on the east bank of the Lime-Kiln Crossing Tuesday night. The tugs *Harding* and *Marion E. Trotter* rushed

to her assistance, but the lighter *Rescue* was required to lighten her before she was released. She was not injured.

A reward of \$1500 is offered for definite and reliable information indicating exactly the location of the wreck of the car ferry steamer *Marquette and Bessemer No. 2*, sunk in Lake Erie on or about December 7th, 1909, payable within 60 days after the correctness of the information has been proven, by R. Parry-Jones, 86 Rockefeller building, Cleveland, Ohio. A further payment of \$3500 will be paid to the same informants when the car ferry has been successfully raised.

May 12, 1911

Fatal Marine Disaster.-Sunk in collision with the steamer *Stephen M. Clement* just before midnight Friday morning, the wreck of the steel steamer *Erwin L. Fisher* lies on her port side about 800 feet north of the intersection of the upper and lower Grosse Île ranges in Detroit River. The wreck is east of the upper range line and about 150 feet from it.

Three of the *Fisher's* crew went down to death in the depths of the river after the collision. Nine men leaped from the sinking steamer to the deck of the *Clement* before the ships drew apart and three were picked up in the river by the *Clement's* crew.

The dead are W.W. Auhl, engineer, Lakewood, O.; Louis Sudgen, steward, Buffalo; and Mrs. Sudgen, the steward's wife and assistant.

The boats came together almost on the intersection of the ranges. The bow of the *Clement* struck the *Fisher* on the port bow a little back of the pilothouse. For more than a minute the steamers hung together, then drew apart. The *Fisher* filled, turned over and settled to the bottom in about 35 feet of water. She is lying on her port side.

The collision took place about ten minutes before the customary time for shifting watches and most of the crew were in their quarters. The Sudgens were not seen by any of the survivors and are believed to have been drowned in their cabin. Engineer Auhl got on deck but apparently had been rendered helpless by injury received in the collision and was lost.

Most of the survivors lost all their belongings, escaping even without clothing. They were fitted out temporarily with garments belonging to the crew of the *Clement*.

Capt. Cottrell was on duty with the wheelsman in the pilothouse of the *Fisher* when the collision occurred and says the lookout forward was the only other man on deck.

He says the *Clement* was sighted just as the *Fisher* was making the turn on the upper Grosse Île range and was then so close that a collision was inevitable.

The men below were hurled from their bunks by the force of the impact and several were painfully cut and bruised, including Clarence Pasha. Except the Sudgens, all managed to get on deck. Three who ran aft were thrown into the water when the boat turned over and drifted downstream, where they were picked up by the *Clement's* boats.

The *Fisher* was making her first trip of the season with a cargo of coal and iron rails from Lorain to Port Arthur. She was built only last year and was launched June 4th at the yard of the Toledo Shipbuilding Company. She was built for use in the lumber trade, is 237 feet long with 40 feet beam and a molded depth of 17 feet. Her engines had a capacity for developing 900 horse-power.

The *Clement*, except for buckled plates on each bow, seems to have escaped injury. She is 480 feet long with 52-foot beam and 30-foot molded depth and was built at Lorain in 1905. After lying at anchor off the foot of Orleans Street through the forenoon, she resumed her trip down to Lake Erie shortly after 3 o'clock.

May 12, 1911

M. Sullivan spent a few days this week in town.

Arthur Breymann of Breymann Bros., Toledo, was in town last week.

Large numbers from here visited the wreck of the *Fisher* up the river since the accident Friday morning last.

The dredge *Brian Boru* was at Gordon several days last week with a broken dipper handle. A new one was put in.

E.G. Park, postmaster, has just received a 17-foot clinker-built sail and rowboat from Kingston to replace the one that was stolen last fall. It is an oil boat and is very roomy, but P.M. Park does not like it as well as the old one, which had been his friend for many years.

The steamer *E.A. Shores Jr.* (Capt. J.E. Mahon) of the Mullen Coal Co. made just four round trips last week. She carries 850 tons to a cargo, making 3400 tons capacity in one week's time. The company's coal derrick at Sandwich is in good working order and is a fast unloading rig.

Alphonse Cote, engineer on the Canadian Government lightship *Falken* at the Southeast Shoal, Lake Erie, is home on his furlough.

Mrs. Blair and child of Sault Ste. Marie have arrived in town to spend the summer with her husband, who is employed on the tug *Paddy Miles*.

Philip Thomas, chef; Albert Wilson, second chef; and Neil Wilson left Sunday night for Buffalo to fit out the kitchen of the big steel steamer *Crete* of the Pickands & Mather fleet.

The Sullivan drillboat *Destroyer* was put to work by Capt. Thomas Hanley on the Livingstone Channel with double crews. The drill *Exploder* of the same fleet pulled out Monday with a double crew.

The ferry *Cora B.* was kept busy on Sunday hauling passengers to Stoney Island (dry works).

Mrs. (Capt.) William Logan and son of Buffalo are spending a few weeks with her husband in town. Capt. Logan is captain on Buffalo dredge *No. 7*.

Thomas Hanley Jr. has taken a good job on one of Sullivan's drillboats and Mrs. Hanley has taken up housekeeping for her father, Gordon Ferriss.

John R. Pineau brought his fish tug to Amherstburg last week in a crippled condition. The wheel was broken, the shaft twisted and the rudder broken by hitting a rock near their fishing grounds, Lake Erie. They are certainly cleaning up the specie [*sic*] in the fishing business.

The tug *Geo. Cooper* of the Great Lakes Dredge & Dock Co. went over to Cleveland with a flat scow, which they purchased from the Stoney Island cofferdam.

M. Sullivan is in town looking after business interests. He received orders from the Pittsburgh Coal Co. to vacate the lower dock below the mill and is moving everything - offices and store sheds - to the old Fraser lumber dock. The old iron is being shipped to Detroit and London over the M.C.R.

The fuel lighter *Emma E. Tyson* of the Mullen Coal Co. fleet is being repaired.

The steel tug *Francis B. Hackett* of the Hackett Towing and Wrecking Company of Amherstburg is at present at Erieau harbor making preparations to remove the hull of the barge *Lycoming*, which was burned to the water's edge last fall.

Charles Anderson, one of the best-known tug stokers on the lower Detroit River and an employee of the Dunbar & Sullivan Dredging Co. for the last 12 years, left Sunday for Black Rock, Buffalo, to go as second engineer on the tug *Milwaukee* of the C.H. Starke dredge fleet. Charlie will make good no matter where he goes.

D.S. Ellis, mathematical master in Queen's University, is in charge of a party of engineers at this point, locating and marking the international boundary line under instructions from the International Deep Waterways Commission, of which Sir Geo. Gibbons, Louis Coste and W.J. Stewart are the Canadian members. Monuments will be erected at intervals on each side of the river to be used as markers by which to determine the distance and angles, and instead of a curved boundary through the rivers and Great Lakes, the boundary as it will appear on the new charts will consist of a series of straight lines from one point to another point.

Capt. Alex. Cuning, wrecking master of the Great Lakes Towing Company, has begun operations preparatory to raising the steamer *Erwin L. Fisher*, sunk in collision with the *Stephen M. Clement* below Mamajuda light, Detroit River, Thursday night. Three companies submitted bids for the recovery of the

Fisher. The lowest, from the Great Lakes Towing Company, named \$39,000 or 40 per cent of the value of the salvage. Actual awarding of the contract awaits ratifications of its terms by British underwriters, understood to have carried practically all the \$110,000 insurance. It is believed the bodies of Louis Sudgen and Mrs. Sudgen, the steward and wife, will not be recovered until the *Fisher* is righted.

The U.S. Government tug *John E. Monk* is in the hands of the painters and when she is finished the *Shaun Rhue* will not be the only smart-looking tug on the river.

There was quite a reunion Sunday when the tug *Charles E. Williams*, Capt. Murray Mains and Mate Thos. Cooper, stopped here on her way from Buffalo to Ferrysburg for a couple of dump scows.

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May 19, 1911

The tug *Mariel* of the Cadwell Stone Co., with the *Hustler* in tow, stopped here on Wednesday for repairs to her boiler. C.M. Cadwell of Windsor is on his way to load gravel on Point Pelee for the Rondeau harbor.

The wrecker *J.E. Mills* of the Trotter Wrecking Co. went to the wreck of the *Fisher* Sunday to locate the bodies of the drowned people. Adam Kiyoshk went all through her cabins but failed to get any trace of them.

The M. Sullivan supply boat *Marguerite* has been fitted out and runs the men to the drills. She is in charge of Capt. Felix Graveline, while Lorne Bertrand is chief and has the new engine running like a clock. Gurvin Bertrand, who had charge of her last year, has gone to Chicago where he has a position with the Great Lakes D. & D. Co.

Alphonse Cote cleared for the Canadian Southeast Shoal lightship *Falken* on Saturday.

The tugs *Abner C. Harding* and *Marion E. Trotter* are receiving their summer coats of paint.

A big mass meeting of drillmen was held in their hall Sunday. There are not many drillmen idle who want to work.

The dredge *Brian Boru* broke her crank shaft last week and the floating machine shop *Sam Lee* was towed to her and repairs were made.

There were a large number of pleasure parties out on the river on Sunday; nearly all went up to the wreck of the sunken steamer *Fisher* below Mamajuda light.

With the opening of the Belle Isle season for the Detroit & Windsor Ferry Co., President Campbell announced three new appointments for the fleet. The vacancy caused by the death of Capt. Wilkinson of Windsor has been filled by the appointment of Capt. John Demstadt as master of the steamer *Columbia*. Capt. Demstadt last season sailed the steamer *Ste. Claire*. Capt. Robert Ferguson, formerly master of the steamer *Britannia* was appointed master of the *Ste. Claire* which began daily service to Belle Isle Sunday. Capt. Charles Jones last year the first officer on the steamer *Columbia* has received the promotion as master of the *Britannia*.

The steamer *Wilpen* went hard aground on the Lime-Kiln Crossing on Wednesday morning. The tugs *Trotter*, *Harding* and *Lorman* went to her assistance. The lighter *Rescue* was required to release her.

M. Sullivan is fitting out his two derrick scows and they will go to work on the Livingstone Channel.

Light vessels Nos. 53, 64 and 65, formerly used in lighting the east side of the Ballard's Reef channel, lower Detroit River, will be sold at public auction, together with their equipments of anchors, chains and fittings, at Detroit next Monday. The taking over of the channel by the Canadian Marine and Fisheries Department sent the U.S. lightships, maintained there for years, to the boneyard.

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May 26, 1911

The steamer *Ossifrage* (Capt. Jeff Stockwell) of the Detroit-Chatham route made a trip from Chatham to Toledo Saturday and Sunday with a big party of businessmen and Board of Trade members from Chatham.....Saturday the boat stopped at Amherstburg and the guests on board were transferred in launches to the dry section of the new Livingstone Channel. Saturday night they spent in Toledo and

Sunday morning the boat called at Bois Blanc Island and Windsor and left for home Sunday night. Capt. David Hackett accompanied the party to Toledo.

Beverly Westaway, formerly with the Dunbar stone crusher, has taken a position with the S.W. & A. Railway at Windsor.

The dredge *Hercules* of the Sullivan fleet has gone up to Ballard's Reef. The drills *Exploder* and *Destroyer* will also go up.

The Trust tug *Harding* has gone to Port Huron where she will be stationed for the next six weeks. Mrs. (Capt.) Thomas Hagen went up on her.

The night crews of the drills *Exploder* and *Destroyer* were laid off on Friday night for a few weeks, as re-drilling cannot very well be done at night.

Arthur Breymann of Breymann Bros. visited in town last week. He left Sunday for Bay City. Their tug *George H. Breymann* and dredge *No. 2* passed up the river Sunday, bound for Bay City, where they have a big mud job.

Capt. John Price of Port Stanley will have opposition in his search for the wreck of the missing car ferry *Marquette & Bessemer*. A despatch from Ashtabula, Ohio, says: "Captain George Owen, president of the Fairport Fish Company of this port, has announced that he will put in his application to the underwriters for a chance to sweep the lake for the wreck of the *Marquette & Bessemer* car ferry *No. 2*. The company has three big fish tugs which can be used for the purpose. The search will be made in June or July, after the close of the fishing season."

The dredge *Hercules* and tug *Sydney Smith* on Saturday began work on the Government contract for the dredging of Ballard's Reef, which is held by Michael Sullivan. The fleet will be gradually increased and it is announced that a full fleet of dredges and tugs will be at work there in about a month. The remainder of the dredging fleet is at present working on the lower stretches of the Livingstone Channel and this work will be completed in a few weeks. The Canadian Government has announced through agents here that a patrol boat will be placed in commission as soon as the Sullivan fleet is at work on the reef. With the dredges at work the passage will be a dangerous one. The current over the reef is increasing this season and boats must now be handled with a great deal of skill in passing the point.

During the electrical storm Saturday evening a bolt struck the steamer *Joshua Rhoades*, one of the big steel freighters of the W.H. Becker fleet of Cleveland, as she was passing Grande Pointe. The lightning struck the mast and steering gear, following which the vessel, rendered helpless by the loss of her rudder, went aground. She was towed to Detroit for repairs on Monday.

The steamer *Papoose* has gone to Windsor to be painted before the opening of the Bois Blanc season.

Capt. M.H. Mahon left on Tuesday to ship on the steamer *Nettleton* for the season.

Orin Ong, chef on the lightship *Falken* at the Southeast Shoal was home this week on his monthly furlough.

The schooner *Keepsake* struck a rock pile near Stoney Island Saturday when she was sailing up loaded. The gasoline tug *Wm. Logan* gave her a pull and got her out of trouble.

The Steel Trust steamer *Sir Henry Bessemer* broke her air pump Tuesday morning below the island and had to anchor. The tug *Aldrich* went to her and after repairs were made she went on up the river.

The two wooden lightships formerly stationed at the Lime-Kiln and the one held in reserve were sold by public auction in Detroit Monday and were purchased by an agent of the Marine and Fisheries Department of Canada for about \$900. They were brought to Amherstburg Tuesday by Capt. Charles Hackett in tow of the tug *Aldrich*. Nothing is definitely known of the Department's intention regarding these lightships, but it is presumed that two of them will be stationed again at the Lime-Kiln during the fall, when fogs are frequent and given to blotting out the flashlight service without a moment's warning. The Department has decided not to put a patrol boat on this season and the announcement is made that the Lake Carriers' Association probably will take action in a few days to supply a patrol boat to regulate vessel traffic through that portion of the river where the width of the 600-foot channel have been reduced to 300

feet by contractors at work deepening the west 300 feet.

A despatch from Chatham says: "Fish in the lakes and rivers hereabouts are dying in great quantities. The surface of the Thames is covered with dead fish. The cause is not known."

It is understood that the fisheries protective steamer *Vigilant* will in future make her winter quarters at the Marine and Fisheries dock, Amherstburg. This will enable her to reach the fishing grounds in Lake Erie as soon as the ice disappears. She was late this season, owing to extensive repairs at Toronto.

June 2, 1911

The Great Lakes Engineering Works has received contracts for two new steel steamers for the Atlantic coast trade. President Pessano says that the boats would be new and of the latest model designed for the coastwise trade on the Atlantic coast.

The U.S. Congress has been asked for an appropriation to purchase and maintain a patrol boat at the Lime-Kiln Crossing during the time that dredging is being carried on at Ballard's Reef.

Isidore Lepine, engineer of the Government tug *St. Paul*, the supply boat for the dredge *Ontario*, working at the Baldoon Bed, Wallaceburg, was found dead at 1:30 Tuesday morning. Capt. Rourke of the tug was going out for the dump barge. There being no response when he rang the bell to go ahead, he went to see what was the matter and found Engineer Lepine lying dead in the engine room. Deceased was complaining of shortness of breath when he got up but was on duty. Mr. Lepine was about 58 years of age and was of a quiet disposition and highly respected by his fellow workmen. He was brother-in-law of Tip Thomas, a dredgeman with Dunbar & Sullivan, and was a personal friend of Alex. Barron, who was chef on the dredge for fifteen years.

When charts now being made under the direction of the International Waterways Commission are completed, navigators, fishermen and Government patrol boats will be able to tell just where they are with reference to the international boundary. The new charts will not only cover all the Great Lakes but will include the tributary waters. In fishery disputes and questions of a nature where the boundary question is at stake, the new charts will prove highly valuable. At times fishing boats are caught off the national fishing grounds, where they say the cause is not intent to break the law but rather the lack of knowledge of boundaries. Such conditions will not be an excuse with the new charts. The Treaty of Ghent fixes the international boundary between Canada and the United States as the middle of the lakes and rivers which separate the two countries, but this line has been very indefinite. The new charts are very accurate and the scale is fine. The boundary is being determined from the 48th parallel of latitude through the St. Lawrence River, Lake Ontario, Niagara River, Lake Erie, Detroit River, Lake and River St. Clair, Lake Huron, St. Mary's and Pigeon Rivers and Lake Superior.

Frank Essenhauer, a well-known tug fireman, for the last four years with Dunbar & Sullivan, has given up his job and will leave next week to go to work for Breymann Bros.

Mrs. (Capt.) John Blaurett, wife of the engineer on the gasoline tug *Wm. Logan*, is spending the summer with her husband in the Cowan house, corner of Dalhousie and Rankin.

Capt. Clyde Tobin, formerly with Dunbar & Sullivan, has been offered the mastership of the new tug *Art Breymann* of Breymann Bros. fleet. The new tug will be ready in a few weeks.

All the dredges, drillboats and tug boats pulled in on Monday night and remained in till Wednesday morning. Tuesday was American Decoration Day and a holiday among Americans.

The steamer *John Harper* discharged a 1000-ton cargo of coal at the Pittsburgh Coal Co.'s dock this week. The steamer *E.A. Shores* (Capt. Jos. E. Mahon) is here every other day with a cargo for the Mullen Coal Co.

The tug *Columbia* and dredge *Gladiator* of the Sullivan fleet pulled in on Saturday and remained in till Wednesday morning, giving the men three holidays. Breymann's dredge *No. 3* was also in Saturday and Sunday.

The tug *Leroy Brooks* (Capt. J.S. McQueen) came down Monday from Sandwich and loaded the boiler that has been back of the electric light plant and took it to Sandwich. Capt. McQueen is having new

rails and stanchions put all around the *Brooks*.

The Great Lakes D. & D. Co.'s tug *George Cooper* and drills Nos. 3 and 4 went over to Cleveland Saturday night, the tug returning on Monday. The drills will be fitted up to begin on a two-year contract at Buffalo. A few local men went over on the drills.

The tug *W.B. Aldrich* (Capt. Chas. R. Hackett) is in the hands of painters this week.

Eugene McCormick, mate on the Canadian lightship *Falken* on the Southeast Shoal, Lake Erie, is home for his holidays.

The str. *Freemont* has been moved from the ferry dock to Callam's Cay. The tug *D'Alton McCarthy* raised her last Tuesday.

The tug *George Cooper* went to Oades' dry-dock on Monday to receive repairs made necessary by hitting a rock on Ballard's Reef.

The old wooden str. *Montana* went hard aground on Grassy Island Sunday night. Her deckload of lumber had to be taken off before she was released.

John R. Pineau has disposed of his fishing interest at Cedar Beach. John Fraser and the firm will be known hereafter as Fraser & Harris. Mr. Fraser will use the tug *Active* in the business.

The Trotter Wrecking and Towing Co. are having a very powerful spar and boom installed in the wrecking steamer *J.E. Mills* and will now be able to lift [illegible] tons while alongside a wreck. The spars of the *L.S. Hammond* are being used.

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June 9, 1911

In an opinion in Admiralty handed down Friday morning in Detroit, District Judge Henry H. Swan awarded claims amounting to \$7500 to Fred. J. Trotter of the Trotter Wrecking Co. of Amherstburg against the Superior Charcoal Iron Co. The claims are for salvage when the Trotter tugs and lighter rescued and delivered the steamer *Chauncey Hurlbut*, which went aground about 30 miles from Amherstburg on the Canadian shore of Lake Erie in the fall of 1906. The steamer *Hurlbut* was on her way from Manistique to Buffalo with 1171 tons of pig iron, the cargo being valued at about \$25,000. In a heavy storm on Lake Erie the captain was forced to ground the vessel and she brought up on the quicksands. At the request of the captain, the Trotter people dispatched the tugs *Home Rule*, *S.J. Christian* and the lighter *Hammond* to the aid of the *Hurlbut*. Working in severe storms in an exposed location, the cargo was lightered with 13 days' work and the ship and cargo were delivered to Toledo. In making his award of damages, Judge Swan took into consideration the lateness of the season, conditions under which the wreckers were forced to work, the value of the property, the risk of total loss owing to exposed location of the wreck and the quicksands and the storms which drove heavy seas against the wreck while the salvaging company was at work. Judge Swan also held that the question of whether or not there was a formal contract with the owners of the cargo in regard to the salvaging should not be taken into account. The opinion closes one of the oldest Admiralty cases pending in the local courts.

"You need not go abroad any more now to enjoy real steamer chairs," says E.A. Dustin, general manager of the Ashley & Dustin Steamer Co. "Our new steamer *Put-in-Bay*, soon to be placed in commission, will have one deck fitted out entirely with genuine ocean steamer chairs. This feature will be on the upper deck." Ocean steamer chairs are a decidedly new departure for lake boats and the *Put-in-Bay* is the first on the Great Lakes to be fitted out with them. The deck containing these chairs, being the upper one, there will be no covering except an awning which will be removed every evening at sundown. Who could imagine anything more enjoyable than to sit in a real genuine steamer chair - on a warm, balmy evening - with the cool breezes fanning your face - and only the sky and the stars out above - and this all on the Great Lakes, too.

The mammoth lake passenger steamer *North West*, owned by the Northern Steamship Company, was damaged to the extent of nearly \$600,000 by fire early Saturday at Buffalo. Nothing but her steel hull remains. Her sister ship, *North Land*, was badly scorched. No one was injured. Both steamers were at their dock in Buffalo being overhauled for the season opening June 21st. The fire was caused by an

explosion of oil at 4 a.m. Four watchmen narrowly escaped serious injury and were able to get ashore and turn in an alarm. When the fire tugs arrived, the *North West* was a mass of flames and it was with difficulty that the *North Land* was towed out of danger. It is stated that the *North West*, which plied between Buffalo and Duluth, probably will be rebuilt. The steamer was valued at nearly \$1,000,000 and was one of the finest afloat on fresh water. It was built about 15 years ago and had a passenger capacity of more than 500. Her length overall is 386 feet. She is 5000 tons with 8000 horse-power.

A despatch from Buffalo says:- "With twenty big freighters swinging idly behind the breakwater here, owing to scarcity of cargoes and a heavy reduction in the number of boats in commission, shipping interests are taking a pessimistic view of the outlook for the season's business on the Great Lakes. 'Not in more than 50 years has there been such general slackening,' said Captain J.J.H. Brown. 'Shipments are almost at a standstill at both ends of the lakes and there are four hundred boats idle between here and Duluth. Only half of the total lake vessel capacity is in commission at the present time and one-third of these boats could take care of the business offered.' Official Customs figures show a decrease of 70,000 tons in coal shipments from this port for May and a decrease of 295,000 tons for the first two months of navigation. Salt shipments show a decrease of nearly 50 per cent. Shipments of cement have dropped from 365,000 barrels to 125,000 and railroad iron from 14,000 tons to 6500 tons. Receipts of grain this week will be the smallest since the opening of navigation."

James Stewart is again assistant engineer on the steamer *Columbia* on the Detroit-Bois Blanc route.

The derrick *Cuilene Rhue* has commenced to dump rock on the beach below the Randall boathouse on Bois Blanc for the ferry company, to prevent the mud washing away. The tower erected by the lake survey on Bar Point was blown down during the storm on Sunday night.

Capt. James Tobin, master and Wm. Hyde, engineer, are again in charge of the ferry *Papoose* this season.

This incident shows how news will float. On May 12th the *Echo* contained the following small advertisement in its columns: "FOUND - on the Malden beach - a sailor's coat containing papers of various kinds. Loser can have same by applying to the *Echo* office." It might be explained that the coat was picked up on the Malden beach May 8th by Jas. Moore, the papers brought to the *Echo* office and the above advertisement inserted in hope of reaching the loser. Tuesday evening's mail brought a letter from T.W. Stock of 4005 Franklin Avenue, Cleveland, saying he thought the coat and papers were his. He was second engineer on the steamer *Fisher*, which was sunk the night of May 4th by the steamer *Clement* in Detroit River, and lost all his personal effects. No doubt Mr. Stock was the loser, as his name appears on the papers found. Such is the power of publicity.

Capt. Thos. Dolan of the tug *Lee* had several fingers cut off Monday; he is at the Marine Hospital, Detroit. On Tuesday Tom Corbett had part of his right thumb cut off by having it caught in a cable on the tug *Lee*.

The new steel passenger str. *Put-in-Bay* passed down on her trial trip yesterday (Thursday) and was given a rousing salute by the river crafts. The *Put-in-Bay* has the largest dancing deck of any str. on the Great Lakes. She will have no bar.

John Ridsdale, a member of the crew of the drillboat *Exploder*, nearly quit drilling for good on Friday afternoon last, but as he wanted to see Detroit win the pennant again, he is staying here. A block and tackle hit him on the head and several stitches were required to close the wound.

**"SPOIL BANK" IS AN EYESORE.**-Col. McD. Townsend, District Engineer, has at last confessed the benevolent purpose he had in view in trying to force an obnoxious dam on the Amherstburg residents of the lower Detroit River, and that was to provide a dumping ground for the immense spoil bank thrown up at the "dry works" section of the Livingstone Channel and the removal of which, through some oversight, was not provided for when the contract was made.

Though the "spoil bank" is an eyesore and there have been some objections raised from this side

of the line, it seems the following account taken from the *Detroit News*, though colored somewhat highly, reflects the views of the people of Grosse Île, who are having a public meeting to lodge a protest against the bank, which will be sent to Washington. The *News* says in part:

"Uncle Sam has a huge 'spoil bank' on his lands.

"The great bank of rock and earth is becoming an international problem. It is also an eyesore to citizens of Grosse Île and Amherstburg.

"The pile is about two miles long and 40 feet high and was thrown up in the Detroit River in the digging of the Livingstone Channel.

"It will take an international commission to determine whether or not the United States Government is to be permitted to shut off the fine river view of Canadian residents on the lower river shore and equally the view of Detroit citizens, summer residents of Grosse Île.

"As it stands now from a legal viewpoint the bank is there to stay indefinitely.

"The lower river citizens declare that the great bank has ruined the scenic beauty of the district to a degree which more than offsets any benefit which the general public may derive from the channel deepening and they are somewhat agitated over the matter.

"The first protest came several months ago," said Col. Townsend. "Through the Canadian Government, the residents on the shore protested to Washington and the matter was up to me. I thought I had solved the problem to everyone's satisfaction, but it seems there is a new protest now and the work will be held up until an international commission can decide as to what we can or cannot do.

"There is no question but that the spoil bank cuts off the residents' view. No provision was made in the contract for its disposal, however, because it has been our experience that these things take care of themselves. For instance, we left a similar bank in the Neebish channel. Now it is being rapidly taken away to build a breakwater at Mackinac. It will be used up.

"When the first protest came, I submitted a plan to level the pile to a six-foot height above the water level. I proposed to use the stone and earth to build a dike to prevent cross-currents in the river between the present southerly limit of the spoil bank and Bois Blanc Island. We thought we had the matter arranged, but the new protest against the dike, the residents taking the position that this also will shut off their view, stopped that.

"If the international commission determines that we cannot build the dike, I suppose that the spoil bank must be removed in some way. If time is given it will be taken away by people desiring the stone and earth, but of course this can't be accomplished readily. It would take a good deal of money to haul it away and dump it again. We have no appropriation to do it with."

"Col. Townsend also suggests levelling it off and sowing grass on it, but should the dike project be disapproved by the international commission, Congress will be appealed to to allow funds to dispose of the bank in some manner."

The residents of Amherstburg and adjoining municipalities who objected to Col. Townsend's "dam" project were very fair about the matter, proposing that the spoil bank be removed, the channel, when completed, opened for traffic and then if cross-currents dangerous to navigation were in evidence, they'd withdraw their objections to a compensating dike. So far as work being suspended at the present time for settlement of the "spoil bank" question, there's nothing to it.

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June 16, 1911

Capt. Clyde M. Tobin left on Friday for Buffalo, where he will take command of a big steel tug for the Buffalo Dredging Co.

Capt. Andy Dolan of the tug *Lee* is back from the Marine Hospital. His fingers are well enough to enable him to go to work.

Lewis Bellecours, mate on the str. *Castalia*, was home for a few days this week and on Tuesday his family accompanied him to Sault Ste. Marie on the steamer for a short visit.

The old wooden tower known as the south Hackett Range, which was blown down Sunday night

of last week, will be replaced by a big modern steel structure by the Canadian Marine and Fisheries Department.

Ferryman who operate yachts on the river are having a rate war on the Sugar Island route and the price has been reduced to 25 cents for the round trip. A large number are taking advantage of the low fare.

Sullivan's dredge *Gladiator* was in at the lower Pittsburgh Coal Co.'s dock from Saturday till Wednesday having a new dipper handle put in. This is the first time in eight months that this dredge has been in port.

Breymann Bros.' new tug *D.C. Shaw*, which was the old tug *Blazier*, stopped at this port Sunday on her way from Toledo to Saginaw. The *Shaw* is in command of Capt. George Dayton of Toledo. She left Sunday night after taking on a big supply of provisions.

The Buffalo Dredging Co.'s big steel dredge No. 7 was in Sunday with several hundred loose rivets in her boom and the air compressor was working from Saturday night till Sunday night putting in new rivets and strengthening the boom. The exhaust of the compressor could be heard all over town.

Wm. Menzies is out after the parties who stripped the tug *Jean* of all moveable articles, the tug burnt at Gordon last fall, and the articles are said to have been taken during the winter through the ice.

Alphonse Cote, chief engineer on the steel lightship *Falken* at the Southeast Shoal, Lake Erie, is home for his furlough. Alphonse says the submarine bell is now in working order.

The burning of the steamer *North West* has resulted in the abandonment for the summer of the passenger service of the Northern Steamship Company between Buffalo and Duluth. Her sister, the *North Land*, will sail as usual between Buffalo and Chicago. The str. *North West* was raised and taken to Cleveland to be rebuilt.

Capt. John Anderson left Sunday for Detroit with the American lighthouse supply yacht after being in Lake Erie 10 days putting the gas buoys in shape. Walter Hunt of this town is engineer on her.

The dredge *Brian Boru* has been in at Gordon several days this week with a disabled dipper handle. Breymann's dredge No. 3 has been in nearly all week having a broken spud replaced. A new one was brought up from Toledo.

Mullen Coal Co.'s steamer *E.A. Shores* was held up several days this week. A casting let go on the frame and let the boom fall, breaking it in two. A new one was secured and she left the forepart of this week to load a cargo of coal.

The schooner *Naiad* arrived this week from Parry Sound with timber for the Colchester dock construction. Mr. Smith, superintendent, will rush work as rapidly as possible. He is purchasing 700 feet of rails to make a tramway on which to run stone out. While coming down the Detroit River Monday night she ran ashore at Grassy Island and after a delay of a few hours was released by the tug *Marion E. Trotter*.

With the assistance of the tug *Rooth* and the lighter *Rescue*, the steamer *Empire City* was released about 10 o'clock Friday night from Southeast Shoal, Lake Erie, after lightering about 300 tons of her ore cargo. She apparently was little damaged.

President Harry Coulby of the Pittsburgh Steamship Co., has sent notice to all captains to search every man employed on their vessels for firearms and to reject sailors seeking employment who are not temperate. The order was the result of the killing of wheelman Charles McMahon of the steamer *A.C. Dunkey* at Ashland, Wis., June 6th by a deckhand.

Capt. Robert Mains of the Dunbar & Sullivan Co. received a telegram Wednesday afternoon announcing the sudden death of his son Robert of the C.H. Starke D. & D. Co. at Black Rock that morning. The captain left at once for Buffalo to attend the funeral which will be held this (Friday) afternoon. The deceased was 45 years of age and was well-known in local marine circles, having spent considerable time in this vicinity. Besides his parents he leaves two brothers, three sisters and a little son. His wife died last winter.

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June 23, 1911

The supplementary channel for light draught vessels east of the main channel, Ballard's Reef,



Detroit River, has been widened 100 feet, giving a total width of 300 feet with a depth of 15.5 feet. The five spar buoys marking the east bank have been moved to the outer side of the extension.

Capt. Cunnings has been making fast progress with the wreck of the str. *Erwin L. Fisher*. The boat was straightened on her keel Friday night and Saturday the wreckers succeeded in patching a large part of the damaged port side of the ship. If there are no serious delays, pumps will be ready to start this week. The boat will be delivered at a Detroit dry-dock.

The wireless came to the rescue out in Lake Erie of the passenger steamer *Western States* late Thursday night after the steamer had become disabled through the blowing out of an engine cylinder. The steamer's wireless operator sent out a call for help, which was responded to by the passenger steamer *City of Cleveland*, which was 45 miles off the Southeast Shoal in Lake Erie, opposite Vermilion, Ohio, en route to Buffalo. The accident occurred shortly after the *Western States* had left the mouth of the Detroit River near Amherstburg, bound for Cleveland. The *City of Cleveland* caught the message for aid and hurried to the rescue. The two hundred passengers were transferred to the *City of Cleveland* without mishap and the steamer continued with them on to Buffalo. The *States* will be out of commission for some time.

Capt. Henry Pocock, superintendent of the ferries at the Soo, was in town for a few hours on Monday, calling on old friends.

Wm. Logan, manager of the Buffalo Dredging Co., was in town a couple of days this week starting their dredge No. 1 and tug *Charles E. Williams*, which have just come up from Buffalo. Capt. Murray Mains and Mate Thos. Cooper are in charge of the *Williams*.

Local No. 504, Drillmen's Association, will install officers on Sunday afternoon, June 25th, at two o'clock when every true drillman is expected to be present, as a most important question will be discussed - a question that will benefit not only themselves but their wives and children. The officers will be installed by John Grenier, Past Grand President.

A little unpleasantness developed Monday morning on the dock. Wm. Menzies was preparing to deliver the day drill crew to the Dunbar & Sullivan drills when for some reason they refused to go. Operations were suspended until the tug *Paddy Myles* could be secured. In the meantime, Mr. Menzies took a score of employees to the powderhouse and other places on his yacht without mishap and explanations are still to come. Sunday morning during the heavy fog the yacht struck out to the lake, took the men up and brought them in, while other yachts lay alongside Bois Blanc, unable to make any headway.

While running in the thick fog to the rescue of the stranded steamer *Poe* Sunday morning, the tug *Rooth* ran out full length on a dredge dump and had to be pulled off by the tug *Trotter*. The *Poe* put one of the black gas buoys out of business, smashing the lamp and dragging it away out of position. It was replaced by the tug *Aldrich*.

The steamer *W.C. Moreland*, the 600-foot steel bulk freighter which has been lying on Sawtooth Reef off Eagle River, Lake Superior, since she struck there October 18 of last year, was floated by the Reid Towing & Wrecking Co. of Sarnia at 10 o'clock Tuesday night. She will be taken into Houghton for temporary repairs and inspection by the underwriters and will then be delivered at some shipyard, yet to be selected, for repairs. The Reid Co. gets \$75,000 for the job.

**THE FOG'S WORK.**-A thick impenetrable fog, which marine men declare to be the worst experienced in years, descended upon the Detroit River Saturday night and until the sunshine broke through at eight o'clock Sunday morning there was practically not a vessel moving anywhere up or down the river. Boats dropped their anchors wherever they happened to be and all through the night there was a hoarse booming of fog whistles from the scores of craft which extended in a perfect chain from Lake Huron right down into the middle of Lake Erie. Detroit passenger boats were completely put off their schedules, arriving from five to twelve hours late. Eight hundred people bound from Sugar Island to Detroit on the steamer *Owana* spent the night at Grassy Island because their boat was as effectually tied up by the fog blanket as though she had been made fast to the dock.

The steamer *City of Detroit* was caught in the fog near the Lime-Kiln Crossing and remained at

anchor for many hours. Many freighters were tied up in the lower end of the Detroit River in Lake St. Clair and at the Lime-Kiln Crossing and at the lower end of Lake Erie.

The steamer *John Oades* that passed up the Detroit River shortly after 9 o'clock Saturday night ran aground near the St. Clair Flats Canal. The Great Lakes tug *Harding*, on her way down from Port Huron, tried to pull the *Oades* off, but after working for several hours she was forced to give up the job. The tug *Rooth* with the lighter *Rescue* was sent to her assistance. The boat was carrying a big cargo of salt and it was necessary to take off about 150 tons of the cargo before she could be released.

It is likely that the Canadian Marine Department will replace the two Lime-Kiln Crossing lightships, recently purchased by that Department by auction at Detroit. The channel has been marked with gas buoys since the lighting of the channel by the Canadian Marine Department but it has been surmised by mariners that when a heavy fog came there would be trouble for the want of a fog bell to give warning. The first heavy fog brought this trouble. The two lightships are at the Marine dock here, stripped. If they go into commission a new outfit will be necessary.

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June 30, 1911

The str. *Robert L. Fryer* ran aground below the south lightship on Thursday afternoon and was released by tugs from this port on Friday.

William Pizer and Walter Manson left Friday for Buffalo to fit out the str. *Harvey H. Brown*, on which they will sail as mates this season.

Jules Bronk, blacksmith on Sullivan's drillboat *Destroyer*, was hit in the eye by a sledgehammer on Thursday last. Dr. Teeter's services were required to fix it up.

Breymann Brothers' dredge No. 3 (Capt. Robert Foster) was in port several days this week changing dippers. She has finished her work on Ballard's Reef and is now employed on the Livingstone Channel.

Capt. Patrick McCarthy, an old Amherstburg boy, is climbing the ladder in marine circles and this season is first mate on the big steel str. *Francis L. Robbins*. Pat has always been a favorite among marine men.

Orin Ong, chef on the Canadian Southeast Shoal lightship *Falken*, spent his furlough in town last week. Orin says that this is the fattest job he ever struck.

The spare gas buoy which was on the Murray Street dock has been charged, painted and placed on Ballard's Reef by the *W.B. Aldrich*, the Detroit River buoy boat.

Arthur Kiyoshk of Southampton is the guest of his father Adam Kiyoshk, the marine diver, on the wrecker *J.E. Mills* for a few days. Arthur is a first-class pilot.

The tug *Charles E. Williams*, lake tug of the Buffalo Dredging Co.'s fleet, left Sunday night for Buffalo to bring over a couple of big steel derrick scows to work on their contract on the Livingstone Channel. The tug *Trotter* is relieving her with dredge No. 7.

The old schooner *John Sloane*, which was said to have been sunk on Ballard's Reef for 45 years, was blown to pieces last week by Harry Hamilton, Government diver. The wreck was discovered when sweeping the 16-foot channel for light-draft boats. The late Capt. Wilkinson is said to have been a sailor boy on her. She was used to haul stone from the quarry to different ports up the lakes.

The steamer *Major*, bound up with coal for Owen Sound, went aground on the west bank of the river channel just off Amherstburg Thursday afternoon. She was out about a foot forward and was released Friday morning.

Released from Sawtooth Reef off Eagle River, Keweenaw Point, Lake Superior, at 10 o'clock Friday night, the 600-foot steel steamer *W.C. Moreland* filled and sank a little more than an hour later as she was being towed to shore. A heavy wind drove the *Moreland* off the reef unexpectedly and before the wreckers were prepared to take her into port. She floated off the rocks while Capt. James Reid of the Reid Towing & Wrecking Company, who has been supervising wrecking operations, was in Houghton to get a pump repaired. Capt. Reid is still confident he will be able to recover the *Moreland* and is reported to have said she is in a better position for wrecking operations than before. The accident will mean a delay

of several weeks or longer in getting the wreck into port, should Capt. Reid be successful.

The str. *John Harper* discharged a cargo of 1000 tons of soft coal for the Pittsburg Coal Co. at this port this week.

Ed. Tobin left Tuesday for Buffalo to ship as mate on the str. *Millinockett* with Capt. Forrest Maloney. This is her first trip this season.

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To be continued in Vol. 9

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