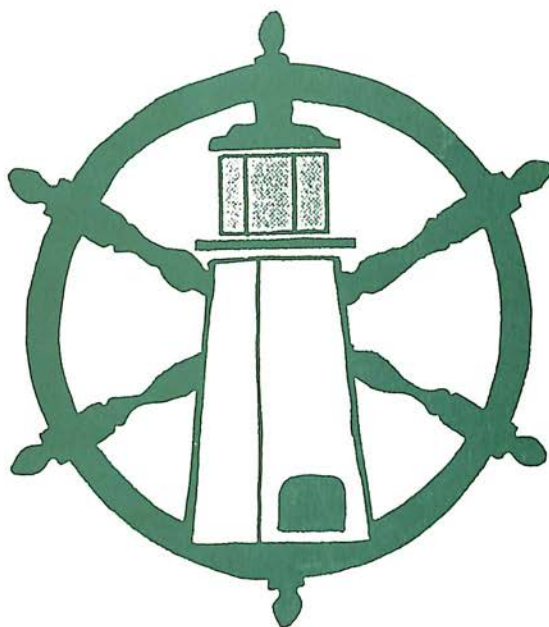


Echo SOUNDINGS

MARINE NEWS of 1887-1888

Excerpts from the
Amherstburg Echo



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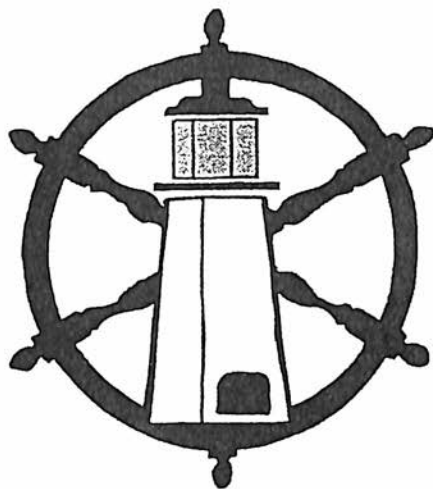
Volume III, Number 1
Spring 2000

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A quarterly publication of the Marsh Collection Society, Amherstburg, Ontario

MARINE NEWS of 1887-1888

Excerpts from the
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Volume III, Number 1
Spring 2000

EDITORS
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A quarterly 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 Publishing 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 125 years, and occupies the building constructed for the *Echo* in 1915.

Echo Soundings is published quarterly 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.

July 1, 1887

The tug *Balize* is to receive a new boiler at Buffalo.

The *Challenge* and *Shoo Fly* will drag for the propeller *Forest Queen*, sunk in Pigeon Bay.

The propeller *Robert Wallace* has completed repairs. It has cost about \$20,000 to put her in sailing shape, but she is now believed to be as good as new.

The barge *Wahnapiatae*, with the largest lumber cargo ever shipped from Duluth, went down Sunday. The load is for Tonawanda and consists of 2,300,000 feet.

W.H. Noble of the Canadian Marine Department has gone down the shore this week to superintend the construction of a number of cribs &c. for the protection of the Pelee Light.

The steamer *Sheffield* called in here on Monday on her way to Buffalo with a cargo of 85,000 bushels of wheat from Chicago at 6 cents, a \$5100 freight. Mrs. Allen and several of the children went on board here for a trip.

The boulders which have been a source of annoyance in the harbor of Port Arthur will soon be removed, an appropriation of \$3000 having been placed in supplementary estimates for that purpose by the Dominion Government.

Three years ago the side-wheel steamer *Grace Grummond*, running in the passenger trade out of Chicago, was partly destroyed by fire. Her hull is iron and it is now being converted into a lumber barge at Milwaukee. When ready for sea, the *Grummond* will be a consort of the steamer *New Era*.

Another propeller, the *Missoula*, which will rate A 1 with a star, was launched at Cleveland on June 18th. She was built by Inayles' Sons for Capt. Thomas Nelson. The *Missoula* is 270 feet keel, 285 feet over all, 40 feet beam and 22 feet hold. She will carry about 500 net tons. With a triple expansion engine, all modern improvements and first-class fit-out, this boat is among the best on the lakes.

Two men were drowned off the steamer *Pearl* some time ago. They had been standing on a plank suspended by ropes outside of the boat and were washing her sides. The ropes broke and the men were lost. The relatives of one victim, whose name was Klingman, sued for damages and a jury gave a verdict against them. The relatives of the other, Frank Clark, also brought suit and a jury gave them a verdict for \$1000 last week.

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July 8, 1887

The steamship *R.J. Hackett*, Capt. D. Girardin, called in here yesterday on her up trip.

The new steamer building at John Craig's ship-yard at Trenton will be named the *J.C. Gilchrist* and will be launched early in September.

During the heavy squall Monday evening, the tug *Challenge* ran on Fighting Island with

a yacht in tow. She was released by the *City of Dresden*.

Capt. Robert McMullen has been at home for the past two weeks, having been so ill as to be obliged to leave the tug *Champion*, on which he has been mate this season.

As the steam barge *Maine* was bound up Monday evening she ran aground at the head of Bois Blanc Island, but was released after about half an hour's delay by the tug *F.A. Folger*.

On Thursday of last week Grummond's men, by means of the tug *International* and schooners *Emery* and *Vampire*, succeeded in raising the tug *Oswego*, which was sunk May 30th about five miles below Colchester Lighthouse, and on Friday she was towed to J.A. Wright's dock, from whence she was towed to Mullen's dock and afterwards to Detroit, a steam pump being used to keep her afloat. It is thought that her damage will foot up to \$3000. She is expected out in about two weeks.

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July 15, 1887

The total number of crafts passing through the St. Mary's Canal during June was 1685.

On Tuesday the schooner *Jane McLeod*, bound from Cleveland with coal for J.G. Mullen, ran aground on Elliott's Point, but after a very short delay she was released by the tug *Dave & Mose*.

The steamship *J.C. Gilchrist*, being built by John Craig at Trenton, will be the largest vessel ever turned out of that yard. She will have a capacity for 85,000 bushels of grain or 2100 tons of ore.

Wolf & Davidson's new steam barge building at Milwaukee will be ready to be launched the first week in August. She will cost \$160,000 and it is estimated that she will carry 100,000 bushels of corn. As soon as she is off the stocks, the keel [will] be laid for an exact duplicate of her.

The solicitor of the U.S. Treasury has decided that there is no law to prevent foreign steamers from carrying passengers from an American port into foreign territory and returning with them to the same American port, provided no trading is done at American ports en route. He declares, however, that when there is such trading the steamer is subject to the foreign inspection laws.

One of S.B. Grummond's tugs was wrecking in Canadian waters a couple of years ago. Canadian officials made for her but she escaped, leaving a steam pump behind, which the officers confiscated. Subsequently the pump was sold to the International Tug and Wrecking Company. Then the sheriff seized it on an attachment and placed it with a storage company. And now Capt. Grummond has brought a replevin suit to recover it.

The revenue cutter *Perry* has returned to Erie after spending a greater part of last Monday attempting to remove a dangerous obstruction to navigation, about twelve miles off the Canada shore and thirty miles this side of Buffalo. The obstruction is two spars. The *Perry* attached a double hawser and chains to the spars but failed to move the obstructions. The captain is of the opinion that one of the spars is in a vessel which lies in twelve fathoms

of water, while the other is some distance off with some heavy ballast attached.

On the 20th of the present month will occur at Sault Ste. Marie a mass convention of those whose interests are affected by the navigation of Lake Superior. It is now likely that 15,000 people will be in attendance, as the whole outlook is for one of the greatest commercial meetings ever held in the country. The direct object of the convention is to organize such forces and influences as will the most quickly bring about the perfection of navigation through St. Mary's River, including the artificial waterway around St. Mary's Falls and the channel below.

Capt. Thos. Honor of the steamship *City of Traverse* was, while unloading coal at Green Bay, struck on the head with a bucket and knocked down. The fall dislocated his shoulder blade.

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July 22, 1887

Felix Graveline left here for Buffalo on Tuesday evening to ship on the barge *Oneonto* at that port.

The tug *Bob Anderson* passed down on Tuesday with six vessels. The combined tow will be about \$840.

The *Jewett* and *Albany* are racing down from Chicago. The former had 37 minutes the start when the race commenced.

Application for Letters Patent has been made by the Windsor Tug and Wrecking Company. The chief place of business is Windsor; capital stock, \$100,000.

Grummond's tugs *Champion* and *Swain* passed down on Friday morning with two rafts, which aggregated more than 4,000,000 feet. They are from Hammond's Bay to Buffalo.

The great commercial convention at Sault Ste. Marie, Mich., have petitioned Congress for a grant of \$7,000,000 to improve the Sault Canal and navigable channels in the neighborhood.

The amount of freight carried this year by the *Dresden* has largely increased over former years; in fact, reports from all over the lakes say that the freight carrying trade has been remarkably good.

The steamer *Riverside* picked Henry Meloche and another young man from the bottom of the yacht *Long Branch* on Saturday. They had capsized and were floating downstream off Fighting Island when rescued.

The schooners *Scotia* and *Delaware*, bound down in tow of the tug *Sweepstakes*, struck on the Lime-Kilns Monday. Both are leaking. The *Delaware* was bound to Ashtabula, but she was forced into Cleveland.

At Lorain, O., on Friday Capt. M.H. Place of the schooner *May Richards* shot R.H. McGeary, one of his seamen. The men had trouble about wages and McGeary drew a knife on the captain. The wound is serious but not fatal.

The Globe Iron Works Company of Cleveland have contracted to build two big steamers for the St. Paul, Minneapolis & Manitoba Railroad Company. They are to be 283

feet keel, 40 feet beam and cost \$200,000 each. Others may also follow.

James Ash of Buffalo has placed a contract with the Union Dry-dock Company for two schooners, each to carry 67,000 bu. of wheat. They will be exact duplicates of the schooner *John Shaw* and will be consorts to the *Calumet* and *Hecla*.

The lakes will soon receive a new steamer similar in all respects to the floating palace *City of Cleveland*. The Detroit & Cleveland Steam Navigation Company find that the *City of Detroit* will soon be unequal to her present task and that nothing short of another *City of Cleveland* will fill the bill.

The tug *Sweepstakes* of Pridgeon's line passed down on Monday morning with the schooners *Scotia*, *J.I. Case*, *George Delaware*, *Jas. Mowat* and *Fleetwing*, the combined tonnage of which was 3861. It was the largest tow on record through the river and the tow bill foots up \$1091.

A man named Johnson, watchman on the Canadian tug *International*, was drowned in Lake Erie on Wednesday under peculiar circumstances. The tug was lying near Rond Eau waiting for a tow and Johnson went swimming. He got beyond his depth and was taken with cramps and sunk before assistance could reach him. His body was not recovered.

The scow *Angelique* took on a cargo of moulding sand for Capt. Ives at Ruthven on Wednesday of last week. After she was loaded it was found that she was leaking and she was run aground to prevent sinking. Her captain got a pump at Detroit, but she is now a total loss. After she began sinking, Captain Allen worked down in the hold trying to find the leak until the water was within six inches of the deck. He had barely time to climb out before she settled down. The scow was owned by Joseph Fecto and valued at \$1000. C.A. Clifford, who loaded her, lost \$250.

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July 29, 1887

Charles Gasco has gone sailing on the schooner *S.V.R. Watson*.

The propeller *Canada* last week delivered a year's supplies for the lights on Bois Blanc. A lifeboat will be located at Hamilton beach. It will be in charge of Capt. Campbell, the lightkeeper.

John Waters shipped 20,000 feet of oak lumber on the *Dresden* last Saturday to Oades' ship-yard in Detroit.

The *Eliza Allen* shipped bolts at Kingsville harbor last week, and the steam barge *Juno*, Capt. Allen, loaded stone for Windsor.

The tug *Gladiator* lost her rudder at Cheboygan and is disabled in consequence. She will be detained there several days getting a new one made.

The propeller *Vanderbilt* passed up Wednesday and was back with a cargo of Yankee soldiers from Buffalo. The officers were on board the *India*.

The Detroit Dry-dock Company has refused an offer of \$880,000 to build four large freight boats for the St. Paul, Minneapolis & Manitoba Railway Company.

The schooner *Irene*, Capt. Collins, is loading moulding sand at Ives' dock, Detroit, and

will continue to carry sand the balance of the season under charter.

T. Gleason of this town, formerly mate of the tug *Wilcox*, has received promotion, having been placed in command of the V.O.T. Co.'s Cleveland harbor tug *Gregory*. This is another case of Amherstburg men coming to the front where they justly belong.

Capt. L.B. Goldsmith, who was recently taken ill while on board the steamship *Progress*, died on Tuesday evening at St. Clair. He was one of the oldest captains on the lakes and formerly commanded the *Jay Cooke* and *Alaska*. He was very popular on the Put-in-Bay route.

The schooner *George Worthington* of Detroit was sunk last Friday night by a collision with the schooner *George W. Davis* of Huron off Colchester Reef, Lake Erie. The *Worthington* was light and the *Davis* was loaded with iron ore. The crew of the *Worthington* took to their boats and got aboard of the *Davis* and were all saved. The *Worthington* had a bad hole stove in her and went down. The *George Worthington* is owned by Capt. Rice of the steam barge *Mackinac* of Detroit. She has a tonnage of 220, was built in 1852 and rates B 1½. The tug *International* and steamer *City of Dresden* drew the *Worthington* in to near Hackett's dock on Sunday, when one of the masts fell. Her canvas is still set.

News was received here Sunday of the sinking of the barge *Theodore Perry* on Thursday night of last week. The barge left Buffalo Thursday night in tow of the *D.W. Powers*, which also had the *B.B. Buckout*, *Senator Blood* and *Wyandotte*. The *Perry* and *Blood* were coal laden for Saginaw. About 9 o'clock on Saturday night, when about 70 miles from Long Point, they got a stiff north wind which soon worked up a heavy sea, causing the boats to labor. Capt. McCormick, who had gone forward, noticed that the *Perry* was opening up on the starboard side and called out that the boat was sinking and for them to save themselves. In less than three minutes the *Perry* was at the bottom. Capt. McCormick says the barge appeared to give way all at once. The one passenger and all the crew except Mate Deering were aft by the yawl, but the boat sunk so quickly that the captain could not say whether they had succeeded in getting into the boat. The captain and Mate Deering got on the cabin, which floated off, and remained there until picked up by the propeller *Alaska* at 1 o'clock on Sunday morning. Capt. McCormick says the crew consisted of James Covert of Buffalo, Ben Kennicut of Saginaw; Charles Copeland of Saginaw and a cook, a Mrs. Wisminster, as near as he could give the name, beside Deering and himself. Copeland, who was nominally master, is a stepson of J.H. Prentice of Saginaw, owner of the *Perry*. What became of him neither McCormick nor Deering can tell. The passenger referred to was Neal McLean of Saginaw. It is scarcely possible that any of the five were saved. The *Perry* was almost entirely rebuilt at East Saginaw a year ago last spring, \$4700 being expended on her then. Her estimated value was \$6000 and she was owned by James H. Prentice of Saginaw City, whose stepson, Charles Copeland, and friend Neal A. McLean of East Saginaw, both bright young men who were taking a pleasure trip, were among the drowned. Capt. Alex. McCormick, who with the mate, Hugh Deering, was saved, resides

in Bay City. James Netherscott, one of the sailors lost, lived in Saginaw. Capt. McCormick called here yesterday and has gone down with a yacht to look for the bodies of the victims.

There is no place on the lakes where a few good ship carpenters could start in business and make more money than at Amherstburg. Hardly a day passes that some vessel does not arrive here needing repairs of some kind; if there were only a dry-dock into which she could be placed. Where all along the Detroit River could a more suitable place be obtained than the old site on the riverfront below Wible's Mill?

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August 5, 1887

The tug *Oswego* is at work again and passed up on Thursday with a tow of two vessels.

The excursion steamer *Mascotte* of Toledo has been sold to the International Ferry Company of Buffalo and left for that port on Tuesday. The *Mascotte* was built in Detroit two years ago by the Detroit Dry-dock Company.

Last Friday the steam barge *United Lumbermen* arrived from Georgian Bay with 1,000,000 shingles, 2,000,000 lath and 270,000 feet of lumber, a portion of which was put off at Kingsville and the remainder at Amherstburg for J.A. Wright.

The steel steam barge *Ira H. Owen* passed up last week on her way to Marquette. She is the latest launch at Cleveland and is fully up to the standard of steel boats launched at Cleveland this year, no expense having been spared to make her perfect in every respect. She is owned by Capt. Ira H. Owen and others of Chicago and will ply between Lake Superior and Chicago in the iron ore trade.

The repairs to C.F. Dunbar's drill are being rushed, the workmen working early and late. They expect to have the work completed shortly. In about two weeks the dredge will go to Mackinac harbor to do some work for the M.C. Railway, so that there will be 17 feet of water in winter at the railway slip dock at Mackinac. The new powerful ferry now building (which is guaranteed to go through anything) required that amount to handle the ice effectively. The drill is being rigged with a derrick and will do the cleaning up at the Lime-Kilns.

The new steam barge *Chenango*, on her maiden trip from Detroit to Buffalo with grain, got about 200 feet to the east of the ranges at the Lime-Kiln Crossing on Saturday evening and brought up on the rocks. The tug *Shaughraun*, the *City of Dresden* and *Mary Pringle* made several unsuccessful attempts on Sunday to pull her off. They could swing her around but could not release her. The *City of Dresden*, with lighter, took off 2000 bushels of her cargo and released her during Sunday night. Her bow was about ten feet in the channel at the turn, but vessels were able to pass by using care, nothing being detained. She was about 200 feet to [the] east of the ranges. She passed down Monday morning.

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August 12, 1887

Capt. Thos. Beniteau has been appointed master of the tug *Oswego*.

The barge *Champlain* has been cut in two at Milwaukee and will be lengthened 10 feet.

James Jarmin of this town is now captain of the barge *Victor*, in tow of the steam barge *Pratt*.

Capt. J.W. Westcott has sold to Edward E. Kotch of Toledo the barge *Wm. Case* for \$5000 cash.

Work on the propeller *Northerner*, burned last fall, is nearly finished. Her rebuilding cost about \$35,000.

Capt. Peter Williams has bought the barge *Prince Alfred*, which has been water-logged at Walkerville since early last spring.

Capt. J. Laframboise is negotiating for a tug and will engage in towing and wrecking on his own account. He intends having a lighter and a wrecking outfit stationed at this port this fall.

Capt. J.W. Steinhoff, a well-known lake mariner, is very ill and there are little hopes for his recovery. He remains in the open air at his residence in Wallaceburg, day and night, sleeping very little, and constantly attended by his family and friends.

Capt. McCormick of the ill-fated barge *Perry*, which lately foundered in Lake Erie, has returned to East Saginaw in company with H.F. Moeller and Harry Robinson, friends of McLean and Copeland, who were drowned then. They have been cruising for two weeks in a yacht, looking for the bodies. No signs of either were found. The wreck is in 85 feet of water, 25 miles from Rondeau, and four feet of the spars are out of water. They think the bodies got tangled up in the boat and went down with it.

There have arrived at Trenton, across the river, two immense boilers made by McGregor & Sons, to be placed in a steamship now being completed there by John Craig. Each one is 10 feet in diameter and 11 feet long, and both are built of inch steel, the first boiler ever constructed in Detroit of that thickness and strength. Two similar boilers are now almost completed by McGregor & Sons to go to Bay City for a steamship there. They are also an inch thick. The cost of the four will aggregate \$20,000.

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*August 19, 1887*

The owner of the barge *Louis O'Neil*, sunk off Port Stanley, has abandoned all efforts towards raising her.

John Bailey, a sailor, fell off the schooner *Michigan* at the mouth of the Chicago River Saturday and was drowned.

The tug *Castle* had a tow of five vessels down on Monday evening, one of which he left at Detroit. The tow bill footed up about \$750.

William Bush and William Kirk Jr. both leave tomorrow to go as cook and assistant on the new steam barge *Iron King* from Detroit.

Captain Muir of Port Huron has purchased the schooner *Garibaldi* from J. & F. McGibbon of Sarnia. Capt. Muir will sail the boat himself.

The Sunday locking in the Welland Canal was stopped last week. Hereafter the canal will be closed from 12 o'clock Saturday night till 12 o'clock Monday morning.

The Marine Department advertised for tenders for the removal of the barge *Picnic*, which is sunk near J.A. Wright's dock, the wreck to become the property of the contractor. Tenders are to be received till the 25th inst.

Capt. F.B. Hackett went down to Pigeon Bay Tuesday with the schooner *Annie* to endeavor to locate the propeller *Forest Queen*, which was sunk by the ice off Leamington 17 years ago. She is owned by Au Sable, Mich., parties.

The owners of the propeller *Oregon* were informed of her being ashore on the middle ground at Point Au Pelee. The telegram added that her consort was at Bar Point. The *Oregon* left Cleveland for the river Thursday night, loaded with coal. She picked up a schooner in the lake outside of this port but the schooner's name is not known.

The tug *Patrick Henry*, which left Cleveland Thursday of last week with the unfinished barge *Joseph P. Farnan* in tow, foundered when about four miles off Vermilion at 6 o'clock Friday morning. One of the crew of four men was drowned. The boat is owned by L.P. & J.A. Smith of Cleveland. Her insurance valuation is \$8000 but there was not a dollar's worth of insurance on her.

The steamship *Fred. Kelly* was during Sunday night crowded over by a tug with tow, bound down, until she brought up on the channel bank near the head of Bois Blanc Island at the mouth of the river. She pulled her consort alongside and lightered enough of cargo to work off. From the way the job was done, it would appear as if the *Kelly* had been there several times before this season. She re-shipped cargo at Amherstburg and was only delayed eight or ten hours.

The schooner *I.N. Foster*, which went ashore last week on Fisherman's Shoal near Escanaba, has been stripped and abandoned as a total loss. Four tugs tried to release her but she was so high up the beach that they were unable to budge her. Capt. McLeod, who was sent to the wreck in the interest of the underwriters, concluded that it would be cheaper to pay the full amount of insurance than to continue wrecking operations that gave no promise of success.

Two Canadian steamers, the *Hastings* and the *Kathleen*, were seized by the custom officials at Charlotte Saturday. The seizure was made on the grounds that neither of the boats had been inspected by United States Inspectors. The Inspector General of steamboats, James A. Dumont, was present and the seizure was made under his direction. The forfeiture was \$500 and the boats were allowed to return to Detroit by giving bonds of \$1000. We wonder if all the American steamers touching at Canadian ports are inspected by Canadian inspectors. "What is sauce for the goose is sauce for the gander."

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August 19, 1887

The Lime-Kiln Crossing.-The annual report of Gen. O.M. Poe of Detroit on the improvement of the rivers, harbors and canals under his charge during the fiscal year ending June 30th has been received at the Engineer Bureau, Washington. It is a mass of the most interesting information and has evidently been prepared with the greatest care. The

statements in connection with the improvement of St. Mary's Falls Canal, the Detroit River and other leading works in Michigan are elaborately drawn up and ought to have great weight in Congress in securing adequate amounts for the proper improvements of these great waterways.

On the improvement of the Lime-Kiln Crossing, opposite the M.C.R. depot, Amherstburg, Detroit River, Gen. Poe says that operations progressed day and night during the fiscal year whenever the occasion would permit. He gives in detail the thousands upon thousands of cubic and square feet of area drilled, blasted and completed, as well as the solid rock removed under two contracts made for doing the work, and makes the point that his figures illustrated the economy of doing such work under large appropriations (in this case, \$20,000) as the prices were surely twenty per cent lower than they had been before under small appropriations. Under the existing contract it is estimated that 1085 cubic yards of rock will be removed between the end of the fiscal year and the closing of the contract about September 1st, 1887. There is now a clear channel 300 feet wide and twenty feet deep through the obstruction, an additional width of fifty feet is far advanced towards completion and the removal of 14,465 cubic yards (estimates) will complete it to a width of 400 feet. Original estimate of the probable cost of the work, \$1,666,500; estimated addition on account of modification of 1883, \$40,000; estimated cost of additional width of 100 feet (project of 1886), \$168,000; total estimate of present project, \$1,394,500; amount heretofore appropriated, which has completed the project as modified in 1883 and, in addition, nearly fifty feet of the project of 1886, \$592,500; estimated cost of removing the remainder required to complete the present project, \$130,500; actual cost of present project, \$703,000; actual cost, 400 foot channel, less than the estimate, \$671,500.

It will be seen from the foregoing that the actual cost of the wider and much better channel will be \$446,500 less than the original estimate for the narrow, curved channel proposed in 1874 and for which the first appropriations were made. "This fact," Gen. Poe goes on to say, "encourages me to recommend, in the strongest terms I may use, the appropriation in one sum of the \$130,500 required to complete the improvement, with such energetic and intelligent contractors as we have been so fortunate as to get on this work in the last few years. The whole can be done in one year. The prospective advantages to commence from the completion of the improvement and which are in a great degree realized by what has already been done became apparent from the fact that for many years prior to last season the loss to vessels from detention and damage by striking averaged \$100,000 per year and deep draught vessels were compelled to move with lighter loads than they could otherwise have carried. The improvement benefits no local interest; it is truly national in its character, not a grain of wheat brought from Minnesota or Dakota to New York or a pound of iron ore to Ohio or Pennsylvania but shares its advantages."

The amount expended on the Detroit River during the year was \$81,514; amount available July 1st, \$8991.

August 26, 1887

The name of the tug *International* of Windsor (Capt. P. Williams) has been changed to *Onaping*.

The ferry *Lansdowne* has been doing all the transferring for the Grand Trunk, as the steamer *Great Western* was broken down. The *Great Western* again came out Wednesday.

The schooner *Nett Woodward* arrived Wednesday from Parry Sound with 200,000 feet of lumber for Park & Borrowman.

The Canadian Government is erecting lights at Gargantu at the northeast end of Lake Superior and also at Mudge Bay, Manitoulin Island.

The U.S. Government engineer is making a survey of the channel to Tonawanda. It is intended to deepen it to about sixteen feet.

Capt. H. Jeffrey, late of the propeller *City of Montreal*, left Windsor on Saturday evening to take command of the propeller *Niagara*. He joins his boat at Port Colborne.

The *Aurora*, the largest wooden vessel on the lakes, was launched on Tuesday at Cleveland. She was built for the iron ore trade and is 310 feet long, with 41 feet 8 inches beam.

The schooner *Gessine*, lumber laden, was dashed to pieces against the breakwater at Michigan City on Tuesday. The crew escaped. She was owned by Capt. Chris. Anderson and the loss is \$2000, uninsured.

The propeller *Elfinmere* was launched on Thursday of last week at Wheeler's ship-yard, Bay City, Mich. She is 200 feet over all, 34 feet beam, 20 feet hold and owned by Joseph Gordon and F.W. Wheeler. Capt. E.S. Hill of Port Huron will sail her.

Dunbar's dredge *Wild Irishman* finished work on the Lime-Kiln Crossing last Saturday and left with the tug *Shaughraun* for Mackinac, Mich., where work will be commenced at once on a contract there. The drill *Far Down* will remain with the tug *Miner* and clean up the cut on the crossing here, which will take about a month to complete.

The new railway ferry now building at the Detroit Dry-dock is well under way, and it is expected that she will be finished by the middle of December. It is intended that she will make the trip from Detroit to Mackinac in mid-winter. If she is able to overcome the ice between Detroit and the Straits, she will doubtless be able to cope with the ice at that point successfully.

The steamer *Iron King*, launched at Detroit on Saturday, is one of a superb fleet now building by the Detroit Dry-dock Company and in general construction is very much like the *Eddy* and *Manhattan*. She is 237 feet in length, is thirty-eight feet three inches beam, twenty-two feet deep and is a "double decker." There are two boilers 9 feet 6 inches by 14 feet 6 inches with cylinders 28 and 48x40. The engines are compound "fore and aft."

The International Wrecking and Transportation Company has attached the schooner *Starling* in the United States District Court for \$2250. It is claimed in the libel suit that in 1886 the schooner sank in Sarnia Bay and was raised by the libellant company; that subsequently she water-logged at Walkerville and was raised and pumped out and again

sprung a leak at Perry Harbor and was towed to St. Catharines. Alex. McVittie and Jas. W. Millen appraised her at \$2250; a bond has been given to certify a decree for that amount and the schooner released.

After September 1st, the U.S. War Department will introduce an innovation in the signal service and will display signals intended to give an idea of the force, as well as of the direction, of probable storms and will show whether the storm centre has reached or passed any point. These will be: (1) a cautionary signal, a yellow flag with a white centre, which will indicate that the winds expected are not so severe but that well found and seaworthy vessels can meet them without great danger; (2) a storm signal (now in use), a red flag with a black centre, which will indicate that the storm is expected to be of more marked violence. Two pennants will also be displayed. A red pennant will indicate that the winds are to be easterly, that is from the N.E. to S. inclusive, and that the storm centre is approaching. The white pennant will indicate westerly winds, that is from N. to S.W. inclusive, and that the storm centre has passed.

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September 2, 1887

Capt. John Stewart has resigned command of the steamer *Arundel* to become master of one of the Flint & Pere Marquette propellers on Lake Michigan.

The Department of Marine has issued a notice to mariners informing them that the light which formerly stood on the C.P.R. wharf at Port Arthur is now on the western end of the breakwater. The front range light at Goderich harbor is fixed red instead of fixed white, as described in the Canadian list of lights.

The Directors of the Star Cole Line have decided to withdraw the *Idlewild* from the Toledo route at once and she will be docked and overhauled. The *Greyhound* will make her last trip this season on September 11th and lay up, and on the day following the *Idlewild* will be placed on the Port Huron route and continue there until navigation closes.

The Milwaukee Tug Company Saturday closed a contract with Reiboldt & Walters of Sheboygan for a new steamship, to cost \$140,000. She is to have a carrying capacity of 95,000 bushels of wheat or 2700 tons of ore. The tug company have leased the ship-yard and really do the work themselves, Reiboldt & Walters being regarded as master mechanics. The steamboat is to be 290 feet over all, 275 feet keel, 40 feet beam and 22 feet hold. She is to have a triple expansion engine and Scotch boiler.

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September 9, 1887

It will cost \$7000 to rebuild the ferry steamer *Hiawatha* at Port Huron. She will be fashioned after the steamer *O.D. Conger*.

The steamers *Idlewild* and *Greyhound* will trade routes, the latter commencing on Saturday to run between Detroit and Toledo and the former going back on her run to Port Huron.

The light boats on the Lime-Kiln Crossing are now discontinued. The cleaning up on

the crossing will be finished by the driver next week. There is at least 20 feet of water in the cut on the crossing, if the ranges are followed.

The schooner *Two Fannies* was badly used up in a squall off Beaver Island and sprang a leak. The men stood 24 hours at the pumps and the schooner finally attempted to put in at Kenosha and ran ashore. She is in a sinking condition. Damages \$2500.

The Chicago Excursion Company, capital \$300,000, was organized last week. They will manage the excursion steamer *Ivanhoe* and will have a new boat built this winter with a carrying capacity of 1000. The Detroit Dry-dock Company will probably get the contract.

Next week the Dominion Marine Department will advertise for tenders for the construction of the crib-work for new range lights for the Lime-Kiln Crossing. One light will be 50 feet from the bank in front of Park & Borrowman's and the other will be 300 feet above the first.

Capt. Williams picked up a small water-logged schooner on Lake Huron last week. She had struck a rock and was only kept from sinking by the buoyancy of her load of 100,000 feet of lumber. Capt. Williams got \$125 for putting her in the dry-dock at Detroit.

While the steamer *Evening Star* was going up the river near Toledo Sunday night, heavily laden with passengers, the strap connecting the walking beam with the crank-shaft parted, and as the connecting rod descended it made a sad wreck out of the cabin. Aside from a severe scare, the passengers were not injured.

Last fall the schooner *Elgin* went ashore on Manitoulin Island and was released by the steam barge *Burlington*. Frank Boden, owner of the *Elgin*, offered to pay the steam barge \$300 for her services but the owners demanded more and have libelled the *Elgin* at Chicago for \$2000. The courts will determine how much the job was worth.

Capt. F.B. Hackett has abandoned his search for the steam barge *Forest Queen*, which was sunk in Pigeon Bay about 17 years ago. It is probable that the owners will put two steam yachts on the work and that the lake for miles around where the boat sank will be searched this fall. The craft is supposed to have been carried away from where she went down by the ice, so that her present location is difficult to determine.

J. Emory Owen has placed with the Detroit Dry-dock Company a contract for them to build for him a large wooden steamship to be delivered at the opening of navigation. The timber is being gotten out now for the boat, although her exact size has not yet been decided upon. She will probably be 255 feet long, 40 feet beam and twenty-four feet hold. She will be iron strapped and will be well built throughout, as the boats turned out by the Detroit Dry-dock Company are. She will have triple expansion engines and Scotch boilers. The cost will be about \$130,000.

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September 16, 1887

Work on Dunbar's contract at the Lime-Kiln Crossing was finished Tuesday and the job received. The drill has been laid up.

John Craig at Trenton is getting out the material for another steamship, 275 feet long,



which will be ready for business early next spring.

Davidson & Holmes, Chicago vessel agents, and Capt. John Lang have contracted with Grand Haven ship-builders for a barge to cost \$40,000.

The Detroit Dry-dock Company has taken a contract to build another steamship for the F. & P.M.<sup>1</sup> Railroad Company. It is to cost \$90,000 and to be completed by next May.

Capt. Peter July, who has been in the employ of David Whitney Jr. on the lakes for 30 years, died on Monday in the hospital at Cleveland. His home is at Cape Vincent, N. Y.

On Monday as the steamship *Lehigh* was bound up the river, a floating log became entangled in her wheel. The obstruction was removed by the captain of the schooner *Alzora*, which was lying at the dock here.

The schooner *W.H. Hawkins*, from Muskegon for Michigan City, lumber laden, capsized in a gale and was towed into South Haven on Saturday. The crew were taken off by the life-saving service at South Haven.

The *Sassacus*, which arrived up on Friday, had a narrow escape from sinking while off Kingsville in Lake Erie. She was leaking badly and the crew were kept at the pumps two whole days. She went into the dry-dock at Detroit.

Darius Cole, manager of the steamer *Cole*, and J.W. Millen, manager of the Star Line, have issued a challenge to the steamer *Mary* for a race over the course between Port Huron and Detroit for from \$1000 to \$5000 a side, against either the *Cole* or *Greyhound*.

C.F. Dunbar secured the contract for the removal of the sunken barge *Picnic*, and Tuesday the tug *Miner* towed the craft up the river, having had no trouble in raising her. She was towed over to Dunbar's dynamite island and made fast. Nothing will be done with the hull before next season. Mr. Dunbar gets \$50 and the boat for his work.

The steamship *R.J. Hackett* (Capt. D. Girardin) called here on Monday evening. She was caught in the gale on Lake Superior and was only a short distance from the schooner *Niagara* when she foundered. The *Hackett* got a severe shaking up and was leaking badly. She went to Cleveland to unload and will go into dry-dock in Detroit for repairs.

The barges *Anglo-Saxon* and *J.A. Smith* at Cheboygan, Mich., have been abandoned as total losses, but their cargoes of cedar will be saved. Two pumps failed to lower the water and Captain Surles of the *Smith*, brother to the captain of the *Mattawan*, of the same tow, was killed on Monday by the steam pump slipping to leeward, crushing him against the rail. The remains will be taken to Detroit.

Last Saturday night an unknown steamship, bound down, while avoiding the schooner *Mary*, which was becalmed in the river, ran into Heard & Co.'s dock, injuring it to a considerable extent. It was a terrific crash, as she was going at a good speed. The steamship backed out and continued her course. Capt. Frank Hackett had numerous anchors, chains, &c. on the dock and they were scattered about and some went into the river.

<sup>1</sup> Flint & Pere Marquette

The Steamship *Omaha* has been launched at the Milwaukee ship-yard. She is owned by a syndicate of Milwaukee vessel men and cost about \$80,000. She is 215 feet keel, 230 feet over all, 35 feet beam and 20 hold. She has a fore and aft compound engine, cylinder 22 and 40 inches, with 49 stroke. Her boiler is of steel, 10x16 feet. She is built after the model of the *Veronica* with an unusually pretty stern. Her capacity is about 65,000 bushels of wheat. Capt. Gibbs, one of her owners, will sail her.

The steam barge *Chamberlain* and consort *Victor* of Windsor arrived at Owen Sound Saturday, loaded with grain and bound from Chicago to Midland. While crossing Saginaw Bay they encountered a fearful gale and the *Chamberlain* threw over some of her fuel and part of her cargo to prevent foundering. She lost her line block and tackle and some canvas. She is in bad shape and leaking. Some of her cargo is wet. She will be temporarily repaired at the Sound and proceed to Midland as soon as the weather moderates.

For nearly a year the tug *Charlton* has been laid up in the canal at St. Catharines. A short time ago she was sold by Sheriff Dawson for some old claim and was bought by an agent of John Charlton, M.P. Since then she has been in charge of Capt. J. Fraser of Windsor, who has kept strict watch over her. Last Monday evening an attempt was made to entice Capt. Fraser to Buffalo. Capt. Fraser, however, being suspicious, did not go to Buffalo but reinforced himself on board the tug. During the night a number of men assembled on the dock and were about to board the *Charlton*, but finding that she was well guarded, they quickly dispersed. No arrests.

The schooner *Niagara* of Cleveland in tow of the steam barge *Australasia* went down Wednesday morning of last week seven miles west of Whitefish Point on Lake Superior. A heavy sea and northwest wind were raging at the time, 11 a.m. The schooner was three and one-half miles from land at the time of the disaster. She doubled up and went dead down to the bottom with all her crew on board. The crew consisted of Capt. Clements, two mates and seven seamen. The Captain's wife and five children were reported lost, but they are safe in Cleveland. The *Niagara* was loaded with iron ore for Ashtabula and was owned by James Corrigan of Cleveland.

When the Canadian schooner *Jessie Drummond* got into Chicago she was boarded by custom house officers. They found three passengers in the cabin whose names had not been enrolled on the manifest, as required by law, and her captain was summoned before Collector Seeberger to show cause why the vessel should not be seized. His explanation was that he took on a cargo of cedar at Manitoulin Island and that after leaving the island three stowaways were found. They had no money and a basket of provisions, but the captain said that he charged them nothing for the passage to Chicago. This explanation was satisfactory to Collector Seeberger, but any old mariner laughs at the idea of the three stowaways secreting themselves on a small cedar-laden vessel.

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September 23, 1887

The steamer *Pearl* has been laid up for the winter.

The steamer *Greyhound* is to go into winter quarters.

The steamer *United Lumbermen* is unloading 500,000 feet of lumber from Georgian Bay at Windsor.

The *Saginaw* has been converted into a wrecking steamer. She has been provided with steam pumps and hawsers and will do wrecking in Canadian waters.

The Wednesday excursions of the *Alaska* to Put-in-Bay have been discontinued. The Saturday and Sunday excursions will be given for a few weeks longer.

The owners of the propeller *Horace A. Tuttle* will have a new steamer built this winter by the Detroit Dry-dock Company. She will be 200 feet keel, 40 feet beam and 21 feet hold.

On Monday evening, as the lake tug boat *Pathfinder* was crossing the head of Lake Erie en route from Amherstburg to Toledo, John Gorman, the fireman, accidentally fell into the crank pit and was crushed to death. The crew put in all day Monday at this port.

A cook on the steamer *Nyack* named Joseph East of Windsor fell overboard last Monday evening opposite Fort Wayne while drawing a bucket of water over the rail and was drowned. He shipped on the steamer but a few days ago. He was not seen after striking the water.

The new steamship *Charles J. Sheffield* made some quick time on her last trip. She passed down on her way to Cleveland with 2000 tons of ore on Sunday night at 9 o'clock, unloaded and passed up Tuesday morning at 7 o'clock. Capt. C.C. Allen claims that she is the handiest boat afloat to unload.

The tug *Jessie* with the schooners *Wawanosh* and *Church* have finished a contract of carrying 30,000 tons of coal from Huron to Sarnia for the Grand Trunk Railway. James Tobin is captain of the *Jessie* and Jacques Laframboise Jr. is mate. The whole population of Huron, male and female, turned out to bid the *Jessie* good-bye on her last trip from that port.

The steam barge *Lincoln* and consorts, grain laden for Kingston, put in to Cheboygan on Tuesday, the former disabled in machinery. Repairs will be made here. The smoke was so dense in the Straits that they were delayed twelve hours near Skillagalee² and it was with much difficulty they reached Cheboygan. Never before has it been so thick in the Straits as at present.

A Port Huron syndicate offer to back the steamer *Mary* for a \$5000 race against the steamers *Darius Cole* or *Greyhound* from Port Huron to Algonac, on time, one hour to intervene between starting of boats, and the boat making the fastest time over the route to take the money. Capt. Millen of the *Greyhound* says, "If they want a race, we will start them together either from Port Huron to Detroit or from Detroit to Port Huron, the leading boat to take whichever channel at the Flats she chooses. That's the way to make a race, and that's

what our challenge was. We will certainly pay no attention to any such poppycock as racing against time one hour apart."

The *Ada E. Allen* burnt.-About 8 o'clock Tuesday evening the loud and incessant whistling of several steamboats at the dock attracted a large crowd, who hurried down to find out what was up. They found the steam barge *Ada E. Allen* on fire at Heard's dock, where she was tied up, and the cry of fire spread rapidly and the fire bell and R.C. church bell rang out an alarm. In a short time the locality adjacent to Heard & Co.'s dock was crowded with spectators and the foremen hurried to the Gore Street dock with the engine and were laying the hose when the boat, which was then a mass of flames, was cut loose from the dock and a southeastern wind caused her to drift out into the stream, beyond the reach of the hose. Then the fire had full sway and little by little the flames destroyed the upper works of the craft, as she drifted across the river and brought up on Bois Blanc. The fire consumed all the woodwork above the water's edge and she sank during the night on the beach, almost directly west from where she was set adrift. The hull was hardly visible next morning. The *Ada E. Allen* had been engaged in carrying coal from Toledo for J.G. Mullen, but owing to the weakness of her hull, she was forbidden to freight in the lakes and last Saturday the crew were discharged and the boat laid up, Thomas S. Barlow being placed in charge. He had hung out the lantern and was uptown at supper when the fire broke out. The fire appears to have originated in the cabin but how is a mystery. She was valued at \$3000 and was insured in the London Fire Insurance Co. of London, England, for \$2000 with R.A. Reynolds of Windsor. Seven-eighths were owned by J.H. C. Atkinson of Pelee Island and one-eighth by Capt. Glass, who sailed her this season. The *Allen* was built at Walpole Island in 1872 by Capt. Wm. Allen and rebuilt by him in 1884 when the boiler out of the steamer *Lake Breeze*, which burned at Leamington, was put in her. Capt. Allen owned and sailed her until two years ago, when he built the *Juno*. The *Allen* until last June carried a fire policy for \$3000, when it lapsed and was renewed at \$2000. Her owners will not raise her.

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September 30, 1887

Capt. J. Laframboise has secured a position as mate on the steamship *H.S. Pickands*.

The schooner *George W. Adams* recently secured from Upson, Walton & Co. a hawser 1000 feet long and 10 inches thick.

Oliver Phelps St. John of St. Catharines has been appointed by the Dominion Government [as] Inspector of Boilers and Machinery of Steamboats for Western Ontario.

The raft lost by the tug *Mocking Bird* contained 5,000,000 feet of logs and is strewn along the south shore of Lake Superior for 100 miles. It will take a month or more to recover them.

Craig & Son of Trenton, across the river, will build another big steamboat for the owners of the *J.C. Gilchrist*, which will be larger than that vessel but otherwise will be on the same general plan.

The tug *Champion* broke her crank pin near Amherstburg on Sunday and was towed

<sup>2</sup> slang for Île aux Galets, in Lake Michigan off the west end of the straits of Mackinac



by the tug *Shoo Fly* to Hodge's dock, Detroit, where she is now repairing. She will be out in a day or two. The damages are about \$3000.

The steamer *Roswell P. Flowers* called in here to coal on Monday night on her way down. She was loaded with 75,000 bushels of corn and remained here till Tuesday afternoon, owing to her engineer having to go to Detroit to have some repairs made to her machinery.

David Wigle, who has been clerk on the steamer *City of Dresden* this season, has resigned his situation and intends taking a course in a Hamilton business college. His place will be filled by Alex. Cowan, who so ably officiated as clerk during the past couple of seasons.

The steam barge *Arctic* and tow went aground on Sandwich Point on Sunday. The old steamer *Saginaw* came down to see how much of a success she was as a wrecker, and broke down and had to be towed to the Detroit Dry-dock for repairs. The steamers *Sappho* and *Hope* released the *Arctic*.

On Wednesday the *Kitty Haight* came in to this port with one of the pontoons which had been used in raising the steam barge *Walters*, which was sunk near Lorain, Ohio. The remaining pontoon had been broken in two on the work and a steam pump pumped out the one which came here.

The *Chicago Tribune* says:-"Propeller captains of the Lehigh Valley Line have been instructed by Manager Henry to always employ a pilot before entering the channel at the Lime-Kiln Crossing. The reason of this is that both lightships at the crossing have been discontinued and the range lights are not sufficient to enable steamboats to safely navigate the reef-studded waters in thick weather."

The propeller *Ohio* recently struck the spiles in the Detroit River near Sandwich Point, driven some years ago for use in raising the propeller *Eighth Ohio*. A special dispatch from Cleveland to the *Free Press* says that the *Ohio* will have a bill of \$5000 to pay on account of her ill-luck. Her bottom on the port side, from the bilge to the keel, was caved in, the frames for a distance of 100 feet being broken in. She is now in the dry-dock at Cleveland. The obstruction needs attention.

E. Dunbar was in town on Saturday. He reports good progress with their work for the M.C.R.R. at Mackinac. They are excavating for an approach to a slip dock for a new ferry boat now being built at Detroit for the transfer of passenger and freight cars from Mackinac to St. Ignace - a distance of seven miles. They have at work the dredge *Wild Irishman*, the tug *Shaughraun* and two scows, with 13 men, and will excavate a depth of 22 feet, which will take them till snow flies. The new boat is being built to draw 17 feet of water, carrying ten cars and will have one wheel forward and another aft, and will be ready for work the coming winter.

**The City of Dresden sold.**-The proprietors of the *City of Dresden* have disposed of that boat to Post & Co. of Sandusky and she will make her last trip on her old route tomorrow (Saturday), after which she goes on the Sandusky and Rondeau route. The steamer *C.H.*

*Merritt* has been chartered for the Windsor and lake shore route for the rest of the season, commencing next Monday, and next winter a \$22,000 steamer will be built at Windsor for the lake shore route by the late owners of the *Dresden*. She will be much faster than the *Dresden* and have more accommodation for passengers and freight. The price obtained for the *Dresden* is said to be something over \$7000.

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October 7, 1887

A steel hull will be built this winter for the engines of the steamer *Evening Star*.

Alger, Smith & Co. have sold the propeller *Schoolcraft* to Cleveland parties for \$70,000.

The new steamship *Bulgaria* remained at the dock here during Saturday night. She is the longest craft on fresh water.

The huge vessel *Iron Queen*, a consort for the *Iron King*, was successfully launched by the Detroit Dry-dock Company yesterday.

The Detroit & Cleveland Steam Navigation Company intend putting a daily steamer on between Detroit and Put-in-Bay next season.

The schooner *Benedict*, with coal for Walkerville, arrived here on Monday with her topmast, foremast, jib-boom and sails gone, they having been carried away in the gale on Sunday night.

The steam barge *Gogebic*, built at Bay City for the Mills Transportation Company, has been launched. Her length over all is 280 feet, keel 273 feet, beam 39 and hold 12 feet deep. She costs \$125,000 and her master will be Capt. Alvin Neal.

It is now stated that the Merchants' Line of steamers (Canadian) is to be withdrawn from the Welland Canal route, and will run between Duluth and Collingwood. They have already been withdrawn from [the] Chicago route and are running to Duluth, but still run to Lake Ontario ports.

The *Detroit Free Press* of Saturday:-"The ferry *Garland* was last Friday night sent to the assistance of the steamer *Sheffield*, which was aground at Grosse Point near the lightship in Lake St. Clair." The *Sheffield* passed down Wednesday night and crew says the big craft has not touched bottom. During the gale she was in snug quarters.

During the gale Monday evening, the steamships *Tioga*, *New York* and *E.B. Hale* came into this port, the first mentioned lying at the outside of the steamer *Riverside* and the other two below her. The water lowering during the night left the three on ground, thus preventing them from moving, which left the *Riverside* hemmed in so that she was unable to make her Tuesday trip to Detroit.

The contract has been awarded to Jenkins & Lane of Walkerville for a steamer with all the modern improvements to take the place of the *City of Dresden*. The boat will have a keel of 135 feet with a beam of about 25 feet, will be light draft and is to travel at least 14 miles an hour, and is to be of about 200 tons burden. The steamer is to be ironed so that it can stand running through four inches of ice, and is to be completed and start on the route by the

first of April next.

The Canadian Trades and Labor Congress in session at Hamilton passed unanimously the following resolution:—"That this Congress petition the Government to pass a law compelling all vessels, whether steam or sail, navigating the inland water of Canada to carry competent crews of seamen; and that they also pass a law making it compulsory to have hulls and rigging properly inspected by competent men appointed for that purpose; and that they also stop the loading of vessels below a certain mark, to be designated by such inspectors."

The westerly gale Monday and Tuesday rendered lake navigation rather dangerous, and all made for ports for safety. The following crafts put in here for protection: Steamships *Tioga*, *New York*, *E.B. Hale*, *Wheeler*, *Missouri*, *John Pridgeon*, *Canada*, *Burlington* (with five barges), tugs *Jessie*, *Challenge*, *Wilcox*, *Mystic*, *William Parks*, *A. Sumner* (with one barge), *O.W. Chinney* (with two barges), *Onaping* and steam barge *Cowie*. The steamships *New York*, *John Pridgeon Jr.* and *E.B. Hale* were aground below Bois Blanc Island all day Monday, and the *Hale* and *New York* worked in here during the evening and the *Pridgeon* anchored outside. The *Jessie* brought in the *Hale's* consort.

SUNDAY NIGHT'S GALE.-Great Loss of Life and Property on the Lakes.-The Steamer *California* Founders.-On Sunday night and Monday a furious gale swept the lakes. The signals were up at 8:30 on Sunday evening, only a few hours in advance of the storm, which was fairly on at midnight, when the wind was blowing forty miles an hour. About half past 1 o'clock it began to rain in torrents, the wind driving the water into the most sheltered corners. At 3 a.m. it was blowing a gale of 50 miles an hour. This was somewhat moderated at daylight, but the breeze held a pace of from thirty-five to forty miles per hour until sunset and was brought to a moderate gale at 7 p.m. During Monday night the wind again increased and continued until noon on Tuesday.

The Canadian passenger propeller *California* left Chicago Saturday night at 10 o'clock with a full cargo of corn and pork for Montreal. She struck Monday's gale in Lake Michigan and when off St. Helena the seas washed over her and filled her hold and put her fires out. The crew worked hard for some time, but were unable to keep the fires going. At 1 o'clock the boat broke up and in one minute and a half she went down. There was scarcely time to get the boats down. The life-boat with seven men reached Point Les Barbes, all in an almost lifeless state, two of the occupants having become exhausted and fallen out; a boat with Captain John B. Trowell and the 1st and 2nd engineers and two ladies and one passenger were picked up in the straits by the steam barge *Folsom*, and the mate and two men reached land at Gross Cap, making 16 saved. The lost are:-Xavier Dant, deckhand; William Lough and Harry Smith, firemen; A. Connerton, passenger, of Detroit, whose mother was saved; Ella Poppa, stewardess; Arthur Hazzard, cabin boy; Robert Grant, mess-room boy; George Foley, purser; and Miss Minnie Mawbray, a young lady passenger going to Detroit. The nine bodies washed ashore on Tuesday and [were] recovered. The cargo consisted of 20,000 bushels of corn shipped by Geo. Clark & Co., 600 barrels of pork shipped by Armour & Co. and a small amount of general merchandise, the whole valued at

about \$20,000. The grain is insured for \$11,600 in the Western Assurance of Toronto and the pork for \$3500 in the Boston Marine. The *California* was built at Hamilton in 1873, measured 586 tons and rated A 2. She was owned by Crandall & Geddes of Toronto, valued at \$27,000 and insured for \$21,000, chiefly in Canadian companies.

The schooner "*City of Green Bay*," bound down with iron ore, was driven ashore within 100 yards of the beach, two miles southeast of Saugatuck, Lake Michigan. The life-saving crew failed to get near enough to be of service, owing to the rotten ropes, etc. Lines thrown over the vessel would break almost immediately. The only man saved of the whole crew of seven was Al. Slater, who left the rigging and seized a piece of the deck, on which he was carried ashore. He advised the others to do the same, but they refused to take the chance.

The schooner *Havana* foundered off Benton Harbor, Lake Michigan. Four of the crew were saved by the tug *Hannah Sullivan*. Three others are missing. The wrecked schooners *Havana* and *City of Green Bay* were owned by Capt. A.P. Reed. Both were built for the Welland Canal trade and their loss is believed to have been due to overloading. The *City of Green Bay* measured 329 tons and was classed A 2. She spent two years on the ocean, when she returned to the lake trade. She was insured for \$8000. Her master was Capt. P.W. Costello, who is 42 years old and had sailed her five years. The *Havana* was built at Oswego in 1871, measured 306 tons and was classed A 2 and valued at \$8000. She was insured for \$4500. Her crew shipped from Chicago last spring. Capt. Curran's home was at Chicago, where he leaves a widow and three children.

The barge *C.L. Hutchinson*, which was anchored five miles above Buffalo breakwater during the storm, was broken in two and her cargo of 3,650,000 feet of lumber floated off. The crew escaped in a yawl, reaching the harbor with great difficulty. The vessel was valued at \$8000.

The schooner *Holmes* is ashore at Middle Island, Lake Huron. The schooner *Garibaldi* is ashore at Port Elgin, Lake Erie. The schooner *Reuben Doud* is sunk in Goderich harbor and the schooner *John G. Kolfage* with cargo of lumber is ashore at Port Blake, below Goderich. The steam barge *Albion* and schooner *Ark* went to pieces at Grindstone City. The schooner *Jessie Scarth* foundered near Manistee. She had 20,000 bushels of corn for Owen Sound. The crew of 7 men narrowly escaped.

The steam barge *Lincoln*, Capt. John Duncanson, arrived up Wednesday and went up to Detroit to go on the dry-dock. The crew reports a very rough time on Lake Erie on Monday. The heavy seas opened some of the seams and the water put the fires out, and for a time she was at the mercy of the waves, but she was equal to the occasion and weathered the storm and by hard work things were put in shape, and the craft brought in little the worse of the rough handling, but leaking badly.

The propeller *B.W. Blanchard*, Capt. Jno. T. Hutton, of the Vermont Central Line, had a very rough handling in the storm on Monday. She arrived at Port Colborne from Long Point, where she had been in shelter from Monday night till Tuesday morning. When coming down the lake Tuesday, the storm dashed the water against the cabin with such force

that it smashed the doors and windows and broke one of her arches. The boat started leaking badly and when they got under the Point she had four feet of water in her. She got to the canal all right Tuesday evening and expects to get to Ogdensburg, where she will have her damage repaired.

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October 14, 1887

During last week's storms the lightship *Dunscomb*, marking the White Shoals in the Straits, was damaged.

The propeller *New York*, which went on at Bar Point on account of low water, leaked some on her way down to Buffalo. She will be docked at that port.

An official investigation into the wreck of the propeller *California* has been ordered by the Minister of Marine and will probably be held in Toronto by Captain Harbottle.

The friends of the lost crew of the tug *Orient* are very anxious about recovering their bodies. If anyone finding any of the bodies would report the matter immediately to the *Echo*, word will be conveyed to their friends at once.

The *Detroit Evening News* says:—"There appears to be no foundation for the report that Capt. Andrew Hackett, the lighthouse official at Amherstburg, draws a salary from both the Canadian and American Governments. An inspector who visited Amherstburg within the last 48 hours laughed at the idea."

On Monday of last week, while the schooner *Lisgar* was riding out the gale about three miles west of Point au Pelee, a black harbor tug was seen to be lying in the trough of the sea, about one mile away, evidently leaking very badly. Capt. McClaney of the *Lisgar*, which laid at Amherstburg for several days last week, states that the crew of the tug were bailing her out with buckets and battening her up when she passed the *Lisgar*. Capt. Robinson of the *Gleniffer* of the *Lincoln's* tow, who was also riding out the storm two miles below the *Lisgar*, states that he saw the tug sink. He ran up his colors to try and draw the attention of the tugs *Swain* and *Oswego*, which were in shelter near there. Capt. Robinson is very positive that none of the crew were saved, as no boat was launched from the tug. He says he would have launched his boat and gone to the rescue, but the sea was so great that it would have been equivalent to suicide to make the attempt. He says there is no doubt but that it was the tug *Orient* of Marine City. The following are the names of the crew on the unfortunate tug: Captain Dan Lyons; mate Ed. Kane; first engineer John David; second engineer Lawrence Pangborne; fireman Robert Bashaw; steward Joseph Sharkey. All of the men lived in Marine City. She was owned by J. Ragen of the propeller *Nahant*, Daniel Lyons and John David, who were captain and engineer of the boat. She was valued at \$4500. Capt. Thos. Benito of the tug *Oswego* says he saw a black tug with a flag of distress hoisted and hastened towards her, but she went down before he could reach her or make out the name.

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October 21, 1887

Within one month two canal-built propellers and eight schooners have gone out of existence.

The two line propellers *Blanchard* and *Rochester* are in the dry-dock at Chicago. The *Blanchard's* arches are sprung and the *Rochester* is being caulked.

For the remainder of the season, the steamer *Alaska* will leave Detroit for the islands and Sandusky every Monday, Wednesday and Friday at 8:30 a.m., returning the alternate days.

The float lightships on the Lime-Kiln Crossing have been restored. Felix Bertrand and James McGuire are engaged to look after them, day and night. It is understood that the vessel owners are footing the bill.

The schooner *N.P. Goodell*, which was sunk off Bar Point, was raised on Sunday and taken to Detroit in tow of the tug *International*. She went into Clark's dry-dock. The hole in the *Goodell* was caused by an anchor fluke.

The schooner *Manzanilla*, from Cleveland to Toronto with block stone, went ashore in Lake Erie between Brockton and Dunkirk and is a total wreck. She was owned by Capt. Williamson of Toronto and was worth \$10,000.

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October 28, 1887

The old steamer *Manitoba*, which has lain just above the Detroit Waterworks a long time, is being repaired by Capt. Grummond, who will put her on his line.

Examinations for marine engineers will be held at Chatham on November 15th and 16th; at Windsor November 17th to 19th; and at Sarnia November 23rd to 25th.

In the gale which prevailed on Lake Michigan on Sunday, the schooner *Maine* of Chicago was wrecked at Milwaukee. The crew were taken off after clinging six hours to the rigging.

While coming out of Sandusky, the *City of Dresden* ran foul of a large sunken elm log. It was thought it had done serious damage and she returned to port, but an investigation revealed little injury.

On her way from Pelee Island on Thursday of last week, the *Dresden* picked up the *Bennett* of Sandusky. She was lying out in the channel at anchor, having lost the pin out of the screw. She was towed into the Kingsville harbor.

A Sault Ste. Marie telegram says:—"Hickler & Green's dredge, which started from Saginaw in tow of the tug *Anna Moiles*, has not been heard from. She was to leave False Presqu'Isle two hours behind the *Egyptian*, which arrived here Sunday, and fears are expressed for their safety."

The steam barge *Lincoln* that went ashore at Pike Bay on the Bruce Peninsula on Wednesday last, is fast breaking up. Capt. John Duncanson reports her a total wreck. The crew were taken off by a fishing boat and all are safe. Word has been received by Mr. Duncanson's family in Amherstburg that all the crew are safe and well.



The schooner *Mary* left Cleveland Saturday evening with a cargo of coal for J.G. Mullen. When the gale came up Sunday evening she was in Lake Erie, about 30 miles from this port. The storm coming on so suddenly, little preparations could be made, but the anchor was dropped, which had no effect, the craft being driven before the gale at a furious rate. About 40 tons of the deck-load of coal was washed overboard by the waves. The boat reached here Wednesday, having sustained no further damage than badly tattered canvas.

The Lighthouse Board gives notice that on or about November 1st, 1887, a fog bell struck by machinery will be established at the St. Joseph pierhead light station, entrance to St. Joseph River, Lake Michigan, Mich. During thick and foggy weather this bell will be sounded a single blow at intervals of thirty seconds. Also that on or about the same date, a fog bell struck by machinery will be established at Portage Lake Ship Canal pierhead light station, Lake Superior, Mich. During thick and foggy weather this bell will be sounded a single blow at intervals of twenty seconds.

On Saturday morning the schooner *Niagara*, in tow of the steam barge *J.E. Mills*, collided with the barge *Sassacus* at anchor in the river here, damaging the *Niagara*'s rigging. The tug *Champion*'s tow also collided with the *Sassacus*, the *Sassacus* losing her jib-boom, bowsprit and rigging. The schooner *Arctic* and a small schooner collided at the mouth of the river Sunday morning, the little one getting the worst of it. The steam barge *Belle Wilson* struck something coming into the river Saturday night, damaging her stern bearings. She was leaking so badly that she was beached here. She was pumped out and towed to Detroit by the tug *International* on Sunday.

Capt. Pete Williams of Windsor made a sensation in river circles one day last spring by boarding the schooner *H.W. Johnson* in broad daylight while she lay at anchor under the guns of Fort Wayne and carrying a steam pump on her, valued at \$3500, over to Canada on his tug *Advance*. The pump was a part of the property of an insolvent tug and wrecking company of which S.A. Murphy became president. When Capt. Murphy became financially embarrassed, W.T. Charlton, also of the company, bought in the pump on a chattel mortgage. Murphy refused to deliver it, but Charlton got it just the same. The pump was kept in Canada by Murphy's threat to seize it the first time he found her in American waters, until Thursday night of last week when Charlton determined to test the ownership. Accordingly, he sent it over on the schooner *M.P. Goodchild* and half an hour later Deputy Marshal Cash Taylor clapped a libel on it. Charlton will now bond the pump and take time next winter to fight for it in the courts.

The steel steamship *Cambria*, bound down with a cargo of 2334 tons of iron ore, struck some obstacle on Bar Point when nearly abreast of the Detroit River Light and ripped a hole in her bottom forward. There was nineteen feet of water where she struck and it is supposed that it was a sunken anchor. She immediately commenced leaking, but her pumps kept her free. Capt. Cummings thought it advisable to have a steam pump put on board before proceeding further and the engineer and mate were put on board an upward bound steamer for Detroit and the tug *Hercules* brought one of Odette & Wherry's pumps, which was set

up on the *Cambria*, and raised water 30 feet 4 inches. The steamship returned to Amherstburg Sunday morning. She was drawing eighteen feet forward, but as the water was very high she touched nothing coming in and tied up at Mullen's dock, where the schooner *Jennie White* lightered 300 tons of her cargo. A diver went under the *Cambria* on Monday and found only a small hole. It is the general opinion among vessel men that it is a sunken anchor that is causing the trouble on Bar Point. Only the previous Sunday the tugs *International* and *Park* brought in the schooner *N.P. Goodell*, coal laden, which had been sunk by striking something in that locality, which was then believed to be an anchor, and it is thought the *Cambria* struck the same obstruction. It is thought that during the big gale of three weeks ago, some vessel slipped her anchor, a large fleet being then anchored there. Capt. McKay, the manager of the line to which the *Cambria* belongs, was here Monday. He investigated the anchor business and Capt. Hackett says there are four anchors located on Bar Point, as follows: One southeast by east, one mile from Bar Point Light; one southeast from Bar Point Light, one mile; and two anchors north by east one-half east, one and a half to three-quarters of a mile from the light. Capt. McKay will lay the matter before the Vessel Owners' Association and take steps to have them removed. The *Cambria* left here on Tuesday.

**Another Destructive Gale.**—The frightful gale of Sunday and Monday last caused great loss of vessel property on the lakes and a number of lives were lost in the wrecked craft. The principal casualties are herewith given.

While the propeller *Scotia*, towing the barge *Oriental*, was trying to make Port Dalhousie on Monday morning early, the tow line snapped and the barge soon afterward sank. All on board were lost. The crew consisted of Capt. Geo. Stewart of Port Dalhousie; Edward Stark of South Bay, mate; Charles Baker and Herbert Storey of Kingston and Minnie Herbert of Kingston, cook. The *Oriental* was owned by Capt. Fraser of Kingston.

The steam barge *Oswegatchie* arrived at Port Huron Tuesday morning. The *Oswegatchie* left Bay City on Saturday night with the barges *Morris* and *Dolphin*, loaded with lumber for Cleveland. Sunday night about 11 o'clock the tow line broke and the two barges were lost sight of. Capt. Sheehan and five sailors arrived at Port Huron Tuesday morning on the schooner *Breck*. He states that the line holding the *Morris* and *Dolphin* together parted, and that the *Dolphin* turned over and sank almost immediately, taking Capt. G. Johnston of East Saginaw and a crew of six men with her. The schooner *Breck* rescued the captain and crew of the *Morris* just before she sank.

The schooner *James F. Joy* of Detroit foundered in 20 feet of water just outside the pier at Ashtabula, Ohio, Monday morning. The sea was running very high and the vessel went to pieces. The crew all reached the shore in safety.

The schooner ashore a few miles east of Cleveland near the town of Noble proved to be the *Chandler* from Ashtabula for Escanaba with coal. When she was caught in the gale two anchors were dropped, but the vessel drifted and finally plunged on the sand beach. There were 10 men and the cook on board. The captain agreed to stay aboard and the cook,



second mate and one deckhand stayed with him. The others reached shore safe in the yawl, but were unable to return for their companions. The *Chandler* in the meantime broke in two and it was only with the greatest difficulty that those on board were rescued by the life-saving crew sent from Cleveland on a special train. The vessel is owned by John W. Warner of Cleveland and is insured for \$10,000. She was valued at \$16,000.

The crew of the big schooner *Polynesia* arrived in Chicago on Tuesday and reported the loss of their vessel. She foundered in Lake Michigan Monday morning when about twenty miles east of Sheboygan and is buried in 380 feet of water. Both vessel and cargo are a total loss.

The steamer *Maxwell* from Penetanguishene brought to Parry Sound Tuesday evening the crew of the barge *Victor*, which she picked up at Moose Point, about twenty-five miles from Parry Sound. The *Victor* left Midland on Sunday morning in tow of the steam barge *Chamberlain*, both laden with lumber and bound for Chatham. Off Cape Crocker during the severity of Sunday's gale the tow line parted. The *Victor* made sail, but being partly water-logged she would not answer the helm and her sails were carried away. The vessel finally drifted upon Moose Point Tuesday. She will probably break up. When found by the *Maxwell* the crew were nearly in a perishing condition, two of them having their feet frozen. They had gone ashore on an island using the top of the cabin as a raft. All are saved.

The three-masted schooner *C.O.D.* of Buffalo, owned by John Kelderhouse, went ashore near Port Burwell with 19,300 bushels of wheat. The cook perished from exposure. The rest of the crew escaped.

The schooner *James F. Joy* of Detroit foundered in 20 feet of water outside the pier at Ashtabula Monday morning. The sea is running very high and the vessel is fast going to pieces. The crew have all reached the shore in safety.

On Saturday a report came from Detroit that the propeller *Ontario* had been blown up in the North Channel. It was soon afterward discovered that the propeller *Ontario* was in the dry-dock in Detroit, but it is understood there is a tug of the same name, the whereabouts of which could not be ascertained.

The schooner *L.H. Bullock*, owned by Capt. Eccles of Belleville, Ont., and bound for Oswego, is reported lost.

The Canadian barge *Ark* went ashore in the gale at Port Colborne.

The schooner *Sylvester Neelon*, loaded with iron ore and bound from Kingston to Cleveland, was run into at Port Colborne by the schooner *Seaton* and sunk.

It is feared that the propeller *Delaware* of the Anchor Line, ashore near Hammond's Bay, 14 miles below Cheboygan, will be a total loss. She was bound down with grain and flour. The tug *Leviathan* has gone to her assistance from Cheboygan.

Two wrecks, one of the small scow *Lady Elgin* of Sand Beach and the other unknown, were found water-logged and abandoned near Goderich.

The steamer *Campana* arrived at Collingwood Tuesday morning, having on board all the crew of the steamer *City of Owen Sound*, which was wrecked near Clapperton Island

Lighthouse during Monday's gale. The crew all escaped from the wreck in life boats and had a close call. The *Owen Sound* was built at Owen Sound in 1875 and rebuilt last spring. She was owned by Smith & Co. of Toronto and was valued at \$20,000.

At Marquette, Mich., the schooner *Alvah Bradley* was broken in two, the seas breaking over her 20 feet high. The *George Sherman* has broken in two and her stern is gone. The barge *Plymouth* has broken in two. The *Sherman* is a total loss and the others are probably the same. All the crews were saved.

The barge *Sylvia Morton* of the *Empire's* tow, which was cast off during the late storm in Lake Michigan, has not yet turned up and no information has been received from her from any source. As the barge is light, she probably drifted ashore at some isolated place, where no information can well be had from her. Some anxiety is manifested for the safety of her crew of five men.

The schooner *J.A. Holmes* arrived at Milwaukee Tuesday and reported that her master, Capt. E. Elefson, was knocked overboard off Sheboygan in the storm Sunday afternoon by the main sheet. The captain was kept afloat by the air under his oil skin jacket and after nearly an hour's search he was rescued alive but unconscious by a crew in the yawl. He was taken to his home in Sheboygan, where he revived.

The steam barge *Argonaut*, of which Patrick Cunniff was master, is reported lost off Grand Haven with all hands.

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November 4, 1887

Another Terrible Wreck.-Nearly 50 people lost.-News has come to hand of the most appalling lake disaster of the season, and one of the most terrible in the history of the inland marine. It is nothing less than the wreck of the fine passenger propeller *Vernon*, which plied between Mackinac Island and Chicago, and the loss of every person on board, from 40 to 50 in all. The first news came to Chicago on Saturday evening upon the arrival of the steamer *Superior* at Milwaukee. She reported the finding of wreckage in Lake Michigan on Saturday and soon after, a man was seen on a raft. He made a frantic appeal for help. His companion appeared to be dying from exposure. Capt. Moran of the *Superior* says he next saw a small boat in which were one woman and three men. One of the latter was waving a coat upon an oar. But the *Superior* herself was at the mercy of the storm and every man on board was exerting himself to the utmost to save the vessel, so that the captain was obliged to pass this heartrending scene and leave these people to their certain fate, which, in the storm and piercing cold then prevailing, could be only death. The *Superior's* tiller had become disabled and the steering of the vessel by a temporary tackle required the attention of a large part of the crew. It was three hours before those repairs were made, and then the *Superior* was out of sight of the unhappy people three miles away. When off Two Rivers, Wis., the *Superior* passed through a lot of lumber and a few miles further on furniture, bedding and many life preservers were seen. The captain says that after passing the people on the raft he saw a schooner about three miles astern, which appeared to be heading for the

raft, and there was a rare possibility that she might have picked them up. But the chances of this, even if the schooner could get near enough to them to give them a line, were considered very small in such a sea as was then on, which, the captain says, was one of the worst he ever experienced on the lakes. Any doubts of the identity of the wrecked propeller were removed Sunday afternoon, when the tug *Edith* picked up part of the pilot house about six miles southeast of Two Rivers, Wis. Attached to it was the handsomely carved name the 'Vernon'. The schooner *Blazing Star*, which arrived Saturday night, reports having passed through a great quantity of wreckage Saturday afternoon. The crew counted 10 bodies, each of which had a cork life preserver attached to it. One living man was seen on the roof of a cabin, but the vessel was obliged to turn a deaf ear to his cries for help, as they were powerless to render any assistance. The total number on board the unfortunate vessel is not definitely known, and probably never will be. The crew consisted of 23 to 25 persons. The managers of the line say that they only know the names of eight. Wheelmen, deckhands and firemen are so frequently changed that no effort is made to keep a list of them, nor can full information of the passengers, most of whom were laborers returning from St. Ignace. She may have had twenty-five this time, although the agents think not. She was returning from Cheboygan and had stopped at Mackinaw and St. Ignace, Beaver Island, Harbor Island, Harbor Springs, Petoskey, Elk Rapids, Traverse City, Northport and Good Harbor, leaving the latter place on Friday. It is learned that the vessel foundered early Saturday morning about six miles off Two Rivers. The captain of the steamer *Lawrence* estimates the number on board at 50. When the propeller *Champlain* of the Northern Michigan Line was burned and 24 lives lost, the *Vernon* was chartered to take her place. The *Vernon* has since been running in the passenger and general freight trade between Cheboygan and Chicago. She cost \$78,200 and was built two years ago.

The startling revelation is made in connection with the wreck, that the so-called life preservers with which the vessel was equipped were filled with grass instead of cork and were worthless.

On Tuesday the schooner *S.B. Pomeroy* reported at Sturgeon Bay, Wis., that she had picked up Axel Stone of the ill-fated steamer *Vernon*. He was picked up last Monday eight miles from Sheboygan on a raft. A dead body was found on the raft with him, supposed to be another fireman. Stone says he awoke as the boat was sinking and jumped through a window and found the life raft with six persons on it. He says there were fifty people on board. When he jumped into the water there were people scattered around in life preservers. He saw the life craft on the crest of a wave and succeeded in reaching it. The ice cold water dashed over the raft, chilling and freezing everyone in it. One by one they succumbed and were swept off by the waves. Floating about in the life preservers they stood a poor chance in the terrible sea that was raging. He saw several persons torn out of preservers by the violence of the waves and go down, never to reappear. There was little shrieking or confusion. He says she went down early Saturday morning. He places the number on board at 50.

Twenty-one bodies of those lost with the *Vernon* had been found up to yesterday.

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November 4, 1887

The underwriters have sold the wrecked schooner *Zach Chandler* for \$2000.

The *Delaware* has been released and towed to Duncan City, near Cheboygan.

The steamer *Argonaut*, Capt. P. Cuniff, weathered last week's gale in safety.

The Ontario and Niagara Navigation Company's new steel steamer, the *Cibola*, was successfully launched on Tuesday at Deseronto.

Steamboat coal is very scarce at Detroit just now. The big steamship *Susquehanna* had to take on her fuel at Windsor Monday. Amherstburg has a full supply on Mullen's docks.

The steamer *Saginaw*, which was sent to the assistance of the wrecked steam barge *Lincoln*, has returned to Detroit, being unable to assist the *Lincoln*. The boat will be abandoned to the insurance company.

The great railway ferry steamer which is being built at the Detroit Dry-dock for the Michigan Central and the Duluth, South Shore & Atlantic will be ready to launch Jan. 1st. She will be called the *St. Ignace*.

Craig & Son will this winter build a steam barge at Trenton on "spec." The craft will be 270 feet over all, 41 feet beam, with 24 feet depth of hold, and be ready for commission as soon as navigation opens next spring.

The schooner *Neelon*, sunk at Port Maitland, has been raised and taken to Port Colborne. She is badly damaged and will be taken to St. Catharines for repairs. The *Seaton*, which sank her, has been libelled for damages.

The tug *Daisy Lee* caught fire and burned to the water's edge on Saturday while towing a barge on the Rouge. She was owned by Geo. P. Felcher and commanded by his son, Capt. Geo. H. Felcher. She was valued at \$3500 and partly insured.

The barge *Victor* was released from Morse Point on Monday by the steam barge *Chamberlain*. The latter will next turn her attention to wrecking the steamer *City of Owen Sound*, which lies in 40 feet of water among the Clapperton Islands.

Hickler & Green's dredge did not leave Presqu'Isle till after the storm last week and so escaped without injury. John O'Neil was on the dredge and his wife, who is living in Fraserville above town, was very much distressed till news of his safety was received.

Capt. Kerr of the schooner *Constitution* was knocked overboard by the jibbing of the boom when the schooner was off Sandwich Sunday night, and was drowned before a boat could be lowered. He leaves a family in Cleveland. Capt. J.W. Westcott is authorized to offer a reward for the recovery of the body, or for information leading thereto. Vessel captains are requested to keep a lookout for it down the river.

The steamer *Alderson* from Manitoulin reports the tow barge *Sylvia Morton* of Detroit ashore on Sandy Beach near Michael's Bay, Manitoulin, having drifted from Lake Michigan. With the exception of losing her anchor and chain, her damages are light and she can be floated without difficulty. The crew of five persons are safe. The same vessel reports



the wreckage of an unknown schooner near Providence Bay. Part of her hull spars, with sails attached, and other wreckage lie on the beach.

Since the propeller *Cambria* struck near Bar Point, punching a hole in her bottom, marine men at Cleveland have found in the accident a great deal to talk about, and the advocates of wooden ships have added meaning winks to their remarks that there will be many accidents of this kind and more serious ones when iron and steel boats become numerous. However true this may be, it is certain that the *Cambria's* injury is not to be slighted and it may be the means of causing a great reform in the build of iron hulls. The *Cambria* was docked at Cleveland and a gang of men was immediately put to work at making preparations for the large temporary patch which must cover her injury.

Thomas Marks & Co. of Port Arthur will have a steel steamship built at Glasgow by next spring to be used entirely as a freight carrier. It is proposed to build her full Welland Canal size. Her bottom will be made double so as to guard against sinking in case of striking rocks. She will have two decks. Her principal dimensions are as follows: Length 253 feet, beam 40 feet; depth 24 feet. Her engine will be a triple expansion with cylinders 21, 31 and 52 by 36 inches and her boiler will be thirteen feet six inches by nine feet six inches. The propeller will be twelve feet six inches in diameter. It is expected that she will carry 2000 tons of freight in fourteen feet of water and make twelve miles per hour.

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November 11, 1887

The propeller *Nevada* struck on the Lime-Kilns on Monday night and passed on up, leaking slightly.

Disasters on the lakes during October numbered 285, causing the loss of 132 lives and \$1,066,207 of property.

The schooner *Dauntless* was aground at Bois Blanc Island on Tuesday. She was released by the tug *Kittie Haight*.

The schooner *Commerce* of Chicago, with 39,000 bushels of oats for Sarnia, struck Racine Reef and was towed into Racine and sank.

An Alpena dispatch reports the barges *Moss*, *Mason*, *Fame* and *Acontias* abandoned. About 400,000 feet of lumber was recovered from them.

The schooner *Bessie Barwick*, which left Port Arthur for Kingston, grain laden, and was last seen Oct. 28th, is missing and there are fears that she is lost.

The propeller *United Lumbermen*, going down the Niagara River last week struck twice, staving a hole in both bow and stern. She made haste to Tonawanda and settled down two feet from her leak before reaching the lumber dock, where she was unloaded and went into dry-dock.

The Anchor Line have received the plans for converting the large propeller *Philadelphia* into one of the finest passenger boats on the lakes. She will be fitted with a double row of staterooms upon either side, and will be in all respects a model of excellence and comfort. She will be put on the Duluth route next season.

The Canadian schooner *Persia*, Capt. Peters, 350 tons, has been chartered by Capt. Frank Hackett for the rest of the season to do wrecking business. She will be at the docks here continually when not employed and her rates will be reasonable. On Monday she lighted the steamer *D.W. Rust* of 50 tons of ore, after which she was pulled off Bar Point by the tugs *Kitty Haight* and *Saginaw*.

There is pretty conclusive evidence that Captain Thorpe of the propeller *Vernon*, which went down in Lake Michigan, leaving but a single survivor, was so drunk on the night of the disaster as to be utterly unfitted for the great responsibilities of that occasion. It is believed that if he had been sober he would have turned his vessel back and sought shelter in the nearest harbor, rather than recklessly attempt to brave that terrible storm.

William Lane has been awarded the contract of building the new boat to replace the steamer *City of Dresden*. The keel was laid at Windsor on Monday of last week. The craft will be 131 feet long and 30 feet beam and be able to carry from 500 to 700 passengers. She is to be built capable of making 25 miles an hour, with large compound engines now being manufactured by Kerr Bros. of Walkerville. The craft will cost upwards of \$25,000.

The tug *Saugatuck*, with a raft of telegraph poles bound for Monroe, got aground in Canadian waters in St. Clair River, and the *Mollie Spencer* and *Saugatuck* released the raft and failed to report the matter at the Custom House at Sarnia. The tugs were seized at Amherstburg on Friday. They both claimed to have clearances from Sombra. The raft of telegraph poles in tow of the *Saugatuck* was ashore on the head of Bois Blanc Island, both on the east and west sides, in bad shape, but was got off on Saturday by the tugs *Onaping* and *Folger*, which received \$50 and \$110, and taken down the back channel and towed to Monroe by the *Mocking Bird*.

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November 18, 1887

The propeller *Jay Gould*, which is on the docks at Milwaukee, is damaged to the amount of \$10,000.

The three-masted schooner *Myosotis* went ashore at St. Joseph, Mich., with 600 tons of ore. She will be a total loss.

Parker & Millen have purchased the propeller *Minneapolis* from the Northwestern Transportation Company for \$45,000.

The steamer *United Lumbermen* passed up for Georgian Bay on Wednesday of last week. Her damages in the Niagara River only amounted to \$180.

Captain Thomas Murray and the crew of the schooner *Bessie Barwick*, two weeks overdue from Port Arthur, reached the Sault on Saturday at noon on the fishing tug *Peter Coates*. The *Bessie Barwick* is ashore off Otter Island and is a complete wreck.

On Monday the large steamship *Boston*, bound down with a cargo of flour and lard, ran aground at the lower end of Bois Blanc Island. After being lighted by the wrecker *Saginaw*, she was pulled off Tuesday morning by the *Jessie*, the ferry *Hope* and the *Saginaw*.



The big steel propeller *Hudson*, built by the Detroit Dry-dock Company at Wyandotte, was launched on Wednesday afternoon. She is 304 feet long, full rigged and ready to receive a cargo. She is owned by the Western Transportation Co. and will make one trip this Fall.

The Department of Customs at Ottawa is advised that the tug *Saugatuck*, owned by the Mackinaw Lumber Company of St. Ignace, Mich., had been seized at Amherstburg for wrecking in Canadian waters, and that she had been released on payment of the usual deposit of \$400.

The *Hecla*, bound from Buffalo to Duluth with coal, got aground off Point au Pelee and broke her wheel. After getting off she went on to Lake Huron, but was obliged to run back to Port Huron, where she found one of the buckets gone from her wheel. She had another bucket off and ran on to Duluth with but two buckets.

The steamer *D.J. Foley* and consort *American Union* both struck on the Lime-Kiln Crossing on her way down Friday night and began leaking badly. She went to round to at the docks here and got on the rocks at the lower end of Bois Blanc. She was got off by Capt. Hackett with the *Kitty Haight* and *Persia* on Saturday afternoon after lightering 5000 bushels of wheat. Since being docked it is found that the *Foley* is badly damaged and about 20 feet of the keel of her consort will have to be renewed.

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November 25, 1887

The schooner *White Star* is aground at [?] Point and is going to pieces.

The steamships *Charles J. Sheffield* and *R.J. Hackett* have been laid up.

Next season Capt. F.B. Hackett will have a large lighter with steam hoist stationed here and will be prepared to attend to all lightering.

The schooner *L.L. Lamb*, coal laden, ran aground at the foot of Fighting Island Monday and was released Tuesday by the tugs *Jessie* and *Porter*.

The propeller *Waverly* ran on the rocks at North Point, five miles from Milwaukee, in Monday's fog. She is valued at \$50,000. She was released and taken into dry-dock at Milwaukee.

Capt. Chas. Johnson of the schooner *Penebscot* was washed overboard in the terrible storm on Lake Michigan and lost. A similar fate befell a seaman named Gabrielson of the schooner *Ida*.

The steam barge *Clarke*, lumber laden, ran aground at Fighting Island Thursday of last week and 15,000 feet was lightered on the schooner *Persia*, after which the tug *Porter* pulled her off.

The schooner *Glenora*, which broke loose from her tow on Thursday morning of last week during a gale and was believed to have foundered, was brought safely into Kingston harbor Sunday morning.

There was a very large fleet took shelter here on Wednesday evening owing to the fog. The steamships *Blanchard* and *Newburg*, on their last trip to Ogdensburg, were detained

here all day yesterday, owing to foggy weather.

Thos. Hanley, Wm. Jones, John Craig, Alex. Bonnett, M. Boufford and John McFarlane arrived home from Mackinac last night. The remainder of Dunbar's force will be home today. The fleet has been laid up at Cheboygan, Mich.

The side-wheel steamer *Manitoba*, formerly of the Beatty Line, has been purchased by Capt. Grummond of Detroit, who is having her fitted up to run on the Detroit and Port Huron route next season in company with the *M.D. Ward*.

The small gravel schooner *Douglass* is supposed to have gone down near Chicago in the recent storm with three men on board. She was seen in distress abreast of the marine hospital and later the topmasts of a small schooner were seen sticking out of the water.

The propeller *Cuba*, ashore at the Neebish Rapids, Sault River, is on rock bottom with a hole stove in her hull about fifteen feet from her stern. She has a false bottom to protect her and pumps and lighters have been sent to her from the Sault. She was released, her own pumps keeping her free.

The steamer *Arizona* of the Anchor Line caught fire near Marquette, Mich., on Wednesday night of last week from a carboy of acid in her cargo being upset by the heavy seas. She was run ashore and burned to the water's edge, the boat and entire cargo being a total loss. The boat was valued at \$90,000.

During the fog on Wednesday the schooners *Clement* and *Little Jake*, in tow of the *Belle Cross*, ran aground near the "Dummy". The *Clement* had aboard two large iron boilers and the *Little Jake* was coal laden. The tug *Porter* went down yesterday with a steam pump and the lighter *Persia* to get the boats off.

The propeller *Lake Ontario*, recently seized for violating the Customs regulations at Amherstburg, belongs to R.O. Mackay at Hamilton. Mr. Mackay says she entered the harbor late at night to coal up and her commander, Capt. Patinaud, left his report with the wharf-tender, as the office was shut, but the latter failed to deliver it.

Among the recent arrivals of our mariners after the season's navigation are Ferdinand Laframboise of the *Annie Smith*; Henry Clarke of the *Ely*; Jacob Laframboise and Denis J. Bastien of the *Jessie*; T. Nevin of the *Champion*; T. Cooper of the *Torrent*; and John Green of the *Sandusky*. Harry Sharpe of the *Fayette Brown* and James Bellecours of the *R.J. Hackett* are also home.

The *Windsor Clarion* says:—"It is correctly reported that Capt. Pete Williams intends instituting a suit against this paper for an article that appeared at a recent date comparing the whistle of his tug *International* to some of Prof. Mazurette's music. Capt. Williams is advised that he has a good case, as the article is calculated to bring that well-known whistle into disrepute."

The propeller *St. Louis*, which was detained at Amherstburg Saturday by the weather, left at noon Sunday. She ran aground on the Bois Blanc Island reef a few minutes later. The tugs *Jessie*, *Porter* and *Folger* went to her relief and released her. This is the same reef that the *Boston*, *Tilley* and *Foley* were lately on. It is just abreast of Fraser's dock, a little above

Bois Blanc Lighthouse and nearly a third of the width of the river from the island.

The tug *Winslow*, owned by Capt. Grummond, which was being laid up by Capt. Robert Ferguson at Detroit, on Saturday morning about 10:30 caught fire in the coal bunkers and was burned considerably before the fire department extinguished the blaze. The steamer *Riverside* and tug *Oswego*, lying on either side of her, were at one time in great danger. The *Winslow* was insured for \$15,000; her damages will amount to about that amount.

There has been some disposition among those not familiar with the facts to criticize Capt. Dipett, master of the iron propeller *Boston*, for the mishap which met the vessel last week near Bois Blanc Island. The craft was coming up at night - the seventeenth time this season that she has passed the Detroit River in the darkness under the captain's charge - when he encountered a tow coming down and, intending to pass them to starboard, laid his course along the island at about one-third the distance from Bois Blanc to the Canadian mainland. When just a little above a point opposite Fraser's dock, the *Boston*, which was drawing fifteen feet of water, struck a detached shoal and grounded, remaining fast two days until lightered. An old lake captain said Sunday: "The shoal is unmarked by a light or buoy and is not on the chart. Had I been in Capt. Dipett's place, under the circumstances I should not have hesitated to steer the same course. There is thirteen feet of water on the shoal, eighteen inside and plenty outside. It should be marked." Capt. Dipett has sailed the lakes for thirty years and has been both careful and fortunate.

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December 2, 1887

The little schooner *Rosebud* went to pieces on Pelee Island.

The steamer *Telegram* from Collingwood passed down on Friday last on her way to Sandusky.

The steam barge *Erin* arrived Wednesday from Parry Sound with 400,000 feet of lumber and lath for Park & Borrowman.

The propeller *Tioga* has made 24½ round trips between Buffalo and Chicago this season, beating the record, and has gone up to Chicago on another trip.

The steamer *Jay Gould* went on the lower end of Fighting Island on Tuesday night. The tug *Porter*, steamer *Saginaw* and schooner *Persia* lightered part of her cargo of flour and got her off yesterday morning.

The consorts of the steam barge *Belle Cross*, the *Little Jake* and *Clement*, got ashore below the Dummy during the fog Thursday of last week, but worked themselves off before the *Belle Cross* and the tug *Porter* arrived down on Friday.

The schooner *D.G. Fort*, coal laden, went ashore on Pelee Island and the tug *Crusader* and the steamer *Saginaw* went to her rescue. They passed up with her on Tuesday and she unloaded at Detroit. Capt. Geo. McLeod, adjuster for the hull pool, says she is damaged but little.

Navigation virtually closed on Wednesday when all insurance expired. The steamer *City of Cleveland* went to Cleveland Tuesday night for the last time this season. The

steamship *Tioga* passed up Tuesday and the *Jewett* Wednesday, both bound for Chicago. They will both return to Buffalo this season.

The prosperity of the past season in the carrying business on the Great Lakes, together with the natural growth of the country north and west of and around them, have induced capital to make large investments in floating property. The U.S. ship-yards on the lakes are entering on a season of unusual activity, nearly all of them having contracts fully up to their capacity.

During the last year there were 332 disasters within the field of the U.S. life-saving service. Of the 6327 people on board the vessels, but 55 were lost. With small craft, such as sail boats, row boats, etc., the disasters were 135, and but three of 274 persons were lost. The service now embraces 44 stations on the lakes and the superintendent recommends the establishment of one at Marquette.

Loud complaints are being heard because of the lack of a fog horn at Point Pelee. This is one of Canada's most important points, and yet the Marine Department by its neglect to place a fog horn there has failed to look after the interests of vessel men. No less than five vessels have been on there lately and it is, at all times, a cause of great delay to mariners in thick weather. Something should be done at once.

Capt. Jos. Marks, Capt. M. Sullivan, H. Campbell Sr., H. Campbell Jr., Wm. Cook, Thomas Loney, James Handcock, Robert Kett and Albert Westaway, who had been employed at Mackinaw on C.F. Dunbar's dredging contract, returned home last Friday. Frank Cassion has gone to his home at Painesville, Ohio; Charles Sidley to Madison, Ohio; and Thomas Hanley and J. McFarlane to Port Colborne.

Among our marine men who arrived home during the past week are Capt. J. Laframboise of the steamship *H.S. Pickands*; Capt. Jones of the schooner *Ogden*; Adolphe Ouellette, Nathan Kett, Henry Wilcox, R. McMullen and Lewis Allen of the steamship *Sheffield*; Thomas Gleason of the yacht *Scotia*; Clayton Smith of the *Joseph H. Prentiss*; John Riley of the *Gettysburg*; James Gasco of the *Colorado*; and John Carney of the tug *Winslow*.

John Demass' tug *Bob Anderson* was seized by the customs authorities here on Sunday for violation of the regulations at Sarnia. She was tied up and Capt. Demass came down the same evening (Sunday) and paid \$400 under protest. This is the third boat seized here during the season, and one last season, under instructions from Sarnia. It is giving our port a bad name on the lakes. Sarnia should do its own dirty work. The *Bob Anderson* lay at Sarnia all day Saturday, when the officers there might have seized her themselves.

In a letter to J.C. Patterson, M.P., Wm. Smith, Deputy Minister of Marine, says: "We have just received an intimation from General Poe, U.S. Engineer, of the intention of the United States Government to further widen the Lime-Kiln Crossing 100 feet. It will be impossible for us to erect permanent range lights until their work has approached completion, but in the meantime the temporary lights heretofore maintained by the United States Government will be maintained by us for the convenience of vessels. There has been



an appropriation for the erection of permanent range lights at this point for some years past, and the only reason that the work has not been proceeded with was the uncertainty as to the width which the channel would be when completed."

The schooner *Huron* was libelled at Windsor on Monday of last week by Deputy Marshal Campbell on a claim of possession which was taken out by S.A. Murphy of Detroit. It appears that Murphy, the Hon. John Charlton et al. had a company known as the International Towing and Wrecking Company, with nominal headquarters at Windsor. The *Huron* fell into their hands a year or two ago as a wreck and Murphy, who until recently was president and manager of the company, claims that he is the owner of the vessel; on the other hand, Charlton, who has possession, claims that he owns her. The vessel was bonded and released on Tuesday of last week, bonds being given by Messrs. Charlton and D.B. Odette for the estimated value of the vessel, \$5500. The case will be tried in the Maritime Court at Windsor some time during the winter.

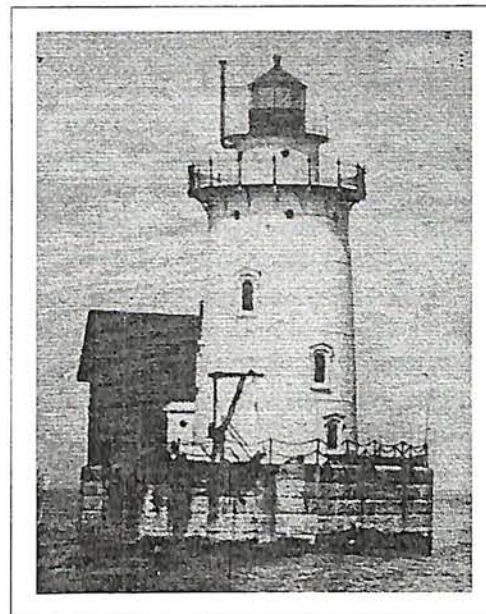
**The *White Star* wreck.**-On Thursday morning of last week the schooner *White Star*, loaded with six hundred tons of coal from Oswego to Detroit, was wrecked off Point Pelee, about twelve miles from Leamington. The crew was composed of Captain Stephen Murphy of Oswego and six seamen. A terrible gale was blowing at the time and a very heavy sea was running. Besides, there was a very thick fog, which rendered it impossible to take any bearings to find out their position. About three o'clock in the morning she struck the bar at the end of the point and the force of the terrific sea drove her completely over the bar into the surf beyond, where in a short time she broke in two. At daylight five of the crew took to their boat and, there not being room for all, the captain and a sailor named Hunter remained on the vessel. After a terrible experience, the boat reached the shore. The men were assisted by fishermen named Adam Oper, W. Grubb, J. Wrigglesworth and Grey. Several heroic attempts were made to reach the vessel, but every time the boat swamped and it was impossible to pass through the surf. The captain and Hunter remained on the wreck, hanging on to the rigging of the vessel for nineteen hours with the waves constantly dashing over them. About one o'clock Friday morning the wind changed and the sea went down and the fishermen mentioned, with the assistance of two of the crew, reached the wreck and rescued the men. The captain does not seem to be any the worse of his terrible experience, but Hunter is in a very precarious condition and it is feared he cannot survive. The vessel is a total loss, having broken up Monday and Tuesday. She was owned by Cummings & Griffin of Oswego, N.Y., and was in the steam barge *Monteagle's* tow all this season. That is the most dangerous part of the shore of Lake Erie and the Government should have a life-saving station here, as not a season passes without a great loss of life and property.

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December 9, 1887

It is estimated that U.S. lake vessel owners received about 25 per cent on their investment for the season just closed.

An estimate of \$7000 is submitted to Congress for the establishment of range lights on



Detroit River Lighthouse, no date.
Marsh Collection Society, P1832

Grosse Isle in the Detroit River.

The schooner *Susan E. Peck* has been purchased from the Northwestern Transportation Company by Capt. John Green for \$77,000.

The steamer *Albany* has arrived at Detroit in tow of the tugs *Leviathan* and *Swain*. She has been on a reef in the Straits of Mackinaw and is almost a total loss.

John Craig, the Trenton ship-builder, has contracts for three new boats. R.W. Linn of Gibraltar has closed contracts for building two new steam barges. The two villages across the river promise to be lively this winter.

Capt. Andrew Steinhoff of Chatham breathed his last on Sunday evening at 6 o'clock. The captain had been in decline for a long time and his trouble had been pronounced incurable by the best physicians in England and America with whom he had consulted.

James McMillan of Detroit has telegraphed Senator Stockbridge at Washington that his new boat for navigating the straits would not be in time for the winter and he could not get a substitute, excepting a Canadian vessel. He asks the senator to secure him a permit to use a Canadian bottom from the department.

The Bar Point Lighthouse was illuminated on Tuesday night for the last time this season. The Colchester Reef Light continued to act as a guide to mariners until yesterday morning, and Capt. John Manson arrived home yesterday noon. The Bois Blanc range lights have been shut off, but Bois Blanc Lighthouse will show forth as long as navigation is at all

practicable. The big steamships *Tioga* and *Jewett* passed down yesterday. They are the last ones out.

The steamship *Oceanica* with 15,000 barrels of flour and five car-loads of flour in sacks, oil cake, &c., from Chicago to Buffalo, ran aground at 2 p.m. Monday in broad daylight on Fighting Island. She was three feet out forward and one foot aft. The steamers *Saginaw* and *Hope* and tug *Folger* and schooner *Persia* lightered 3500 barrels of flour and released her. The flour was put on Mullen's dock here. The *Oceanica* re-shipped the cargo and left Wednesday morning. Cost of mishap, \$1200. The mate gets all the blame.

The steamer *C.H. Merritt* burned to the water's edge at 2 o'clock Monday morning at Chatham. She was built about six years ago and had since then been running in the Detroit and Chatham trade. She closed her season and lay up there for the winter about six weeks ago. The cause of the fire is unknown. The *Merritt* was owned by George B. Merritt, Samuel Barfoot and Capt. Cornette and was worth about \$18,000. She was insured for \$2500 in the British American, \$2500 in the Queen's and \$3000 in the Commercial Union.

During the past week the following of our mariners returned home for the winter: Capt. C.C. Allen and J.F. Jones of the steamship *Sheffield*; Capt. D. Nicholson, Donald J. Duncanson and Alex. Callam of the *Spinner*; Capt. D. Girardin of the *R.J. Hackett*; Capt. J.T. Hutton of the *Blanchard*; James McGuire of the *Forest City*; Capt. Jos. Biron of the *Challenge*; George Cooper of the *Jay Cooke*; Roman Smith and Thomas Kirk of the *Chisholm*; Frank Auffret of the *Australasia*; Joseph Powell Jr. of the *W. Castle*; William England of the *Mary Green*; James Nall and Amos Jones of the *E.B. Hale*; George Honor of the *Mary Pringle*; Albert Meloche of the *Swain*; T. Gilbo of the *Fayette Brown*; W. Norvell of the *Winslow*; John Horsley of the *Rutter*; and George Horsley of the *Swain*.

Boiler Explosion at Port Colborne.-Last week we referred to the explosion of a boiler near Port Colborne, by which George Carley was killed. The *Welland Tribune* gives the following account of the accident:- "The most appalling accident that has occurred on Dunbar's work at Port Colborne since its inception took place on Monday, Nov. 28th, whereby a large amount of property was destroyed and diver George Carley was instantly killed. Carley was night watchman on Dunbar's work and it was his duty to arrange the fire under the boiler so that steam might be getting slowly up for work at 7 o'clock. At 5:30 o'clock in the morning in question the townspeople were startled by a terrific explosion and, hurrying to the scene, the nature of the fearful catastrophe was apparent in all its shocking details. The boiler of the steam drill had exploded. In the blood-stained snow on the eastern bank of the canal lay a mass of mangled human flesh - all that remained of diver Carley. He was completely disembowelled, the top of his head blown off - literally torn to pieces. The boiler was scattered in all directions and the scow upon which it stood was at the bottom of the canal. One large piece of boiler iron went through the roof of Sam Dickenson's barn; another portion passed over Dickenson's house, and still another fell in Mellanby's field. On the west side of the canal the terrific force of the flying iron is most marked. In the rear of Isaac Schooley's premises, about 500 yards from the scene of the disaster, lies a huge

piece weighing nearly half a ton. This narrowly missed several houses in its flight and demolished sidewalks and fences before it sunk into the frozen earth. A still larger piece of the boiler, with the dome, lies on the western bank. In nearly every case the rivetting holds firm, but the boiler plate is seamed and ripped up like rotten cloth, showing the clear shining metal to have been in good condition. An iron rod cut the telegraph wires in twain and landed in the top of a tree near Mr. Braugh's residence. In a little wooden structure on the opposite end of the scow from where the boiler stood was stored a large quantity of dynamite and in this house was Dan. Dibble, and under his head was about 600 pounds of this explosive material. His escape from total extinction is miraculous. Had the weather been milder it is probable the whole stock of dynamite would have "gone up" in company with the boiler; and if it had! - well, it is more than likely that Port Colborne and Stonebridge would have been disastrously wrecked, the dynamite lying midway between the two towns. When the boiler went up, Dan's house tumbled upon him and he was stunned and bewildered. Creeping out from the debris, he called, "Carley, Carley!" but no response. "Three-fingered Jack," as he was familiarly titled owing to his crippled hand, had passed into eternity. Matt Gordon was also very close at the time of the explosion and felt the shock severely. Undertaker Ellsworth gathered and confined the remains of Carley and on Wednesday they were consigned to the grave at Overholt's, Rev. Mr. Cordner officiating, and the Knights of Labor turning out in a body. Deceased leaves a wife and one child about a year old. The cause of the accident will never be known. The safety valve had been broken some days before, when the boiler was being shifted, and was in an unsatisfactory condition. The morning was also very frosty and some think the condensed steam may have frozen in the pipe leading to the steam gauge, and that a great steam pressure was on but not indicated by the gauge; or perhaps it was the old, old story - "low water." Dunbar feels bad over the calamity and is doing all in his power to comfort the bereaved family. His works are shut down for the winter. Carley was one of the most successful divers of the day and was about to engage with a Detroit wrecking firm. He has been singularly unfortunate as to accidents, having had some of his fingers sawed off and his leg and arms broken at different times."

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December 16, 1887

The steamship *Spinner* was damaged by fire at Detroit last week to the extent of \$2000.

The steamer *Jay Cooke* is at Clark's dry-dock, Detroit, to be rebuilt and to receive a new steel boiler.

The tug *Mocking Bird* got \$2500 for releasing the ice-bound fleet in Mud Lake, which was accomplished in six hours.

Congressman Chipman of Detroit has a bill before the House of Representatives at Washington to make provision for further improving the Lime-Kiln Crossing in the Detroit River.

The Minister of Customs has reduced the \$400 fine inflicted last June upon the owner



of the steamer *C.W. Chamberlain* of Windsor to \$50. The offense consisted in the vessel leaving Parry Sound without having first obtained permission of the customs officers.

The Welland Canal closed at midnight Saturday. Trade by the Canadian route has been very dull during the season and since last Monday no vessels have passed up or down. The harbor at Port Colborne has a deserted appearance, the only vessel shelved for the winter besides the local tugs being the schooner *Pandora*.

Congressman Whiting of Port Huron proposes to introduce a bill to compel all masters of vessels and employees of railroads to be residents as well as citizens of the United States. He says that most of the large vessel men are now hiring Canadians who have taken out their first papers but have gone back to Canada to reside.

The owners of the schooner *Davis*, which was sunk by colliding with one of the barge *Mackinaw's* tow off Colchester Reef July 22nd last, have filed a \$4000 libel against the *Mackinaw*. They claim that although the *Davis'* lights were burning and she also displayed a torch-light, the master of the *Mackinaw* did not swing off until too late.

The survey on the steamer *Albany* has resulted in placing her value in her present damaged condition at \$120,000. As the same boat could be built for the sum of \$150,000, her damage is estimated at about \$30,000. She is damaged on her bottom all the way back for 100 feet and has two holes near her bow. About eight of her plates are dented in. It will take six weeks to repair her.

The Detroit & Cleveland Steam Navigation Company have contracted for an elegant passenger steamer, modelled after the new *City of Cleveland*, which is to be built by the Detroit Dry-dock Company and will be placed on the line between Detroit and Cleveland at the opening of the season of 1889. She will be a palatial steamer, the finest on fresh water, and will cost the company \$350,000.

The dangerous character of Point Pelee in Lake Erie to marine navigation was again demonstrated in the wreck of the large scow *Frank Morris*. Capt. George McClure of Detroit, owner and master of the *Morris*, has arrived home and reports that his vessel, with a cargo of gravel bound for Detroit, was driven on Point Pelee in a storm. She soon pounded to pieces and the crew of five men clung to a piece of spar, on which they were washed ashore after being in the water for some time. Fortunately the scow was about 300 feet from the shore when she struck. The *Morris*, which was the largest scow in the Detroit River, was valued at \$4100 and will be a total loss. She carried no insurance.

The propeller *Tacoma* arrived at Buffalo Thursday evening of last week and the *Alverson* Friday morning at 7 o'clock. At 9 o'clock the propeller *Tioga*, Capt. Robinson, and propeller *Jewett*, Capt. Byrnes, steamed into port, thereby completing their twenty-five round trips between Buffalo and Chicago. The best record heretofore was by the propeller *New York*, which completed twenty-one and one-half last season; so it is no wonder that the *Tioga* and *Jewett* came in with colors flying. They left together April 29th and came in together today. They have travelled 46,800 miles and carried 85,000 tons of freight each. An effort was made to get the boats a coal cargo to carry up but the company was not able

to get a load and the propellers will lay up at Buffalo.

On May 29th of this year the steamer *Charles J. Sheffield* began making her record, having only been launched about a week previous. She has been sailed from the start by Captain C.C. Allen and a matter of interest connected with her logbook is that it shows her to have pushed her prow in more directions and into more different ports than any of the other iron or steel steamers of Cleveland. The memoranda of her movements shows her to have made four trips to Escanaba for ore, which she has delivered at Lake Erie ports; taken nine loads of ore from Ashland to South Chicago; two loads of grain from Chicago to Buffalo; one load of grain from Duluth to Buffalo; four loads of ore from Marquette to Lake Erie ports; two loads of coal from Lake Erie ports to Duluth; and one load of coal from some port on this lake to Chicago. Or to put the record in different shape, between the dates May 19th and November 14th, the time she left light for her first cargo and the time she arrived with her last, she has carried 23 loads in 179 days, or a cargo, as her owners state, for every 7¾ days. Her ore cargoes average 2250 gross tons each.

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December 23, 1887

There is now at Detroit vessel capacity for 600,000 bushels, of which 200,000 is already loaded.

Bois Blanc Island Light was shut down for the season of 1887 on Tuesday night, 20th December. It was lighted for the season on March 15th and thus continued over nine months.

The large car ferry being built at the Detroit Dry-dock for the Straits was launched on Wednesday. She was named the *St. Ignace* and an attempt will be made to get her ready for work this winter.

A. Hackett has been instructed by the Deputy Minister of Marine to have the "*Boston*" shoal opposite Fraser's dock, on which the steamships *Boston*, *Tilley*, *St. Louis* and others were on last season, accurately located and its extent measured and marked on a chart.

Capt. H.T. Archer and Anderson Veney of the steamship *Wallula*; Capt. James A. Smith and John Underwood of the steamship *John Pridgeon*; Wm. H. Adams of the *Northerner*; and Frank O. Jones of the *J.S. Fay* have arrived home after the season's navigation.

Capt. Thos. D. Quinlan of the tug *Gladiator*, who arrived home last week, reports a very successful and profitable season and also a very lengthy one - the crew being on board eight months and two days. The *Gladiator* came in for its share of the wrecking at the Straits - being the first tug to put steam pumps on board the *Albany* - and also released a schooner and towed her to Buffalo, being the last tow of the season to pass down. The *Gladiator* is \$10,000 ahead on her season's work. Capt. Quinlan will sail her next season.

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February 17, 1888

**The New Shore Boat.**-The new boat which is being built at Windsor for the lake shore route is being pushed with all speed consistent with good workmanship and if there is no delay with the boiler and engine will be readily completed, according to contract, for spring business. Captain Geo. Irwin and the old ship-builders are loud in their praise of the skilled manner in which she is being put together and the timber used. We have always admired the English and Scotch style of building boats or anything where durability and safety are requisite, as nothing is slighted. Wm. Lane is the builder and respecting his English education in this regard and while to the uninitiated there is opportunity of considerable useless expenditure of material and labor, his training compels him to be careful in every detail, and make assurance doubly sure. Government Inspector of Hulls Mr. Harbottle paid the boat a semi-official visit recently and gave Mr. Lane the high compliment of saying that he had not seen such timber, fastening and workmanship in twenty years, either in Canada or the United States, and while not generally in favor of wooden boats, he would very much prefer them if constructed as this one is. The boat will have a speed of fifteen miles per hour and will be a great boon to the shore people.

The last plank was put in her hull on Friday last and she will be ready to take her place on the route on the 1st day of May.

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February 24, 1888

The steamer *Frank Smith*, owned by the Northwest Transportation Company, is being rebuilt at Collingwood.

The tug *John Owen* of Grummond's fleet will be commanded by Capt. Alexander Ratray this season.

Capt. Grummond has purchased the little steam barge *Mary Pringle* and will employ her this year in lightering.

Capt. J.B. Symes will, we understand, command the steam barge *Lothair* and have general charge of her consorts next season.

The huge steamship *Albany*, which has been in Clark's dry-dock during the winter being repaired, came out of the dock Tuesday.

The fast steamer *Mary* is being thoroughly overhauled at Marine City and will come out in the spring a much handsomer boat than ever.

A new regulation of the U.S. Marine Department compels all steamers to carry a qualified engineer, which heretofore applied only to boats of 150 tons.

Capt. Angus McKay, late of the steamer *City of Mackinac*, will command this season the *City of Alpena* and Matt Lightbody, mate of the *Alpena*, will command the *City of Mackinac*.

Capt. John T. Hutton will next season be master of the steamer *Minneapolis* for the Parker Transportation Co. She will be in the iron ore and grain trade and will tow the schooner *Santiago*.

John Wilson of Quebec has sold his screw steamer *Resolute* to parties in Midland. She goes into log towing on the Georgian Bay on the opening of navigation. The price paid was \$10,000.

The new steamer *St. Ignace*, now nearly completed, is expected to arrive at the straits March 25th and when loaded with cars will be nearly seven times as heavy as the *Algolah* and have four times the propelling power.

The following are the captains of the steamers to run in the Central Vermont line during the season of 1888:-*Haskell*, Capt. Harvey Brown; *Wm. J. Averill*, Wm. Rollo; *Walter Frost*, W.S. Shay; *John Pridgeon Jr.*, D.N. Sherwood; *St. Paul*, Wm. D. Wait; *Waverly*, Jos. Houlihan; *D.W. Blanchard*, Jas. Owens; *Newburg*, Geo. W. Stoddard.

The *Detroit Free Press* daily publishes an item in favor of a bridge across the Detroit River. Did the *Free Press* even consider how ridiculous a demand it is making? Let it imagine a procession of steam barges, each with a tow of five or six barges, passing up the river with a headwind. The bridge would remain open an hour for them, not to mention the time it would necessarily be open to allow the big ones to pass through. The marine interests will not stand any such nonsense. If the M.C.R. are given a bridge, the G.T.R will want one, and if granted at Detroit why not give the same privilege at Port Huron?

The Minister of Marine, having fully considered the evidence in regard to the *California* disaster on Lake Michigan last October, has decided to suspend Capt. Trowel's certificate until October 1st next and mate Legault's until August 1st. The Minister adjudges Capt. Trowel to have lacked judgment, first in not placing shipping boards in the vessel, and second, when heavy weather was experienced and the vessel was difficult to steer, in not making for the shelter of Beaver Harbor. Trowel's pluck in staying by his vessel to the last is commended and is in striking contrast to Legault's conduct, who was one of the first to take to the boats.

The water level in the lakes continues to fall and people concerned in navigation are beginning to feel serious alarm. The water fell six inches in the St. Clair River last week and the fall was common to the whole lake system. At Sault Ste. Marie the water is very low and boats drawing thirteen and a half feet will not be able to get through when navigation opens, which means that boats will not be able to carry anywhere near their maximum capacity next season and that all classes of freights will be higher than usual. The cause of this remarkable state of affairs is a mystery. Whether some immense subterranean outlet has suddenly been afforded for the vast body of water or whether the tributary streams have been affected with drought is a matter upon which scientific men are not agreed. The opening of navigation will be looked forward to with interest.

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March 2, 1888

Chicago will send out the largest grain fleet on record as soon as the straits are open.

The water in St. Clair River is lower than it has ever been known in the memory of the oldest inhabitants.

The Standard Oil Company has contracted for four new vessels to carry oil in bulk from Cleveland to Duluth.

Richard Dace of Buckhorn is to be captain of the steamer *Telegraph* of Sandusky, to be employed in carrying fish.

The new ice crusher, which will soon leave Detroit for the straits of Mackinac, will help an early opening of that barrier.

The steamer *American Eagle* made the first trip of the season between Sandusky and the Islands Friday. The lake was comparatively free of ice.

The owners of the steamer *Jay Cooke* have re-engaged George Cooper as steward of that steamer for the coming season. He will probably leave at once.

A Bill entitled, "an Act to allow American vessels to aid vessels wrecked or disabled in Canadian waters contiguous to the United States," was introduced in the House of Commons on Thursday by Mr. Kirkpatrick.

Thomas Nester of Detroit has purchased the steam barge "*Schoolcraft*" from Mack & Fitzpatrick of Cleveland. The price was \$65,000. She will be used in the lumber trade and will tow the barge "*Geo. Nester*".

The ice blockade in St. Clair River broke Saturday morning and river navigation between Marine City and Port Huron was open. The steamer *Mary* was to commence regular trips Wednesday but the river is again full of ice.

*Detroit Evening News*—"Vessel men are anxious for the passing of the appropriation for the deepening of the channel at Grosse Pointe. It is not so dangerous a place as the Lime-Kilns but for the past two years it has made more trouble than the crossing ever did." Probably the *News* will name greater "trouble" than the *Avon* and *Java* or *Clarion* disasters.

At a meeting of the Canadian Vessel Owners' Association last week at Toronto, the following resolution was passed:—It was moved by Capt. Donnelly and seconded by Capt. Crangle "That whereas the American Congress in 1878, seeing the necessity, passed an Act allowing Canadian boats and plant<sup>3</sup> to go to the assistance of boats wrecked in American waters, the Act to come in force just as soon as the Canadian Government allowed reciprocal provisions, be it resolved by this association that we petition the Government of Canada to pass a reciprocal Act and that a deputation be appointed to urge upon the Minister of Marine the abrogation<sup>4</sup> of the Canadian wrecking law in the interests of Canadian vessel owners."

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<sup>3</sup> equipment

<sup>4</sup> abolishment

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March 9, 1888

The Cleveland steamers will begin operations March 15th.

Capt. C.C. Allen left for Cleveland on Tuesday. His brother wolves gave him a grand farewell.

It is stated positively that the government will go on with the Sault Ste. Marie Canal this year.

Capt. L.R. Boynton will sail the big ice crusher *St. Ignace*. Thos. Walsh will be chief engineer and James F.S. Keightley clerk.

The veteran Capt. Wm. McKay will command the *Greyhound* this year on the Toledo and Detroit route. W.S. Huff will be chief engineer and W.J. McFall clerk.

Capt. Nelson Wigle successfully passed his examination before a board of marine examiners at St. Catharines on Tuesday of last week. He has been granted master's papers for the chain of lakes.

The Lake Carriers' Association met at Detroit Saturday when a resolution was adopted requesting the Secretary of State to open negotiations with the Canadian Government towards the abrogation of the wrecking laws.

Cleveland vessel owners, representing more than one-half of the ore and bituminous⁵ coal-carrying tonnage of the lakes, have signed an agreement not to start a boat until May 1, which is two or three weeks later than usual.

A bill introduced in Congress for the construction of a ship canal around Niagara Falls carries with it an appropriation of \$6,000,000. Another bill authorizes the expenditure of \$8,000,000 in improving the Erie and Oswego canals to a capacity to pass war vessels, 25 feet beam and 200 feet in length.

Detroit Evening News:—"Detroit vessel men are unanimous for wrecking reciprocity between the United States and Canada. Canada hasn't even a good third-class wrecker, while Detroit and Port Huron have several first-class wrecking tugs and outfits and good second-class wreckers." We keep none but *good first-class wreckers*. Brains count in the wrecking business and our tug men are all deep thinkers. Blood is what tells!

Representative Nelson W. Nutting of New York has moved for a commission to be moved by the President which will determine the question whether the St. Clair Flats Canal is really in American or British waters. There has long been some question about it. Under treaty the boundary line is the centre of Lakes Ontario, Erie, Huron and their connecting waterways. Gen. F.M. Poe will be consulted before the amendment is proposed in committee. There is a question whether it is in Canadian waters or not, but if Mr. Nutting goes on with his commission it will prove beyond question that the canal and club houses are in Canadian waters. No Michigan man would make such a rank move.

⁵ "soft coal"


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March 16, 1888

Mayor Reid of St. Ignace, who is ambitious to own the largest tug on fresh water, has gone to New York to try to buy the *Sea Gull*, which is 176 feet long by 34 beam.

Capt. L.B. Boynton of the ice cutter *Algoma*, one of the best known vessel men on the chain of lakes, has arrived in Detroit from St. Ignace. The captain will command the big ice crusher "*St. Ignace*" and will remain in Detroit until she is ready to start, which will be in about 10 days.

The Dominion Government will expedite the passage of Mr. Kirkpatrick's bill providing for reciprocity in wrecking between Canada and the United States. The bill introduced in Congress by Mr. Nutting for reciprocal wrecking operations in United States and Canadian waters concedes the privilege of wrecking in American waters to Canadian vessels only so long as like privileges are conceded to American vessels in Canadian waters. The matter should be settled before the opening of navigation on the lakes.

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March 23, 1888

The tug *Jessie* is having new boilers put in and will burn oil cake⁶ this season.

Capt. R. Tobin has commenced putting the tug *Wilcox* in order for the coming season.

Committee on Commerce recommend range lights in the channel of Detroit River between Fighting Island and Lime-Kiln Crossing, not to exceed \$7000.

All leading vessel men of Canada sign a petition in favor of Mr. Kirkpatrick's bill now before Parliament, allowing American vessels distressed or disabled in Canadian waters contiguous to the United States [*sic* - this sentence seems unfinished].

The somewhat celebrated case of Odette & Wherry against the tug *Marion Teller* has been disposed of by the Superior Court. Odette & Wherry sued for a wrecking bill and in February, 1887, Judge Horne gave judgment in their favor for \$1335. John P. Clark of Detroit, the owner of the tug, appealed the case to the Supreme Court, which court on the 15th inst.⁷ reversed the decision of Judge Horne and dismissed the case, allowing Mr. Clark the costs of both courts. O.E. Fleming appeared for Clark; M.A. McHugh for Odette & Wherry.

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March 30, 1888

The steamship *R.J. Hackett* will go into dry-dock at Detroit Saturday for an overhauling. J.E. Monk, shipbuilder, of Sandusky is giving the steamer *City of Dresden* a thorough rebuild.

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<sup>6</sup> waste derivative of linseed oil

<sup>7</sup> of this month

## Lake Shore Route.

The company building the new boat for the Windsor and Lake Shore trade, wish to announce to their numerous friends and patrons their intention of

*Placing a Boat upon the Route as soon as Navigation opens.*

While thanking the public for liberal patronage in the past, they solicit a continuance of the same for their New Boat and take this opportunity to inform the public that their interests will be carefully looked after and no pains will be spared to secure the convenience and comfort of passengers, while any freight that may be entrusted to them, will receive every attention and care.

Merchants, send your spring orders by the boat, it will pay you. Try it.

Advertisement in the *Amherstburg Echo*, March 30, 1888.

Capt. W.A. Mills, tug owner, died at his home, 449 East Larned Street, Detroit, Sunday morning.

It is said that the water in the canal at the "Soo" will permit vessels to draw only 13 feet 8 inches.

The new steel steamship building for E.M. Peck's Co. will be launched at Wyandotte the early part of April.

The water in the St. Clair has reached the lowest point ever recorded, being three feet four inches below mean level.

The United States will spend a million dollars on the Sault Canal and half a million on Hay Lake Channel this year.

The light at Bois Blanc Island Lighthouse was shown on Thursday night, 22nd March, and will continue for the season.

The steamer *Jay Cooke* has received extensive repairs and a new boiler at Detroit. The *Cooke's* name will be changed to the *Gibraltar*.



The *H.W. Williams* was launched at South Haven Saturday. She was built expressly for the South Haven and Chicago trade and cost \$70,000.

The *City of Chatham*, the new steamer which is to ply between Detroit and Chatham, is now completed and will make her first trip on May 10th.

The steamer *City of Cleveland* made her first trip from Detroit to Cleveland Wednesday morning and will leave Detroit every Monday, Wednesday and Friday evening hereafter.

The propeller *Alma Munro*, owned by G. Shepherd, Geo. Suffel and John Farley, St. Thomas, and Henry Arkell, Aylmer, has been sold to Dugal Graham and Mr. Jaques of Montreal for \$20,000.

The ice breaker *St. Ignace* was floated out of the dry-dock and will leave for Mackinac Saturday. She will draw 16 feet 6 inches of water with her full outfit, and that is about all the water there is in Lake St. Clair.

Wm. Lane, who is at present building a passenger and freight boat at Windsor for the Lake Erie Shore Route, on Saturday received a contract to construct a good-sized tug for Hiram Walker & Sons and will begin operations at once.

The Northwestern Transportation Company has just put the timber on the ground at Sarnia for a new boat similar in design to the *United Empire*, but larger and more elaborate. Her boilers, two in number, each twelve feet in diameter, to carry 160 pounds pressure, will be made of 15/16-inch iron. The new boat is expected to be the largest and finest on fresh water.

W.O. Ashley of Ashley & Mitchell, Detroit, has remodelled and refurnished the vessels under his management and he makes the following announcements for them this season:-The *Alaska's* officers are A.J. Fox, captain; A.S. Clark, clerk; John H. Galway, chief engineer; Julius Holder, second engineer; John W. Sloan, mate. *Pearl* - John Edwards, captain; other officers not yet named.

**Our Sailor Boys.-Amherstburg's Mariners.**-The following are the local marine appointments so far reported for the present season.

#### **Captains.**

*Sheffield* - C.C. Allen.  
*Jessie Farwell* - D. Nicholson.  
*Forest City* - E.C. Gatfield.  
*Minneapolis* - J.T. Hutton.  
*R.J. Hackett* - D. Girardin.  
*Spinner* - D.J. Duncanson.  
*Westover* - I.B. Mansfield.  
*Alleghany* - W. Sunderland.  
*Fayette Brown* - H. Bassett.  
*R.A. Alger* - T. Hackett.  
*Grand Traverse* - T. Honor.  
*Anna Smith* - T. Lemay.

*Crusader* - C.M. Swartwood.  
*Swain* - Ed. Tormey.  
*Wilcox* - Richard Tobin.  
*Byron Trerice* - James Tobin.  
*Chamberlain* - T. McGowan.  
*Winslow* - R. Ferguson.  
*Oswego* - T. Beneteau.  
*Saginaw* - T. Hayes.  
*Shaughraun* - J.M. Marks.  
*Bob Anderson* - John Tobin.  
*Transfer* - John Sunderland.  
*W.B. Ogden* - John Anderson.

*Sweepstakes* - T.D. Quinlan.  
*John Gregory* - T. Gleason.

*May Richards* - Frank Hackett Jr.

#### **Mates.**

*Sheffield* - J.F. Jones.  
*Spinner* - R. McMullen.  
*Wallula* - H.T. Archer.  
*Fayette Brown* - T.A. Young.  
*Isaac May* - Joseph Duncanson.  
*H.A. Tuttle* - John Horsley.  
*R.J. Hackett* - John Gleason.  
*Bob Anderson* - Jos. Tobin.  
*Forest City* - Jas. McGuire.  
*Sheffield* - W. Kane.  
*Alcona* - Wm. Tobin.  
*Anna Smith* - Henry Reaume.

*Cambria* - John Carney  
*Wilcox* - Ed. Maguire.  
*Winslow* - James Tormey.  
*Crusader* - T. Carney.  
*Sweepstakes* - C. Fowler.  
*Torrent* - Ralph Hackett.  
*Business* - H. Wilcox.  
*Swain* - N. Bailey.  
*I.H. Owen* - P. Cuniff.  
*C.H. Green* - James Cuniff.  
*Santiago* - Lewis Jones.  
*Mary* - John Bernard.

#### **Wheelsmen.**

*Spinner* - R. Gott, John Duncanson Jr.  
*Minneapolis* - Jos. Powell Jr., G. Hackett, Jas. Hayes.  
*Farwell* - Alex. Callam, Walter Kolfage, Archie Brown, Ed Kolfage.  
*Horace Tuttle* - Adolphus Ouellette, John Malony.  
*R.J. Hackett* - J. Bellecoure, R. Sawyer, J.T. Smith.  
*Forest City* - Robert Brown.  
*Gettysburg* - Geo. Burns, Geo. Brock.  
*Torrent* - Thomas Cooper.  
*Crusader* - Walker Norvell, Joseph Sheppard.  
*Fayette Brown* - Thomas Gilboe.  
*International* - Frank Bernard, Alex Bonnett.  
*Colorado* - James Gasco.  
*Sheffield* - Lewis Allen, Henry King and Ed. Gatfield.

#### **Stewards.**

*Alcona* - Eli Morin, J.F. Morin.  
*Manistique* - Isaac Brown.  
*Wallula* - Anderson Veney.  
*Fayette Brown* - Harry Sharp  
*Continental* - Geo. D. McCurdy.  
*Farwell* - W. Bush.  
*Sandusky* - John Green.  
*H. Chisholm* - Roman Smith.  
*Prentiss* - Clarence Smith.  
*Castle* - Jas. Boufford.



*S.E. Peck* - James Kirtley.  
*Torrent* - G. Morin.  
*Colonial* - Prior Wilson.  
*Sheffield* - Henry Wilds, Lewis Sharp.  
*Gibraltar (Jay Cooke)* - George Cooper.  
*M.M. Drake* - Moses Kirtley.  
*Corsica* - George H. Foster.  
*M.B. Grover* - Capt. Jas. A. Smith.  
*John E. Owen* - Peter Shackett.  
*Spinner* - W.H. Adams.  
*Kalyuga* - I. McKinney.

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April 6, 1888

The *Susan E. Peck* is being converted into a propeller at Buffalo.

It is estimated that \$50,000 is required to permanently improve the mouth of the River Thames.

The officers of the *City of Cleveland* report that this side of Point Au Pelee the water is all clear, and on the other side the ice is thin and rotten.

The Detroit papers are agitating for the dredging of the muddy bottom of the Detroit River at Grosse Pointe above Detroit, where only fifteen feet of water is available. They contend that the 19 feet at the Lime-Kilns and the 17 feet at the St. Clair Flats Canal cannot be utilized while the obstruction remains opposite Grosse Pointe.

The propeller *Cuba* has been sold by W.A. Geddes and the present owners intend to form a line of the propellers *Acadia*, *Alma Munro* and *Cuba* to run between Montreal and Chicago during the season. The propellers *Cuba*, *California* and *Armenia* ran on that route last year. Sylvester Bros. have almost completed negotiations for the sale of their schooner, the *Goldhunter*.

A number of petitions have been presented in the House of Commons, praying that an Act may be passed allowing American vessels to render assistance to vessels wrecked or disabled in Canadian waters contiguous to the United States. The petition sets out that a similar Act has been passed by the United States Congress and that the petitioners believe that such privileges should be reciprocal.

An Order-in-Council has been passed fixing for the forthcoming season of navigation the rates of toll to be paid for the passage through the Welland and St. Lawrence Canals only of the under-mentioned food products when shipped for Montreal or any other Canadian port east of Montreal at two cents per ton, viz.: wheat, Indian corn, peas, barley and rye. This is the same rate as has been in force during the past three or four seasons.

Letters patent of incorporation have been granted to the Detroit River Navigation Co. (Limited) for the purpose of purchasing, chartering, navigating and maintaining steam or sailing vessels from and to United States ports to and from Canadian ports. Chief place of

business, Windsor, Ont. Capital stock, \$200,000 in shares of \$100. Incorporators: John Coventry, Joseph Leggatt, Wm. Kingsley, Windsor; Hiram Walker, Detroit; and others.

A large number of marine men from Detroit, Buffalo and Canadian ports were in attendance at the Maritime Court at St. Catharines from Wednesday till Saturday of last week during the trial of the case of Copeland *et al.* vs. Neelon by Judge Senkler. The owners of the schooner *Edward Blake* sued Sylvester Neelon, owner of the steamer *Sir S.L. Tilley*, to recover damages to the extent of \$3000. The accident, it is alleged, occurred in June, 1886, when the *Blake* was in tow of the *Sir S.L. Tilley* and, in passing the lighthouse off the mouth of the Detroit River, by some mismanagement the *Blake* took the ground. After the hearing of a great deal of evidence, Capt. Neelon offered to settle by the payment of \$2350, each party to pay their individual costs. The plaintiff accepted and the case was dismissed. The costs will amount to about \$1000 on each side. Among the witnesses subpoenaed were Capt. F.B. Hackett of Amherstburg and Capts. Peter Williams and T. McGowan of Windsor. It is said the U.S. Government will now sue Mr. Neelon for damages to the lighthouse pier.

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April 13, 1888

The steamer *Alaska* will make her first trip on Monday next, April 16th.

Capt. Thos. L. Beneteau will sail the Canadian tug *Onaping* the coming season.

The steamer *Idlewild* began running between Detroit and Port Huron on Monday.

The steamer *Manitoba* was brought over from Detroit to Windsor on Monday, where the work of refitting her is to be completed and where she will undergo official inspection and have a new name given her. She is expected to be ready to leave port in about three weeks.

The lock tenders and other employees on the Welland Canal are ordered to report for duty on the 15th inst. The ice is said to be almost gone off Port Colborne, and the repairs to the canal are finished except a few days' work at Lock 27, all of which indicates an early opening of navigation.

The steamer *Jay Cooke* of Put-in-Bay, owned by the Sandusky & Island Steamboat Company, has been rebuilt at the Springwells Dry-dock; both hull and upper works and new boilers have been put in, all at a cost of \$28,000. She will run between Sandusky and the Islands this summer.

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April 20, 1888

The Welland Canal will be opened April 23rd.

The *Alaska* made her first trip to Sandusky on Monday.

A large number of our sailors have gone this week to fit out their boats.

George Burns will be mate of the steamer *Gettysburg* this season.

The contract for the Canadian ship canal at Sault Ste. Marie will be let in a fortnight.

The steamer *Massasauga* began her regular trips between Gibraltar and Detroit on

Monday.

The work of fitting out the Windsor tug *International* for its season's work began on Monday.

An Order-in-Council has been issued allowing the name of the steamer "*Manitoba*" to be changed to "*Carmona*."

Mr. Kirkpatrick's Bill to establish reciprocity in wrecking was thrown out by the House of Commons on Wednesday, 84 to 61.

It has been about decided by the Canadian Marine Department to place a large fog horn and steam whistle on the Dummy, off Point Pelee.

Capt. Clinton of Windsor is contemplating building a new ferry steamboat with such powerful machinery as will send her across the river in about five minutes, no matter how thick the ice may be.

The steamer *City of Detroit* is placed in commission so that the service between Detroit and Cleveland is now daily. The steamer *City of Alpena* will make her first trip from Detroit to Mackinac and Lake Huron ports on Monday next from Detroit.

The steamer *Saginaw*, Capt. Thos. Hayes, master, Wednesday of last week released the steam barge *Bessie*, which was ashore opposite Star Island. This is the first wrecking of the season. The *Saginaw* is now in dry-dock receiving extensive repairs.

Craig & Son will launch a steam yacht about 100 feet long at their yard at Trenton on Saturday of this week. In about three weeks they will launch for J.C. Gilchrist the largest wooden steamship ever built on the Detroit River. She is 295 feet in length over all.

The steamer *Atlantic*, which left Detroit Saturday night, was unable to reach Alpena on Tuesday. She lies at the edge of the ice field, about three miles from the city. The ice is two feet thick and very solid. She unloaded a cargo of cattle on the ice and drove them ashore. She is not likely to get through the ice for some days, unless the sea breaks up the field of ice.

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April 27, 1888

The ice above Cheboygan remains intact and little signs of breaking up.

The Welland Canal was opened for the season Monday, several vessels passing through.

The Rondeau Lighthouse has been repainted and renovated and will be lit as soon as vessels commence to run.

The superintendent of the canal at the "Soo" writes that vessels drawing 14 ft. 4 in. will have trouble getting through this year.

The House Committee of Foreign Affairs of the U.S. Congress have reported favourably on the reciprocity wrecking bill.

Cleveland is breaking the iron ore rates, recent charters having been made from Marquette for \$1.15 and from Escanaba as low as \$1.

The ice in the lower end of Lake Erie extends several miles to the westward of Dunkirk and from there to Buffalo seems to be frozen solid across the lake.

Order has been issued continuing last year's canal tolls on the Welland Canal for another season. Shippers generally are satisfied with this arrangement.

It will be a month before the straits are open. Teams continue to cross Mackinac Bay and several men walked across from St. Ignace on the ice on Friday.

The tug *Crusader* passed down on Wednesday morning with a tow. She is painted black and trimmed with yellow or orange color, which gives her a dandy appearance.

Tenders for the removal of the tug *Mystic* wreck, sunk in the river near the sugar refining company's dock at Walkerville, have been advertised for by Collector Benson, to be sent in before noon on Saturday next.

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May 4, 1888

A large fleet of the big boats passed up this week, having left Lake Erie ports on May 1st.

The *Nipigon* collided with the tug *Chicago*, knocking a hole in the latter's bow; damage \$500.

The schr. *Jewett* brought in the first cargo of coal this season, for J.G. Mullen, on Saturday.

It is now said that a great effort will be made to have the new steamer *Lakeside* out by the 24th of May.

The tug *J.W. Bennett* has been purchased by J. & T. Hurley and will be used for towing and wrecking purposes. Capt. Wm. Hoffman will command her.

The greatest grain fleet that ever left Chicago at the opening of navigation started Sunday night. It consists of 96 vessels and the cargoes aggregate about 4,500,000 bushels of grain.

The steamer *Tom Adams*, launched at West Bay City last week, is 280 feet long, 25 feet deep, has a capacity of 2600 tons and cost \$132,000. She is owned by Farwell & Adams of Detroit.

Andrew Hackett put out the buoys on Bar Point this week. He discovered a lump of rocks directly in the course, between Bois Blanc Light and the U.S. light, with only 15 feet of water there. He says the water is 13 inches lower than last spring.

The schooner *Maumee Valley*, coal laden, Toledo to Detroit, sprung a leak coming across the lake Sunday morning. She took on six men here to work the pumps and left in tow of the tug *Mollie Spencer* for Detroit.

The schr. *J.G. Kolfage*, which went ashore thirty miles south of Goderich last fall, has been released and started for Goderich last Sunday, but was caught in a field of ice, where she now lies about two miles from the shore, leaking badly. Pumps are going night and day to keep her afloat. A tug left Goderich to release her but could not get within six miles of her, owing to the heavy ice, and had to return.

The steamer *St. Ignace* on Wednesday morning went to the relief of the steamers *Republic* and *Colonial* and helped them into port after they had been in the ice since

Saturday afternoon, and would have been unable to get within several miles of St. Ignace Channel except for the steamer *St. Ignace*. The Chicago grain fleet is bucking the ice at the Lake Michigan end of the straits. Three propellers are on this side of Waugoschance and with the most favorable weather they will get through before the last of the week. The weather is warm, but the ice melts very slowly.

The propeller *Tioga*, assisted by the *Jewett*, forced a passage through the South Channel Wednesday. The *Jewett*'s stern was lashed against the *Tioga*'s stern and against the combined power of them both the ice had to yield. They were closely followed by the new steamship *Oswego* and the propellers *Boston*, *Arabia* and *Northerner*. The situation above remains about the same. The down fleet has made no headway whatever today and the *Gilchrist*, bound up, has only made about a mile. The *Tioga* and *Jewett* only may succeed in forcing a passage, but it is doubtful about anything getting through until the weather warms up. The weather is cloudy and cold. Wind - southeast, fresh.

Mayor Roche, on behalf of the City of Chicago, and President Hutchinson of the Chicago Board of Trade have requested a delay in the passage of the Bill now pending to bridge Detroit River. The delay is asked for the purpose of getting time to present a protest to the Canadian Parliament showing that a bridge will be a great detriment to navigation. Instead of 1000 feet between the spans, as at first reported, the Bill provides for only 200 feet.

The plans for the Detroit River bridge have been submitted to the U.S. Secretary of War for his approval. There are to be three draws, with arms 200 feet long, making six opening of 400 feet in width. Each structure is to be 15 feet above the water. The draws are to be left open continually during the season of navigation and closed during the winter for the use of the railroads. The vessel men of the entire chain of lakes, with the exception of those who are simply managers of railroad lines of steamers, are opposed to this winter bridge. It is expected that this will open the ball and start the liveliest bridge fight ever known. The syndicate who petition for a franchise are mostly Detroit men and they go into the scheme for the legitimate purpose of making money. They will be backed, however, in their efforts to get the franchise from the two Governments by the entire strength of the Vanderbilt and Grand Trunk systems.

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May 11, 1888

The steam barge *J.E. Mills*, which was aground on the lower end of Fighting Island, got off Tuesday.

The steam barge *Juno* now makes one round trip a week between Windsor, lake shore ports and Pelee Island.

Detroit vessel men have organized to oppose the projected bridge across the river from Windsor to Detroit.

On Monday night, as the steamship *St. Paul* was coming into this port, she ran into Twomey's dock, doing about \$50 damage.

The barge *John Doyle* has been sold to John Esson of Detroit for \$1250. He proposes using her to transport stone from Anderdon to Detroit.

The steamship *D.M. Wilson* was fast on the Lime-Kilns for two hours last Friday. Her consort lighted her with the assistance of the *Saginaw*.

The propeller *Clarion* of the Anchor Line, bound up, got hard aground on the lower end of Fighting Island Wednesday. She looked to be about two feet out.

On Wednesday morning, as the steamship *Yosemite* was bound up, one of her consorts drifted on the beach near Elliott's Point, but she was soon pulled off.

The steamship *Walter L. Frost* of the Central Vermont Line was the first of that fleet to call here this season for fuel. She coaled on Sunday night on her way up.

The barge *Wave of the Wind* of Bay City, laden with building stone, went aground off Bois Blanc Island Friday. The wrecker *Saginaw* released her on Saturday.

The steamer *Carmona* left Windsor for Owen Sound on Tuesday. She was formerly the *Manitoba* and has been finely fitted up for the Owen Sound and Sault Ste. Marie route.

The steam barge *Spinner*, Capt. D. Duncanson, lost her consort, the *Shawnee*, the other night on Lake Huron and she turned up later at Presqu' Isle, totally dismantled. It was no fault of the steam barge, as the gale was a terrible one.

Detroit vessel owners held a meeting at Capt. Eber Ward's office, Detroit, on Tuesday and adopted resolutions framed by a committee of which Capt. Grummond was chairman, protesting against and giving reasons why Detroit and St. Clair Rivers should not be bridged.

The composite steamship *E.M. Peck*, launched at Wyandotte Thursday of last week, is a duplicate of the *Fayette Brown*, built last year for the Northwestern Transportation Company. The *Peck* is 252 feet long, 40 feet beam, 22½ feet depth of hold. Her capacity is 2200 tons. She will be used in the iron ore trade.

The steamer *City of Detroit* ran hard aground at the head of Fighting Island in a fog last Tuesday night. The *Riverside* came along but refused to pull her off because she was in Canadian waters. The company got a permit next morning from Collector Benson of Windsor and sent down the *City of Cleveland*, which pulled her off in a short time. She sustained no damage and went on her way.

The schooner *Francis Palms*, grain laden from Detroit to Buffalo, the middle vessel in a tow of five, under charge of the tug *Bob Anderson* (Capt. John E. Tobin), struck on the Lime-Kilns on Saturday afternoon. She was brought in here and a diver went down Sunday and endeavored to patch her up. She was patched with canvass and towed to Detroit, where she elevated part of her cargo and went into dry-dock. She was drawing about 15 feet when she struck.

The grain fleet of 96 vessels that left Chicago Thursday night, laden with grain for Buffalo, passed through the Detroit River Saturday night and Sunday. It was a pretty nautical sight. The vessels were deep-loaded. The *Geo. T. Hope* passed down first and the propeller *Syracuse* came neck and neck with her. The *Wallula* was a good third and all were making better than 14 miles an hour. The captains said no difficulty was experienced



through Lake Huron and that little or no ice was seen after passing the straits. They reached Buffalo on Monday night and Tuesday.

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May 11, 1888

The Lumbermen and Consorts.-Off for Georgian Bay.-The work of overhauling the schooners *New Dominion* and *Dolly Morden*, which has been going on all winter, has been completed and the fleet (including the steamship *United Lumbermen*) has departed for Georgian Bay. The *New Dominion* has been thoroughly rebuilt, being extended 3½ feet, which length was added to her stern, making her about 130 feet over all. The decks are all new, all the frames required have been renewed, four streaks of planks have been put on the outside, all new planks placed on the bow and some distance back and nearly all aft, new stern and stern frames put in and a yacht stern put on. The *Dolly Morden* likewise underwent a thorough rebuilding. Ten feet in length was cut off her and 23 feet added on the stern, so that she is now 140 feet in length over all. New keelsons, sister keelsons and rider keelsons have been put in, all being bolted through and thoroughly fastened. A new yacht stern has also been added to the *Dolly*. A new cabin of the latest style, designed by Capt. Morden, has been built, which will be one of the most complete on the lakes. New deck plank and masts were also added.

All the oak timber which was used in these vessels was furnished by C.W. Thomas of Anderdon, who cut it according to the carpenters' orders in a most satisfactory manner. S. Fraser furnished the pine lumber required for cabins, while the remainder of the timber was purchased last fall in Georgian Bay. The total cost of the repairs mentioned will be about \$7500, about \$4800 of which were put on the *New Dominion* and \$2700 on the *Dolly Morden*.

These repairs were commenced December 1st in Dunbar & Sullivan's ship-yard at the C.S.R., the use of the ways, blocks and tackle and blacksmith shop being furnished at very reasonable rates. The work has been done by Capt. G. Morden under the supervision of Henry Campbell, who placed the work in charge of his son Fred last February, he having then to leave to attend to other work. About 40 men have been constantly employed on the job since its commencement and the amount of wages paid to residents of Amherstburg will amount to about \$3500, and the ten or twelve men whom Capt. Morden brought here would also leave considerable of their wages in town, which has been quite a benefit. Altogether about \$6500 would be spent in town for wages and material. Capt. Taylor of Kingston, Marine Inspector for Inland Lloyds, was here Friday and inspected the *New Dominion* and *Dolly Morden* and classed them A 2 straight, and Government Inspectors Harbottle and St. John Friday inspected the *United Lumbermen*, classing her A 1. The whole work was most satisfactory and reflects great credit on Capt. Morden and his able staff of workmen.

The fleet left yesterday (Thursday) for Windsor, where they will remain a day and proceed from there to Sarnia, thence for Georgian Bay, where they will load lumber for S. Fraser of Amherstburg, taking two other consorts with them. The *Lumbermen* will load at

Serpent River for Windsor and Amherstburg, the *New Dominion* at the same place and the *Dolly Morden* at Collins' Inlet.

The principal owners of this fleet are Simon Fraser of this town and John Shaw of Forest.

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May 18, 1888

The tug *F.A. Folger's* boiler has been condemned.

The steamship *J. Emery Owen* was launched at the Detroit Dry-dock Tuesday. She cost \$130,000.

Wheat from Chicago to Buffalo at 2 cents and corn at 1¼ cents are the latest quoted rates and make vessel men look blue.

The steamer *Georgian*, loaded with coal, having the schooner *Gold Hunter* in tow, ran into some ice off Cape Rich, near Owen Sound, and sank in 50 fathoms of water. The crew were saved by taking to the schooner.

The steam barge *R.A. Packer* of the Lehigh Valley Line, bound up, ran aground Sunday morning at the upper end of Bar Point between the United States Light and Bois Blanc Light. The wrecker *Saginaw* released her.

The Detroit, Belle Isle & Windsor Ferry Company have elected Capt. John Pridgeon, John Pridgeon Jr., H.C. Wisner, George N. Brady, Charles B. Lothrop, Frank E. Kirby and W.R. Clinton directors for the ensuing year.

The new steel steamship *Hudson*, built by the Detroit Dry-dock Company at Wyandotte, attracted great admiration on her arrival in Chicago. She went up from Detroit to Chicago in ballast and reeled off 15 miles an hour easily.

The wreckers *Saginaw* and *Porter* were this week lightering the *Northerner's* cargo of grain. The big steamer was hard aground at Southeast Bend. Capt. Thos. Hayes has been doing a successful business with the *Saginaw* since the season opened.

The schooner *P.S. Marsh*, in tow of the tug *Kate Williams*, arrived at Buffalo Tuesday night, leaking badly in consequence of a collision at the mouth of the Detroit River last Friday night with the propeller *Nahant*. She had on pig iron and lime from Elk Rapids.

The *Germania* was released at 6 o'clock Saturday evening by the steamer *Saginaw* from Fighting Island. While picking up her consorts she went on again, where she remained until 4 o'clock Sunday afternoon, when she was released by the tug *Porter*, but broke her wheel. The *Porter* will tow her to Toledo for repairs.

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May 25, 1888

Insurance men say the schooner as a grain carrier has to go.

The *Wm. Elgin* of Deseronto was sunk near Oswego on Saturday. The crew were saved.

The steamer *Pearl's* new double fire-box boiler is 16 feet long, 12 feet in diameter and weighs 34 tons.

Thirty detained vessels reached Port Arthur harbor on Monday morning, the ice having

suddenly broken up.

The steamer *Byron Trerice* is being converted into a tug at Port Huron. She is owned by Nesbitt and Capt. James Tobin is in command.

The propeller *Cuba* of the Merchants' Line landed Sunday at Hamilton's dock a lot of goods for merchants in town and down the lake shore.

W.A. Jones, a sailor on the barge *Moravia*, fell down a hatchway into the hold of the vessel at Duluth Tuesday morning and was almost instantly killed.

The barge *Owen* arrived down Tuesday and landed at Hamilton's dock 30,000 brick for the Oddfellows' Hall and 40 fanning mills for A. Wilcox, Amherstburg.

The new steam barge built for J. Gilchrist & Sons of Cleveland was launched at Gibraltar Thursday evening of last week. She is 145 feet keel and is 31 feet beam.

The propeller *Volunteer*, being built at Trenton, and a counterpart of the propeller *John Craig*, just completed, will be ready to go into commission about July 1st.

The propeller *Jay Gould* has had \$30,000 worth of repairs put on her at Buffalo and has gone to load salt from East Tawas to Chicago at 18 cents a barrel.

Marquette has shipped less than one-half the iron ore this season that it did last year up to this point. The prospects [are] that the balance of the season will be sluggish.

The new steel steamer *E.P. Wilbur* made the run from Cleveland to Buffalo in 14 hours. She is 308 feet long and is supposed to be able to carry 2600 tons on 15½ feet of water.

It is estimated that two hundred and fifty vessels will be required to convey east the surplus of last year's grain crop still held in Manitoba and the North-West. Over two million bushels are stored at Port William alone.

The steamer *Lehigh*, loaded with corn, struck a rock near Grosse Pointe Tuesday morning and sank forward, wetting 6000 bushels of corn. She was drawing 15 feet and will have to be lightened to a draft of 9 feet before she will come off. Two steam pumps and the ferries *Garland* and *Sappho* are working on her.

Representative Chipman's Bill extending the jurisdiction of the United States District Court to the Great Lakes in criminal cases was favorably reported in the House of Representatives on Saturday, with a provision that the Act shall not apply to the rivers connecting such lakes when wholly within the United States.

The new screw steamer *City of Chatham*, which will run between Chatham and Detroit, was successfully launched at Toronto Monday afternoon. She was built for Capt. Cornette of Chatham and her total cost is \$25,000. Her extreme length is 125 feet, with breadth of beam 28 feet. There is accommodation for 400 passengers.

Detroit vessel men did little business last week. When asked if the prospects looked better for the future, they simply stated that they didn't know, or they didn't think so, but they did know that at the present rate they would make little money this season. The best charter reported the whole week is wheat to Buffalo at 1½ cents.

In response to a Congressional resolution calling for information in relation to the overloading of vessels on the Great Lakes, it is learned that 73 vessels, aggregating a

tonnage of 20,678 tons and valued, with cargoes, at \$2,500,000, together with 240 lives, were lost on the Great Lakes during the season of 1887. There is no law or regulation to prevent the overloading of lake craft.

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June 1, 1888

The keel of a new steamer 15 feet longer than the *United Empire* has been laid at Sarnia.

The scow *J.U. Porter*, bound up, coal laden, ran aground on the Lime-Kiln Crossing Tuesday.

The steamer *Rosedale* cleared from Liverpool on May 24th, direct for Chicago via the Welland Canal.

The *Greyhound* is now running regularly to Toledo. She leaves Detroit at 4:15 every afternoon, arriving at Toledo at 8 p.m. and, returning, leaves Toledo at 10 a.m., arriving at Detroit at 1 p.m.

The *Tioga* has broken the record from Buffalo to Chicago. She reached the latter point at 5:30 o'clock Thursday evening of last week, 25 minutes ahead of the best previous time, having made the trip in 63 hours and 40 minutes.

The damaged corn in the hold of the propeller *Lehigh*, estimated at 6000 bushels, was sold to the Walkerville glucose factory at 10½ cents a bushel. Besides the corn, about 200 barrels of flour and a few hundred bushels of oats were wet.

The Canadian Pacific Railway Company, it is said, are about to build another boat for their line from Port Arthur to Owen Sound, to be the largest vessel on the lakes. They also propose building six immense iron boats for service between Chicago and Owen Sound.

The *Hudson* passed Detroit nine minutes ahead of the *Tioga* and eight minutes in advance of her at the Lime-Kilns at one o'clock on Sunday afternoon, and arrived at Buffalo forty-five minutes ahead of the *Tioga*. The *Hudson* passed here again at 9 a.m. Wednesday.

An examination of the hole in the bottom of the propeller *Lehigh* reveals fragments of rocks, which would tend to show that it was a rocky reef instead of a pile of sunken ore that she struck. A black buoy now marks the spot in the lake where the obstruction is located.

Dunbar's scows that were sunk in fifty feet of water off Sugar Loaf, Lake Erie, were towed into Port Colborne by Carter Brothers' tugs on Saturday and placed in shoal water east of the east pier. A diver attached lines to them and they were dragged on the bottom. Mr. Dunbar will now raise them with his dredge.

The steamer *United Lumbermen* took 115 barrels of flour to Georgian Bay from Colin Wigle's mill on Friday last. Simon Fraser went up with her on another trip, as did John Shaw of Forest. She was detained for three days at Windsor by the fact that her three consorts, after unloading at Chatham, were unable to get over the bar on account of low water.

The propeller *California*, which lies sunk in 50 feet of water 12 miles from Mackinac in the north shore of Lake Michigan, has been purchased by E. Pease of East Saginaw, who



WINDSOR, LAKE SHORE AND  
PELEE ISLAND ROUTE.

1888-SEASON-1888.



The New Steamer

**"LAKE SIDE"**

WILL RUN

**Cheap Excursions**

TO DETROIT AND WINDSOR,  
EVERY SATURDAY and MONDAY

Leaving Leamington at 7:00 a.m. (sun time);  
Ruthven at 7:25; Kingsville at 7:45; Colchester  
at 8:45; Amherstburg at 10:00, arriving at  
Windsor at 11:40 and Detroit at 12 noon.

Giving four hours in the city.

Returning, will leave Detroit at 4:00 p.m.;  
Windsor at 4:10 p.m.; Amherstburg at 5:25 ;  
and Leamington 8:25. For Pelee on Mondays.

FARE-Round trip from all Shore Ports, 75c.  
Round trip, Colchester to Amherstburg, 50c.

Round trip, Amherstburg to Detroit, 50c.

Tickets good for round trip days only.

Boat lands at the foot of Randolph Street.

Advertisement in the *Amherstburg Echo*, June 1, 1888.

will raise and repair her. The *California* foundered in a gale Oct. 3rd, 1887, and eight lives were lost by the disaster. Divers report her resting on a clay bottom and in excellent condition. She was valued at \$35,000.

The Dominion Department of Marine has decided upon the expenditure of \$10,000 in

repairing the Dummy light at Point Pelee mainland, and in placing a steam fog whistle there. This will be a great benefit to all mariners navigating Lake Erie. Vessel masters have been complaining for some time past of the dangers incurred in bad weather through the absence of proper lights and danger signals.

Dunham's wrecking outfit will go from Milwaukee to Lake Erie, where it will be put to work on the schooner *White Star*, which went ashore last fall with a cargo of coal on Point Pelee, a permit having been obtained from the Dominion Government allowing an American wrecking expedition in Canada. The boat and load have been bought by Bartlet & McGregor of Windsor. She is in good shape in shoal water and will be easily raised when the coal is pumped out of her hold.

S.A. Murphy of Detroit is in trouble with the Canadian customs. He sent over two of his pumps with the appurtenances<sup>8</sup>, all American, to pump the water from the barge *Michigan*, formerly the *Prince Alfred*, now lying sunk in the river in front of the West End Hotel, Windsor. To comply with Canadian law, the pumps and belongings should have been entered in the Canadian Customs and the duty paid thereupon, and it is in consequence of omitting to do so that the whole apparatus is now under seizure.

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June 8, 1888

A large steel steamer for the Canadian Pacific Lake Superior trade is to be built in Toronto.

The steam barge *Ogemaw* was fined \$400 at Sarnia last Friday for evading the Canadian Customs law.

The schooner *Maggie McCrae* of Toronto was sunk by the ice a short distance outside of Thunder Cape on May 30th. The crew were saved.

It is said that two very large steel steamers are being built in Buffalo for the Canadian Pacific Company, to run between Buffalo and Chicago.

A new Clyde-built steamer, the *Algonquin*, has arrived at Cornwall on the way to Port Huron. She is 253 feet long, 40 feet beam and 23 feet deep. She will carry 2650 tons on 16 feet of water.

While on her trip down the river Tuesday afternoon, the new steamer *Lakeside* had her fire plug⁹ burned so that from consequent lack of steam she had to return sooner than had been intended. In other respects, the trip was a success.

While the steamer *United Lumbermen* was crossing Georgian Bay last Friday, John Craig, the second engineer, had his right arm caught by the machinery and it was badly cut

⁸ apparatus and/or instruments

⁹ Also known as a fusible plug, it is designed to prevent damage to a boiler in the event of low water: the lead plug melts out and the escaping steam smothers the fire.

and bruised from the elbow down. He has quit sailing.

The steam barge *United Lumbermen* and consorts *New Dominion* and *Dolly Morden* arrived Wednesday from Georgian Bay, the *Lumbermen* with a cargo of about 400,000 feet of lumber for S. Fraser, which she took to Leamington. The *Dolly Morden* went to Dresden and *Dominion* to Detroit. Mr. Fraser came home on the *Lumbermen*.

The Lakeside.—The handsome new steamer *Lakeside* of the Windsor, Lake Shore and Pelee Island route came down Wednesday evening and was visited by a large crowd of our citizens, who were well pleased with her appearance. The new boat was designed by Capt. A.M. Kirby of Detroit and built at Windsor, and has the following dimensions:—Length over all, 131 feet; breadth of beam, moulded, 26 feet; breadth overall, 30 feet; depth of hold, moulded, 10½ feet; tonnage, 225; capacity, 700 passengers. The promenade deck is 131 feet in length. The boiler was made by Stevenson & Co. of Petrolea, is 700 H.P. and is 8½ x 14 feet and is made of steel and will carry a steam pressure of 115 lbs. The engine was built by Kerr Bros. of Walkerville and is a fore and aft compound, 19 and 32-inch cylinders, with 26-inch stroke, and is a perfect piece of mechanism. She has an eight-inch steel shaft driving an eight-foot screw. An average speed of 14 miles an hour is expected from her. The boat is built of second growth white oak, bolted and forelocked throughout, and will have an A 1 rating on account of her superior build. There are three decks - the hurricane, promenade and main. The cabin on the upper deck is spacious and comfortable, handsomely carpeted and upholstered and communicates with ten large state rooms. These latter, with the cabin, are finished in walnut and butternut, which, being nicely finished, give them a neat and rich appearance. The clerk's office is aft on the main deck, while the dining room and kitchen are down below. The whole arrangements are well calculated to afford all the room possible in a boat of the size, as well as comfort and convenience. A number of workmen were busily engaged in completing a few minor jobs on her, and she is now as bright and trim as a new pin. She cost about \$26,000. The efficient staff of officers are pretty near the same as were on the *City of Dresden* last season and are as follows:—Captain Nelson J. Wigle; mate Eugene McCormick; purser Alex. Cowan; 1st engineer John Ross; 2nd engineer Frank McDonald; and stewards Mr. and Mrs. A. Young; the total crew numbers 15. The *Lakeside* started down the lake shore Thursday on her regular trips.

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June 15, 1888

The *Gazelle* now makes Sunday excursions to Sugar Island.

The *Alaska* now leaves Detroit for Put-in-Bay and Sandusky every weekday at 8:30 a.m., returning at 10:30 p.m. She makes a Sunday trip to Put-in-Bay at 9:30, returning at 8 p.m.

The tug *Sweepstakes* (Capt. T.D. Quinlan) passed up Saturday with one of the largest tows of the season - the schooners *F.A. Georger*, *Moonlight*, *Saveland*, *Annie M. Peterson* and *Francis Palms*. The towing bill for the fleet amounted to \$895.

The wrecker *Saginaw* went out Monday morning to effect the release of the propeller

*Syracuse*, which went aground about 5 o'clock Sunday evening between the United States Light and Bois Blanc, Detroit River. The *Saginaw* lighted off 200 tons of package freight and released her at 1 o'clock in the afternoon.

Lloyd's vessel register supplement for June shows that of 30 vessels recorded as built in 1888, only 3 are sail vessels, which indicates that steam is now all the go. From a careful estimate made this season, it is found that all but a bare 14 per cent of the sail tonnage of the lakes is towing behind steam. Eight of the 27 steam vessels with a valuation of \$1,280,000 are owned in Buffalo.

No boat having been placed on the Detroit and Windsor route to replace the *Trerice*, the merchants of Dresden and Wallaceburg have made strong representations to Mr. Clarke to run a weekly trip between Dresden and Windsor with the *J.C. Clark*. The prospects are that the request will be acceded to, Wednesday being the day selected for the Windsor trip, which will not interfere with the weekly excursions to Sarnia.

The steamship *Brittaniac* [*Britannic*], costing \$170,000, was launched from Davidsons' ship-yard, East Saginaw, Michigan, Saturday afternoon. The boat is one of the largest afloat, being 312 feet long, 41 feet breadth, with depth of hold of 22 feet clear. The *Brittaniac* is owned by the builder and will tow the schooner *Mary Woolson* in the lumber trade. Capt. J.R. Preston, last year master of the propeller *Cumberland*, will command her.

The str. *Owen* of Chatham removed the coal from the sunken schooner *White Star*, which went ashore on the east end of Point Pelee last Thanksgiving Day. After removing 380 tons, the pump was broken and was repaired at G. Russell's foundry, Leamington. After lightering most of her coal, they raised her and took her to Detroit on Friday. She now lies at Clark's dry-dock, where she will be thoroughly overhauled. The insurance companies had abandoned the *White Star* as a total loss. She lay in nine feet of water and was badly listed. Bartlet & McGregor of Windsor are the owners and are said to have a snap [*sic*].

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June 22, 1888

The schooner *White Star* is out of the dry-dock and unloading her coal at Windsor.

Another steel steamer, the *Corona*, a duplicate of the *Corsican*, was launched at Cleveland last week.

The observations of the U.S. Lake Erie survey show that 6 feet of land per annum have been washed away at Cleveland during the past 40 years.

Capt. Wm. A. Andrews has started on his trip across the Atlantic in his 14-foot dory, *Dark Secret*. He expects to make Queenstown in 70 days.

Last Saturday the steam barge *Escanaba* ran aground about opposite W. Horsman's residence and after considerable delay she was pulled off by the *Saginaw* and *Byron Trerice*.

A three-masted schooner named the *Frank W. Ewen* was launched at Wheeler's ship-yard, Bay City, on June 13th. Her dimensions are 200 feet keel, 37 feet beam and 16 feet hold. She cost \$55,000.

On Tuesday the tug *Sweepstakes* (Capt. T.D. Quinlan) passed down with the following

schooners in tow:-*Melville, S. Brown, C.H. Johnston, Hartford, Owosso, Selkirk, Montana* and *Wm. H. Rounds*.

Last Sunday morning, as the steamer *City of Cleveland* was going up past here, she ran nearer the dock than usual and the suction caused the breaking of two strong lines which bound the schooner *Ironsides* to the dock, and also loosened the upper portion of that vessel's stern.

Ryall Thompson, Henry Young, A. Scott, C. Honor and Chas. Keegan left Wednesday for Cleveland to take positions on the steamer *Pearl*, which will run excursions between Cleveland and the Islands. Thompson is chief cook and his place on the *Gazelle* is taken by Phil. Thomas.

Four young men from 16 to 19 years old went sailing on Portage Lake, Michigan, Saturday afternoon, when a squall struck them and capsized their boat. One caught in the sail and drowned soon after. Another clung to the boat five hours and then went under, while the boat drifted ashore at 8 o'clock. Two reached shore about 8 o'clock in the evening.

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June 29, 1888

The *Alaska* now gives regular Wednesday and Saturday excursions to Put-in-Bay.

Beginning last Sunday, the Cleveland steamers now run special Sunday night and Thursday morning trips to and from Cleveland.

The propeller *Acadia* landed 160 barrels of sugar on Sunday morning at Hamilton's dock for John Stuart, Son & Co. of Hamilton.

The propeller *Robert Mills* has been libelled for \$15,000 at Chicago for running into and sinking the schooner *Willie Keller* near Big Sable Light last Friday night.

The Department of Marine at Ottawa has ordered J.H.C. Atkinson of Pelee Island to remove the wreck of the barge *A.E. Allen*, now lying on the east side of Bois Blanc Island opposite Amherstburg.

During 1887, according to reports just issued, 570 vessels used the "Soo" Canal. Their total registered tonnage was 320,349 tons, with a total valuation of \$19,773,950. Of the whole number, 498 were American craft and 72 Canadian.

The English steamer *Rosedale* passed up Tuesday. She stopped at Hurley's in Windsor and coaled. The *Rosedale* will engage in business on the lakes this season and at the close of navigation will sail for England with a cargo of grain and return again next year if this year's business proves profitable.

Captain A.F. Holmes of Napanee will be appointed to the command of the new Government vessel, the "*Cruiser*," which is to be stationed on the Georgian Bay. The vessel is jointly purchased by the Fisheries and Customs Departments, and will be used as much as a revenue cutter as for protection against illegal fishing.

During the prevalence of the thunder storm last Sunday night the steamer *Veronica*, bound up, ran into the steamship *H.J. Jewett* when opposite Belle Isle, knocked off three to

four feet of the latter's wale streak, making a large dent in her side, cracking the steel plate about six inches and also punching a hole five inches in diameter just above the water line.

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July 6, 1888

The steamer *Lakeside* took the place of the *Ariel* on the Walkerville ferry line on Wednesday.

Thomas Marks & Co.'s new steel Clyde-built steamship, *Algonquin*, which came up through the Canadian canals in sections, was launched at Ogdensburg Saturday.

The new steamer *City of Chatham*, for the Chatham and Windsor route, called here Sunday evening on her trial trip from Toronto to Chatham. She is a fine-looking little craft.

Joseph Thomas and John Rend, deck-hands, were scalded on the steamer *Servia* by an explosion on Monday at Port Huron, and one died on Monday and another one Tuesday. Another victim is very low.

The propellers *Philadelphia* and *Lackawanna* had a race from Colchester Point to Detroit Saturday. They appeared to be about evenly matched. The new steamer *Lakeside*, on her upward trip, easily outdistanced both the big boats.

The tug *Wilcox* (Capt. R. Tobin) passed down on Saturday with a raft of 3,000,000 feet. It took about the whole width of the St. Clair and Detroit Rivers, and with the exception of striking a vessel aground in the middle ground at Port Huron, it passed safely through.

The Detroit Dry-dock Company will within a month lay the keel for a new composite boat at Wyandotte. She will be similar to Capt. Peck's *Fayette Brown*. The new boat will be 297 feet over all, 280 on water line, 41 feet moulded beam, 22 feet 6 inches depth. She will have three spars and eight hatches. The boat has not yet been sold.

The new steamer *Harlem*, for the New York, Central and Hudson River Line, was launched at Wyandotte on Tuesday. She is an exact counterpart of the steamship *Hudson*, built and launched for the same company last fall. The new steamer is 304 feet over all, 285 feet on keel, 26 feet moulded depth, thirty-eight feet six inches moulded beam. She has six steel bulkheads and four double hatches. She will carry three spars and two fore and aft smokestacks. The engines will be triple expansion 23-36-62-48; two Scotch steel boilers eighteen feet long and eleven feet six inches in diameter. Her propeller will be thirteen feet six inches in diameter. The *Harlem* will of course be provided with all the modern improvements, such as steam hoisting apparatus, steam steering gear, etc. She is expected to carry 2500 tons on a fifteen foot draft. She will be ready for business in about two weeks.

Between 9 and 10 o'clock last Saturday evening, two collisions occurred on the river at Windsor. The transfer steamer *Great Western* was struck by a large steam barge. The *Great Western* had a considerable hole stove in her side above the water line, but it does not interfere with her running, and will be repaired in a day or two. The barge was apparently unhurt and kept on her way, her name not being learned. About the same time but a little farther down the river, the steamer *Atlantic* was run into by another steamer, also unknown, as she kept on her way. The *Atlantic* was so injured that some of her seams were opened and

the water entered her hold quite rapidly. She was moored at Shipman's coal dock and her pumps set at work, while measures were taken to stop the leak. It is not thought she will have to go into dry-dock. Both collisions were due to mistakes in the signals on the part of the boats that did not stop, as it is claimed by the others.

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July 13, 1888

Capt. J.S. Dunham of Chicago has purchased the tug *Chicago* from J. Leon Byron for \$7000.

Capt. J.C. Pringle is building a new steamer at Marine City for the lumber trade. She will carry 900,000 feet and will be out next spring.

The new steamer *City of Chatham*, which has been at the Detroit Dry-dock, will commence making regular trips between Windsor and Chatham this week.

Joe Thomson of Port Huron, foreman of the steam barge *Raleigh*, had his leg taken off above the knee in her crank. He was put ashore at Cleveland and died at noon Saturday.

George W. Brock has been promoted to be second mate of the steamer *Gettysburg*. He has been for years in the employment of the same owners, being one of the crew of the *Vulcan* who received a medal and a watch at the time of the rescue of the crew of the *Marine City*.

On Wednesday evening, as the steam barge *E.B. Hale* was coming down with a tow, one of her consorts, the *Alvah Bradley*, struck an obstruction on the Lime-Kiln Crossing, which stove a hole in her so that she sank in 16 feet of water west of the head of Bois Blanc Island. The vessel was loaded with iron ore.

It will probably require six weeks of work to repair the damages done the propeller *Cumberland* by fire at Fairport, Ohio, early Friday morning. The boat is very badly burned all around her machinery. She is insured against fire for \$50,000 and this amount will fully cover the damage, but the loss of time will amount to a great deal. J.C. Gilchrist of Cleveland is owner of the *Cumberland*. She is valued by the insurance companies at \$100,000 and rates A 1 with a star.

The *Monetary Times* says:—"It is nearly forty years since the late John MacLeod built a wooden barque on Detroit River, which carried square timber from Lake Erie to Liverpool and was followed by other craft. It is some thirty years since the 'Golden Harvest' and other lake schooners or brigs of small tonnage left Lake Michigan ports amid much booming of cannon and fluttering of flags, laden with grain for trans-Atlantic ports, which they delivered in safety, 'shallow, top-heavy craft' though they were declared by Clyde and Mersey Navigators to be. But now comes an iron steamer, the '*Rosedale*', from London, England, May 25th and berths in Chicago on June 27th, 1888, with a general cargo, including 5000 barrels cement. This is, we believe, the first instance in which a steamer ever brought cargo from trans-Atlantic ports to Chicago."

The steamer *Rosedale* coaled here on Friday while on her way from Chicago to Kingston with 40,000 bushels of corn. It is said she only burns eight tons of coal per day.

On reaching Chicago she had left fifty tons out of 250 tons shipped at Sunderland, England. The *Rosedale* engine is triple-expansion and the two boilers of the Scotch pattern, with four furnaces. They are thirteen feet in diameter and ten feet long. They carry an average pressure of 190 pounds to the square inch. In her present shape she cost \$85,000 and the contract calls for the making of an additional payment of \$10,000 when she has been lengthened 70 feet. This will bring her total cost up to \$95,000. To build a vessel of similar size at Cleveland or Buffalo would require an expenditure of at least \$160,000. The *Rosedale* will trade between Kingston and Port Arthur during the remainder of the season. After being lengthened seventy feet next winter, she will receive a full-length cabin for passenger service.

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June 20, 1888

Robert Robertson of Bay City, Mich., the third victim of the *Servia* explosion, is dead at Port Huron.

Gen. O.M. Poe, in charge of the river and harbor improvements in Michigan, asks Congress for \$130,500 for the Lime-Kiln work for the next twelve months.

It is said negotiations have been closed for removing Mr. Craig's Trenton ship-yard to Toledo. Mr. Craig will go to Clyde, Scotland, to secure a steel plant.

The propeller *Chamberlain* has been sold at Windsor at Marshal's sale to S.A. Murphy for \$7500. On account of breaking two blades in her wheel at Chicago, the *Tacoma* will be towed to Buffalo by the *Clyde*.

Andrew Hackett, who was instructed by the Canadian Marine Department, has placed a black spar buoy on the "*Boston*" reef at the mouth of the Detroit River, just north of Bois Blanc Island, west of the lumber dock.

The steam barge *United Lumbermen*, with the schooners *Dolly Morden* and *Victor*, passed down Sunday, bound for Tonawanda, N.Y., from Georgian Bay with lumber. The schooner *New Dominion* with a cargo of lumber went to Chatham.

A syndicate of capitalists, 16 in number and but one of them of Duluth, will build at Duluth the coming fall and winter, one of the largest floating and stationary dry-docks on the chain of lakes, the enterprise calling for an outlay of \$220,000.

Our item in last week's issue regarding the accident to the steamer *Lakeside* at Sandwich Wednesday of last week was partially incorrect, as the passengers were not transferred to a ferry, but the boat conveyed her own passengers to their destination.

On Sunday evening the schooner *Aunt Ruth*, laden with coal from Cleveland for Walkerville, ran too near the shore a short distance below the Lime-Kilns and got aground, but after being lightered by Capt. F.B. Hackett's schooner *Annie*, she got afloat again Monday.

The tug *Carrington* and pontoons are working on the steamer *California*, sunk in ten fathoms of water near St. Helena, and it is claimed they are all ready to raise her when the weather is favorable. They think she will come up easy. The steamer's upper works are all

gone, but the hull is intact and in perfect shape.

Last Saturday Major Anderson, engineer of the Marine Department, went down to Point Pelee and took the measurements for a fog whistle, which the Government intend erecting at the Dummy light. The work will be proceeded with at once and the whistle will be in operation before the close of navigation.

On Sunday, as the tug *Saugatuck* and the wrecker *Saginaw* were coming down the river with a raft of telegraph poles, the latter pulled too strong and the raft struck on the head of Bois Blanc Island and afterwards drifted downstream, blocking navigation at the mouth of the river for a time. The raft was towed out into the lake, where it was got into shape again.

The schooner *Alvah Bradley* is still on the bottom to the west of the head of Bois Blanc Island. Three steam pumps made little impression on the water in her hold and a fourth has been put on board, while a barge has been brought up from Cleveland as a lighter for her cargo of ore. Diver Quinn is also endeavoring to patch her bottom, which is in a very bad shape.

The Lime-Kiln range lights above Park & Borrowman's factory on the mainland were inspected by Messrs. Smith and Anderson last week. They decided to advertise for tenders for the erection this fall of two small frame lighthouses, similar to those on the head of Bois Blanc. They will be built in the river a short distance from the bank, and one of them will be completely enclosed and large enough for a room for the keeper to remain in and watch the lights at night.

About 2:30 o'clock Wednesday morning, as the steamer *Gladstone* was bound down, she struck an unknown vessel when near Stag Island and it is supposed the vessel sank, as she made for shore immediately after being hit. The *Gladstone* called here and made temporary repairs to her bow, the stem being displaced and a few of the iron plates loosened. The *Gladstone* was loaded with iron ore for Cleveland, but received orders to proceed to Buffalo. It is supposed the unknown craft was the steam barge *Packer*.

Two extra spar buoys have been put out by Andrew Hackett at Bar Point. There are now three red buoys on the port-hand going out and three black ones on the starboard hand. They resemble fence posts. The middle ground (with only fifteen feet of water now) on which so many have been touching lies midway between the second red and the second black buoys. Masters should keep within 100 feet of the buoys on either side but keep away from the centre between the second buoys. After passing the three buoys on either side they can then haul back on the range and be cleared of the shoal. These buoys have been put there at a large expense to the Canadian Government, principally for the benefit of the large American boats, and the Government has given instructions to keep a watch and bring the first fellow that tampers with them up with a round turn. It is not the big ones that tamper with buoys but the lumber fleet and rafts which cause the trouble.

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July 27, 1888

The tug *Onaping* broke a shaft at Amherstburg Monday and will be laid up for a few

days.

The River and Harbor Bill has passed both Houses of Congress and goes to the President. It appropriates \$22,277,116.

The schooner *White Star*, for some time past lying at Windsor, has been sold to Slyfield of St. Clair and is now being rebuilt at Port Huron. Consideration, \$1600.

The steamer *Lakeside* will not make regular round trips on Saturday, August 4th, nor Monday, 6th. She will, however, go up Saturday at the usual hour and down Monday.

Capt. J. Desana, who has been in command of the steamer *Riverside* for several past seasons, has been succeeded by Capt. Harriman, formerly in command of the steamer *Alaska*.

A passenger steamer to take the place of the *Massasauga* in the Detroit and Gibraltar trade will be built by John Craig & Son of Trenton. She will be 120 feet over all with 20 feet beam.

The schooner *Alva Bradley*, which sank west of the head of Bois Blanc Island Wednesday night, the 11th inst., through striking an obstruction on the Lime-Kiln Crossing, has been got afloat again after much expense and labor. As soon after the accident as practicable, four steam pumps were put to work on the job and Diver Quinn was engaged to patch up the leak, which required considerable time to accomplish, owing to the size of the hole which has been stove in the vessel's bottom. However, the *Bradley* was got afloat last Friday and removed to deep water to the east of Bois Blanc, where further repairs were made, and Sunday she was brought to the dock here and after the leak had been stopped and about 500 tons of iron ore had been transferred to the lighter *Plummer*, the fleet proceeded Wednesday morning to Lorain, Ohio, in tow of the tug *Forest City*, where the whole cargo (about 2000 tons) will be unloaded and the *Bradley* will go into the dry-dock at Cleveland for repairs.

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August 3, 1888

Two tugs from Portland, Me., called here yesterday for the west. They had been purchased by Chicago parties.

The schooner *Mary B. Mitchell* was launched at Bay City Saturday. She is 210 feet over all, 37½ feet beam and 15½ feet hold, and will carry 2100 tons or 70,000 bushels of wheat.

The Canadian Government has made an appropriation and selected a site at Kingston for a dry-dock, which will be one of the largest on the chain of lakes. It will cost about \$500,000.

At St. Catharines Capt. James Livingstone, one of the oldest lake navigators, was buried Monday. He sailed various vessels belonging to that port for thirty years. He was 70 years of age.

The propeller *Volunteer* (Capt. Thos. Hackett), just completed by John Craig & Co. of Trenton for Alger, Smith & Co., measures 1944.76 gross tons and 1506.28 net. She is only

235 tons smaller than the propeller *John Craig*, built by the same firm, which is the largest wooden propeller ever built on the lakes. Eli Morin is steward of the *Volunteer*.

The steel steamer *Scranton*, built for the Lackawanna line, to hail from Buffalo, was launched from the yard of the Cleveland Ship-building Company last week. The *Scranton* is a duplicate of the *Lackawanna*, built at the same yard, but finer in finish and workmanship. Her length over all is 287 feet, 265 feet keel, 38 feet beam, 25 feet depth of hold, with a capacity of 2200 tons. She is entirely of steel, except her upper decks, which are planked; the lower decks having the steel surface. There are seven hatches and four gangways so arranged as to enable her to take in coal below and discharge merchandise from between decks at the same time. Her after hatch is for coaling, arranged so as to shute in the fuel from above, the same as they will her cargo.

At 1 o'clock Wednesday afternoon the tug *Oswego* with a raft, when just below the Lime-Kilns and keeping close to the Canada shore to keep the raft from snagging on Bois Blanc Island, brought up solid opposite D. Cuddy's. She hung onto the raft, the tail end wrapping around the head of the island. The raft was let go and the nose piece got fast behind the docks in rear of Barron's mill lot, completely blocking the channel east of Bois Blanc. A large fleet was compelled to run in here, until the tug *E. Fisk* of Sandusky was employed by Collector Gott to break the blockade by shoving the nose piece clear and letting the raft drop along the east side of Bois Blanc. The steamer *Greyhound* turned back and went around the west of Bois Blanc Island. The raft was in pretty good shape. At 10 p.m. the tug *Champion* pulled the *Oswego* off without damage and the latter picked up the raft and proceeded on down with it on Thursday forenoon. During the time the raft lay across the river, several lads walked across from this side to Bois Blanc and also enjoyed a swim in the middle of the river, jumping from the raft.

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August 3, 1888

A new 2200 ton steamer is building at Owen Sound for the Canadian Pacific Railway. It will be 300 feet long and is to cost \$200,000. The machinery will be that taken from the lost *Algoma*.

During a drunken row on the scow *Newell Hubbard* at Detroit on Tuesday night of last week, a sailor named George Martin was drowned. He either fell or was knocked overboard by the mate, Adolph Densteadt, who has been arrested. Martin belonged to Belle River, Essex Co., where, it is said, he owned considerable property. The body has been found and there will be an inquest today.

The monster steamer *Puritan*, building at Chester, Pa., for the Fall River Line, was launched last week. She is the largest vessel of her class in the world. The *Puritan* will cost, when completed, \$1,500,000 and is expected to have a speed of 21 miles per hour. Her hull is of steel, unsinkable and fire-proof. The *Puritan* will have 220 staterooms, which will be more than any other vessel in the world.

The port of Cleveland ranks first in tonnage on the Great Lakes with a total of about 265

vessels and a tonnage of about 130,000. Detroit, Buffalo, Milwaukee, Chicago, Port Huron, Erie, Grand Haven, Sandusky, Marquette and Toledo follow, in the order named, the last port having 65 vessels and a total tonnage of 18,000. The number of vessels measured in Detroit the past year was 140 sail, 146 steam and 6 barges; total 292. Their tonnage was 113,935, an increase over the preceding year of 7 vessels and 10,903 tons.

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August 10, 1888

The steam barge *Chamberlain* has finally been sold to Charles Beck of Penetanguishene for \$7300.

The steamship *Owego* accomplished the great feat of breaking the record on the run from Buffalo to Chicago on her last trip, going up in 63 hours and 15 minutes.

The tug *Carrington* arrived down with the wrecked propeller *California* Tuesday afternoon. She went to Walkerville and unloaded a part of her cargo of corn and will then be rebuilt at Port Huron. She is owned by Capt. Pease of East Saginaw.

For an infringement of the international marine laws, the Canadian tug *James Walker*, towing the schooner *Brandon*, was Monday fined \$250 by Collector Moore of Duluth. The offense consisted in transferring her tow from dock to dock after having dropped her tow line.

Tenders for the construction of two range light towers and crib-work piers for the Lime-Kiln Crossing, Detroit River, are advertised for by the Dominion Government. Tenders are to be in by August 20th and plans can be seen at the post offices in Amherstburg and Windsor.

The Dominion Government steam yacht *Cruiser* of Ottawa passed up Thursday of last week, flying the blue pennant. She will patrol the upper lakes and Georgian Bay in the fishery interests. She is a handsome eighty-five foot craft. Capt. Alfred F. Holmes, Inspector of Canadian Fisheries, is in her on a tour of the coast of Lake Huron to take evidence in disputes arising between lessees of fishing grounds. Having an intimate knowledge of the lakes, he pilots his own craft, although it is twenty-one years since he passed through the Detroit River. At Collingwood he will take on board the Canadian Minister of Railways and Canals, and thence go to Sault Ste. Marie to look over the recently located route of the Canadian Sault Canal. The *Cruiser* is having a lifeboat constructed by the Detroit Boat Building Company and waited for it at Windsor till Tuesday.

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August 17, 1888

Permission has been granted to change the name of the barque *Richard Hutchinson* of Chatham to *Russia*.

A company is being formed at Port Burwell with a capital stock of \$15,000 to build a steamer to ply between that port and Port Stanley. The fitting up of suitable picnic grounds is also contemplated.

The steamships *Cambria* and *Pacific* had a narrow escape during the last blow on Lake



Superior. The *Cambria* parted both her anchor chains and the passengers on the *Pacific* feared for a while that they were going to the bottom.

The steamer *Gordon Campbell* was released on Monday afternoon from the point where she stranded, below Detroit. The Canadian wrecking steamer *Saginaw* was given a permit to work on the *Campbell* and made short work of getting her off.

The Marine Department is sending two steam fog-horns to Gray Duck Island at the head of Lake Huron. They are to be shipped via the Canadian Pacific Railway and Michigan Central to Windsor, whence they will be conveyed by steamer.

The steam barge *Belle Wilson* of Canada was totally wrecked off Thunder Bay on Lake Huron during a terrific storm on the 8th, and Capt. McGregor and crew were picked up in an exhausted condition by the barge *Drake* and taken to Sault Ste. Marie, Mich.

The steam barge *M. Sicken* and tow barges, coal laden, ran aground on the reef at East Sister Island. The steam barge worked herself off and one of the barges floated off and was picked up, with only a Newfoundland dog for a crew, by the tug *Bennett* and towed to Put-in-Bay. The wrecker *Saginaw* released the barge *Wm. Young* of the tow. The *Young* was not much damaged but the *M. Sicken* and *Saginaw* are now at work on the remaining barge, *Rawlston*, with Quinn's steam pumps. The *Rawlston* is in worse shape than any of the others and her release will be much more difficult.

Major Anderson, chief engineer of the Marine Department, has resumed his departmental duties at Ottawa. He has just returned from a tour of inspection of the lights on the upper lakes. He left on July 10th with Wm. Smith, Deputy Minister of Marine, for the purpose of inspecting the channel in the Detroit River. After visiting Lake Huron and the Georgian Bay, he joined the Government supply steamer at the Soo, and after touching at Cariboo Island, mid-lake, he proceeded along the north shore as far as Nipegon Bay. Major Anderson found everything in good order. He made several lighthouse surveys. He reports the Canadian Soo as booming.

The schooner *Walter H. Oades* left Detroit Monday night, bound for Buffalo with wheat. She collided with the schooner *R. Halloran* at 4 o'clock Tuesday morning, two miles from the Dummy, and sank half an hour afterwards. The other schooner went on without stopping. The crew and the captain's daughter got to the lighthouse and remained there until 11 o'clock Tuesday morning. The cargo of the *Oades* was 16,000 bushels, valued at \$15,000 and insured for \$13,700. The *Oades* was of 219 tons measurement, built in Detroit by Capt. Oades in 1869. In 1886 she received extensive repairs. She was valued at \$6000. Her hull was insured. The *Halloran* arrived at Toledo Wednesday and was damaged to the extent of about \$100.

The big steamship *Maurice D. Grover* wanted a new wheel and attempted to get one at Cleveland, but was too large to enter the gates of the Cleveland Dry-dock. The wheel was taken on board and she went to Detroit. Wednesday an attempt was made to place her in the Detroit Dry-dock Company's big dock at the foot of Orleans Street, but it was found that while the *Grover* was forty-one feet beam, the dock was only thirty-nine feet wide at the

bottom. The marine monster was then backed out and the dock closed, pumped out and the blocks raised. Another attempt was to be made to get her in. The big dock at Springwells is quite large enough for the *Grover* but is not at present available.

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August 24, 1888

On Monday the steam barge *Glasgow* was totally disabled, her piston having gone through the cylinder head just outside of the river. She had five barges, lumber laden, and was bound for Buffalo.

John Craig & Son of Trenton, across the river, are building a side-wheel steamer 125 feet long to run between Gibraltar and Detroit. She will be ready for business next spring. John Craig was a passenger on board the new steamship *City of New York* when she sailed on Saturday. He will make a tour of the Clyde ship-yards and probably be on hand when the *City of Rome* is launched.

The Detroit Dry-dock Company have commenced work on two more composite freight carriers, iron and wooden, at the Wyandotte yards. They are already in frame and the calculations are now to have both vessels in the water before the river freezes. Both will be built on the same model, with 284 feet keel, 300 feet over all, 42 feet beam and 22½ feet hold. They will have triple expansion engines of 1000 horse-power and have a carrying capacity of 2300 gross tons. They will be ready to go into commission at the opening of navigation next spring.

There was shipped by water from the iron mines from the Lake Superior region during the week ending Wednesday, August 15th, 192,139 gross tons of ore, of which quantity 47,722 tons went from Marquette, 65,929 tons from Escanaba, 2076 tons from St. Ignace, 56,293 tons from Ashland, Wis., and 20,019 tons from Two Harbors, Minn. The shipment for the corresponding week in 1887 were 188,818 tons. The mines are shipping at about the same rate as last year. For the season to date, the total shipments by lake are but 248,162 tons behind what they were at this time last year. By ranges the showing is as follows:- Marquette range, 869,687 tons; Gogebic range, 651,837 tons; Menominee range, 526,980 tons; Vermilion range, 175,514 tons.

Saturday the *Rosedale* passed down from Lake Superior with wheat. Much unfavorable comment has been made regarding the appearance of this ship, owing to her "sawed off" shape, but the fact is that the real *Rosedale* has not yet been seen. That which bears her name now is only the bow and stern of the ship. Her body, seventy feet in length, will be put in next winter, after which she will be 250 feet long. The middle portion was built in England at the same time as the ends, but to save the necessity of cutting her in two to pass through the canals, she came over in her present shape. The engineer of the *Rosedale* was asked how he liked running on the lakes as compared with salt water service, and replied that he liked the ocean better. He had too many stops and starts to make here and preferred working where he could start the engine and let it run for five or six weeks at a stretch.

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August 31, 1888

The Canadian Marine Department will place two steam fog-horns on Gray Duck Island at the head of Lake Huron.

Sunday was the dulllest day ever known in marine circles at Chicago. Only two small schooners arrived, finding forty-one harbor tugs ready and willing to take hold of them.

The Canadian Pacific Railway has finally abandoned any further efforts to secure the cargo of the steamer *Algoma*, wrecked on Isle Royale some years ago. Only about 12 tons of iron and heavy castings have been secured. The waves have been playing such havoc with the rest of the cargo, washing it into the crevasses of the rocks in deep water, that the divers say enough more cannot be secured to pay their expenses. Considerable money has been spent in the attempt.

The new steamer *City of Detroit*, now building at Wyandotte, will be a counterpart of the *City of Cleveland* in the cabins and state-rooms, in fact in everything above the rail. Her increased size will, of course, give her greater capacity - approximately 5 per cent greater. It will give her sixteen more state-rooms than the *Cleveland* and larger cabins. Finishing in mahogany, furnishings, in fact everything about her will be according to the latest modern idea. She will cost \$350,000 and will be launched next month and be ready to go into commission when navigation opens next spring.

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September 7, 1888

The new steamer *Harlem* took 80,000 bushels of wheat on her first trip.

The steamer *Greyhound* recently made the run from Detroit to Toledo in three hours and fifty minutes.

The American tug *Gladiator* has been seized by the Canadian authorities at Algoma Mills for towing a raft of logs in Canadian waters.

The steamship *Spokane* struck an obstruction at the mouth of the river at 7 o'clock Sunday night. She was leaking so badly that she was ordered back to Cleveland to go into dry-dock.

The schooner *R. Halloran* will be libelled for sinking the schooner *Oades* on Lake Erie, as soon as the evidence is in shape. The loss on the *Oades* was \$16,000 and this will be the claim of the insurance companies in the suit.

The big steam barge *J. Emory Owen*, bound down towing her consorts, the *Michigan* and the *Nicholson*, all three grain laden, went aground Sunday forenoon in the St. Clair Flats Canal near the lower end and blocked navigation till three o'clock Monday morning.

Robert King, a sailor on the schooner *John Jewett*, lost his balance on Monday while scrubbing out the yawl, which was hanging on the stern of the boat, and fell into the water and was drowned at Ecorse, below Detroit. He was 41 years old and had been with the schooner one month.

While the steamer *Campana* was coming down St. Mary's River Friday, the steamer *United Empire* tried to pass her. The *Campana* was under check, turning a buoy, and the

United Empire ran into her, striking her in the port bow, breaking several plates. No one was injured.

The tugs *Gregory* and *Forest City* were racing for a vessel off Cleveland when the *Gregory* collided with the *Forest City*, sinking her in 50 feet of water. The *Forest City* was valued at \$10,000, belonging to M.A. Bradley, and was uninsured. The case will go to the courts. The *Forest City* is to be towed into Cleveland by the propeller *J.S. Fay*. A chain will be attached to the shaft of the sunken tug and she will be dragged along.

The steamer *Tioga* ran aground opposite J.G. Kolfage's at noon on Saturday last. She was got off by the tugs *Byron Trerice* and *Porter* and the ferry boats *Sappho* and *Garland* on Sunday morning, after she had lightered off about 700 tons of her cargo of bar lead, silver ore, oil cake, etc., and left for Buffalo on Monday afternoon in tow of the propeller *Portage* and tug *Byers*. The *Tioga*'s rudder post was bent and her wheel could not be worked. The Amherstburg gang kept up their reputation of being "hustlers." Between 1 o'clock Sunday morning and 12 o'clock noon, they lightered 700 to 800 tons of freight from the *Tioga* to the *Trerice*, *Sappho* and *Garland* and put it back on board the *Tioga* again. The captain of the *Tioga* says he never had a better lot of men.

Deputy U.S. Marshal Eberman of the northern district of Ohio went to Detroit Tuesday evening and swore out a warrant for the arrest of Capt. John Baker of the steam barge *Messenger*, charging him with obstructing an officer. Eberman's experience on board the vessel is somewhat thrilling, according to the story that is being circulated. The trouble started at Cleveland Monday night. The *Messenger* was lying at the east pier and the marshal boarded her to arrest Robert Craig, the chief engineer, who, it was alleged, was sailing under improper license. It is claimed that Capt. Baker was intoxicated at the time and, learning of the purpose of the marshal, gave orders to let loose. The officer informed the captain of the consequences of his act, but the latter defied him to do his worst, and proceeded out of port in spite of authority. The wife of the second engineer, who had come on board to bid her husband good-bye, was also carried away without hat or wrap. Baker and Craig threatened to take revenge on Eberman and throw him overboard. The marshal pulled his revolver and, backing away, locked himself in a room. The officer got off the vessel at Amherstburg on Tuesday forenoon and drove to Detroit. Commissioner Graves gave Eberman a warrant for Baker's arrest and the marshal started out to find his man. He had not got him Wednesday morning and, as the *Messenger* had gone past Detroit, Eberman will have to go farther north for him.

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September 14, 1888

Capt. James Jarmin is now in command of the tug *Kate Williams*, his U.S. papers qualifying him to command an American craft.

The tug *Hercules* was seized by the Customs authorities at Amherstburg on Wednesday for failing to report here in July last.

The Department of Customs has decided to enforce the fine of \$400 inflicted on the



American tug *Gladiator*, seized by the Canadian Customs authorities for towing in Canadian waters.

The captain of the schooner *Reuben Doud* reported on Saturday seeing a body just outside in the lake. It had a blue flannel shirt on, without coat or vest. It is thought to be the mate of the schooner *John Jewett*, lost overboard near Ecorse 10 days before.

Gen. O.M. Poe has two dredges at work in the St. Clair Flats Canal and has been empowered by the President to spare no trouble or expense necessary to speedily remove all obstructions to navigation. Last Saturday the tug *Shaughraun* went up to the St. Clair Canal to engage in the work.

The propeller *Toledo*, Capt. Lindsley, caught fire last Friday morning at the Michigan Central dock, Detroit. The whole of the upper works were destroyed and other damage done, the amount of which it is not possible to estimate now. The damage is so extensive that the owners - Ward's Line - do not expect to be able to get her into service again this year.

Detroit and Cleveland vessel owners have agreed not to load any deeper than 15 feet 8 inches going through the St. Clair Ship Canal. General Poe has dredges working there digging out the lumps recently thrown up by big steamships getting aground. He says that's the best that can be done just now, because the present sheet piling was not driven deep enough to dredge more than a 16-foot channel.

A large raft of timber from the upper lakes and bound for Tonawanda, N.Y., was divided between the tugs *Balize* and *Onaping*. The *Balize* went ahead and upon entering Lake Erie encountered a storm, which broke up the raft and scattered the logs along the Canada shore. The *Balize*, being American, could do no wrecking in Canadian waters and so put back to Windsor. The Canadian tug *Onaping* with her tow was found off Sandwich and the captain of the *Balize* on Sunday asked the Windsor Customs authorities to be allowed the privilege of taking the *Onaping* raft while the latter went down to the lake shore to gather up the scattered logs. The privilege was granted.

While being towed to Cleveland from Detroit River last week by the tug *Sweepstakes*, Capt. T.D. Quinlan, the schooner *Col. Cook* sprung a serious leak. Fearing that she would sink, her captain, Edward Henderson, placed his wife in the yawl and in company with the mate attempted to reach a companion vessel. Before the painter<sup>10</sup> could be cut, however, the line connecting the *Cook* with the tug was cut, and the schooner fell off before the wind. The small boat was upset and the captain and his wife lost their lives. The mate was rescued by the crew of the *Cook*. The accident happened about twenty-five miles off Lorain. The *Cook* was towed into port. The circumstances surrounding the affair are such as to leave little room for sympathy. That Capt. Henderson and his mate should have attempted to desert their vessel before ascertaining her true condition, and at the same time desert the

<sup>10</sup> a rope, usually at the bow, for fastening a boat to a ship, stake, etc.

remainder of the crew, was reprehensible. The *Col. Cook* was formerly the *Augusta*, which sunk the steamer *Lady Elgin* in Lake Michigan in September, 1860, causing the loss of nearly 400 lives.

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September 21, 1888

The schooner *Nettie Woodward* arrived on Monday from Georgian Bay with 210,000 feet of lumber for S. Fraser.

The tug *Hercules* of Detroit, seized at Amherstburg for having on the 9th of August towed into this port the tug *Washburn* and neglecting to report or clear at the Custom house, has been released upon the payment of a deposit of \$400, pending a decision of the Minister.

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September 21, 1888

**The St. Clair Flats Canal.**-Following is a semi-official statement of the result of the inquiry into the St. Clair Flats Canal question by the authorities at Ottawa:-"The first time the attention of the Canadian Government was drawn to the improvement of navigation on the flats of Lake St. Clair was in 1855, when a deputation from the Boards of Trade of Buffalo and Chicago waited upon the Government to ask assistance to deepen the channel on the flats. The result was that the Canadian Government voted \$20,000 to assist in the work. In the following year the contract for the work was let, the United States Government giving a grant also and the use of a Government plant, the assistance being valued at \$6000. The contractor for the work, which was under direction of the United States Government, was John Brown, a Canadian resident of Thorold, Ont. During the work he found it necessary to bring his timber and other materials from Canada. The United States Government insisted upon payment of duty. Brown paid under protest \$6000 and on completion of the work he demanded remission of the duty, alleging that the materials used were not liable to duty, as the work had entirely been done in Canadian waters. The United States Government dispatched surveyors to the canal and finally decided that Brown was right. The money was accordingly refunded to him. In 1858 the Commissioner of Public Works of Canada stated the belief that part of the St. Clair Canal was certainly in Canadian territory, but no point was raised until two Canadian vessels were seized in the canal by United States authorities for alleged irregularity; but these vessels were released. In 1870 the Canadian Government caused a special survey with the conclusion that the canal was wholly in Canadian territory. A formal memorandum was drawn up, making this claim, and transmitted up the Imperial Government. In this document, however, admission was made that the International Boundary Commission's maps of '22 do not place the canal in Canadian territory. The memorandum claimed these maps were not conclusive in the absence of a written definition of the boundary line at Lake St. Clair. The Imperial Government held that where the written description of a boundary is vague, the Commission must be looked to for an absolute definition. No further reference to the question is on record till the present question arose. The Department has sent to Washington for copies of



the American boundary maps on which the United States claims rest, and is proceeding with an accumulation of evidence to reopen the whole question diplomatically."

**The Retaliation Question.**-Washington, Sept. 11-The situation in reference to the blockading of commerce between the upper and lower lakes at the Lime-Kiln Crossing and in the channel east of Bois Blanc, in the event of reprisals upon Canada, to which attention was first directed by the *Evening News*, was brought to the attention of the President last evening and for some hours the chief magistrate was busy examining into the exact status of the water route between Lakes Erie and Huron. From all that can be learned, after an examination of the hydrographic office charts, it seems that Canada has an absolute right to control the outlet to Detroit River and there is every reason to assume that she will assert that right in the event of an imposition of tolls upon her vessels passing through the Soo Canal. It is said now that the Dominion has an interest in the canal through the St. Clair Flats, because it runs, in part at least, through Canadian territory.

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September 21, 1888

John R. Goodchild of Malden has purchased the Scotch-built steam yacht *Scotia* from the Corrigan of Cleveland. She has a steel hull and will be used in carrying fish from Mr. Goodchild's fisheries on Lake Erie to Detroit. She will be made a Canadian bottom and will be added to the Amherstburg fleet.

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September 28, 1888

Capt. John Desana has laid up the *Daisy*.

The schooner *Ariel* arrived here this week with another cargo of lumber for Park & Borrowman.

The new steel steamer *City of Detroit*, for the Cleveland Line, which is building at Wyandotte, was launched on Wednesday afternoon.

Business is beginning to liven up at Craig & Son's ship-yard, across the river. We understand that two more boats are to be built at Trenton this winter.

At an early hour yesterday (Thursday) morning the steam barge *Minneapolis*, laden with iron ore for Ashtabula, ran aground near Bar Point, owing to the low water.

The steamer *Alaska* came near running into a drifting raft about four miles north of Middle Sister Island last Monday night. Had it not been for the watchfulness of the captain, a serious accident might have occurred.

The steamer *City of Rome* and schooner grounded this side of the cut in St. Clair Flats in a fog early Monday. The schooner was released by Grummond's tug *Winslow* and the *Rome* was got off later. The English steamer *Rosedale* was aground on the middle ground opposite St. Clair. Navigation was somewhat impeded as a result of these mishaps.

While the watchman, George Beatham, on the steamer *Kalkaska* was cleaning out the scuppers Tuesday morning about 6 o'clock opposite Fort Wayne, Detroit, he lost his balance, fell overboard and was drowned. The engine was reversed and the yawl lowered,

but before they could reach him he sank. He was 37 years of age and owned a farm near Thornton Station, back of Port Huron.

B.L. Pennington and others have entered into an agreement for the building of a boat at the yard of Robert Linn at Gibraltar, across the river. It is to be modelled largely after the steamship *George Spencer*, of which, when completed, it will be the consort. The length of keel will be 230 feet, beam 38 feet, hold 16 feet and the estimated carrying capacity will be 1850 tons. The new boat will be steel-arched and so constructed that steam can be put into her at such time in the future as the owners may choose. She will be provided with four spars and carry lower sails. Contracted for at this time, of course, it is expected she will be off the ways and ready to take her place behind the *Spencer* on the opening of navigation next spring. The cost of the new craft will be about \$65,000.

The new Canadian steam barge *Lillie Smith* and the transfer ferry *Michigan Central* had a collision on the river off the foot of Twelfth Street, Detroit, Saturday. The *Smith* was bound down and the car ferry was heading for the slip on the American side. The captain of the ferry signalled for the starboard side. The barge responded with a port whistle and a minute later, when the boats approached within a hundred yards, the *Smith* changed the signal to starboard. The ferry captain then saw that a collision was inevitable, but he managed to swing around and avoided the full force of the collision. The *Smith* struck the car ferry aft of the wheel-house and glanced off. The damage to the ferry will not exceed \$10 but the barge was damaged to the extent of several hundred dollars.

The ship-yard of John Craig & Son at Trenton, across the river, is to be removed to Toledo next year, but will be as full of work as ever, right up to the time of removal. Work has been going on for some time on a side-wheeler for the river trade and in addition the following building will be done during the coming winter: A steamship 205 feet long, with a compound engine, for the lumber trade, to cost \$85,000; a side-wheel steamer 140 feet long and costing \$35,000, to be placed on the route between Kelley's Island and Sandusky; a steamship 275 feet long, forty feet beam and twenty-four feet deep for the iron ore trade, to cost \$130,000. The latter will be propelled by a triple-expansion engine. All this work is on contract, with the exception of the last mentioned, which will be for sale when completed.

The steel steamer *Scranton* is the latest vessel to meet with a mishap in the shallow water about Grosse Pointe. The *Scranton* is one of the finest boats on the lakes and is the latest addition to the fleet of the Lackawanna Transportation Company. She was built in Cleveland and was only launched about a month ago. About 1 o'clock Monday afternoon, when near Pêche Island, the boat scraped along the rocky bottom of the lake and the movements of the vessel soon afterwards showed that holes had been stove in her. After an investigation it was discovered that there was no danger of her sinking, owing to the water-tight compartments. The water filled the forward compartment but luckily did not reach her cargo, which consisted of 78,000 bushels of grain. The captain proceeded on to Detroit and, reaching there in safety, tied up at Livingston's dock. It may be some time before she can



proceed on her trip. The cargo will have to be unloaded and the water pumped out and then the boat will have to go into dry-dock for repairs, unless she can be patched up.

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October 5, 1888

A new ship-yard is about to be started at Duluth.

The Detroit Dry-dock Company have laid the keel for a new wooden steamship.

The schooner *E.H. Rutherford* got a bad shaking up in her trip from Detroit to St. Catharines last week. She encountered a gale and lost all her bulwarks.

The steamer *Scranton* arrived at Buffalo on Friday, where she will be dry-docked to repair the hole stove in her bottom by a rock or a pile of ore at the Grosse Pointe flats. Only about 2500 bushels of wheat was damaged.

In the House at Washington, Mr. Dingley from the Committee on Merchant Marine and Fisheries reported back a resolution calling on the Secretary of the Treasury to state whether the Treasury Department has information of any violation of the navigation laws and, if so, whether steps have been taken to vacate the American registers of vessels commanded by foreigners. The resolution was adopted. This is evidently in reference to a number of lake vessels commanded or officered by residents of Canada.

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October 5, 1888

Yesterday (Thursday), as the steamship *Jesse Farwell* was bound up, coal laden, she ran aground on a small reef near the head of Bois Blanc Island. She was pulled off by the *Saginaw*.

A severe storm occurred Monday evening on the upper lakes and several serious disasters are reported. It was the worst storm of the season; it was also accompanied by a heavy fall of snow.

The schooner *Brandon*, of the tug *Jas. A. Walker's* tow of Kingston, went down near Isle Royale, Lake Superior, during the gale on Monday night. The crew were taken on board the *Walker*. She was loaded with railroad iron.

The tow barge *R.N. Rice* of Michigan City, which was abandoned by the steamer *Huron City*, is ashore just north of Holland, Mich., loaded with 500,000 feet of lumber. The schooner *Australia*, which went ashore Monday at Holland, broke in two and is a total loss, with no insurance.

The steam barge *Mattawan* of Montreal went ashore near Richmondville, about eight miles south of Forestville, Mich., on Monday and is badly damaged. Her crew has been safely taken off. The barge *Gibraltar* of St. Catharines, which was in tow of the *Mattawan*, is ashore at White Rock, three miles north, with her bottom out and probably wrecked beyond hope. Her crew has been taken off by the Sand Beach surf boat.

The steamer *Isaac May* of Toronto ran into Tobermory Monday with two barges for shelter. While lying there, she rubbed on sharp ledges of rocks, making a hole in her or started some of her planks. Her captain immediately pointed her for shore, but just as she

reached it she sank down to her main decks, where she now lies. The *May* is loaded with lumber and was bound for Buffalo. She will be raised and likely docked at Owen Sound.

Three wrecking tugs with a full wrecking plant, owned by Murphy of Detroit, have been seized at Algoma Mills. These vessels were originally Canadian, but all of them have been repaired in the United States and the names of two of them have been changed; but as they were repaired in the United States, a duty has to be paid on such repairs. The two vessels which had their names changed, not being American registers, can neither enter nor clear at Algoma because they have no port of hail. The Commissioner of Customs has ordered that the vessels be detained until proper explanations are made.

The steam barge *Enterprise* lost her consorts, the *Muir* and *Albatross*, Sunday afternoon in the gale, between Point Betsy and the Manitous. The *Muir* is safe, but the whereabouts of the *Albatross* is unknown. She is thought to be lost with all hands. Men on the *Enterprise* say the seas washed over the pilot house and carried away everything movable between decks. The boat had a narrow escape from foundering. Seventy tons of coal were washed overboard. Her bulwarks and gangways were smashed in and her cargo of grain is reported damaged. The *Enterprise* is bound for Kingston. They are corn laden for Kingston.

A scow belonging to C.F. Dunbar of Buffalo and his dredge *Faugh-a-Ballagh* went ashore near Rondeau last Saturday morning while trying to make that harbor in a gale. Two other scows went adrift and have not yet been found, though they are probably ashore in the vicinity. The whole had left Dunbar's contract work on the Welland [Canal] in tow of the tug *Rooth* for transfer to the Lime-Kilns, where he also has a large contract. An expedition consisting of the tug *Hector* and wrecker *Bay Trader* have gone after them with the expectation of releasing them without difficulty.

There was a terrible storm on Lake Huron Monday night; the life-saving crew from Sand Beach started out and rescued a crew of six men and one lady from the barge *St. Clair*. Just as they entered the harbor at Port Sanilac Tuesday morning, a high breaker struck the boat, turning her completely over. The entire crew belonging to the boat reached shore, towing two of the other crew with them. The remainder, four men and one woman, were drowned near the shore. The names of the lost are: Capt. C.H. Jones of Bay City, Henry Anderson of Australia, Geo. McFarlane of Cleveland, Lorus Fertaw of Bay City; these three were sailors and Julia Greawreath of Sebewing, cook. The bodies of the drowned have been recovered.

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October 19, 1888

The new dry-dock at Kingston will probably cost \$600,000.

Plans and specifications for the work on the Sault Ste. Marie Canal are being prepared. Tenders will be received up to the 7th of November.

A break occurred in the bank of the Cornwall Canal on Thursday night of last week, which will delay navigation for two or three weeks.

This week the schooner *Caroline Marsh* loaded here and at Romney with 258,000 feet of black ash lumber for Thomas Ouellette. The cargo is shipped to Oswego, N.Y.

The barge *Tim Baker*, which went ashore at Point Pelee lately, is breaking up. She was lumber laden and bound for a lower lake port. Portions of the barge and her cargo were seen several miles below here.

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October 19, 1888

The big steel steamship *Corona* is en route to Duluth with 11,250 barrels of oil on board.

The propeller *Newburg* has made the quickest time through the Welland Canal ever made by a large boat. She came through in ten hours and fifteen minutes.

The work upon the Cleveland Dry-dock is progressing rapidly and will be finished by the 1st of December. Cleveland will then have a dock that will accommodate the largest-sized vessels on the lakes.

The steamer *City of Chatham* has been tied up in Chatham, being unable to cross the bar at the mouth of the Thames. Is it not time the Government did that small job of dredging promised during last Kent election?

The Canadian Marine Department has issued a notice that a new steam fog-horn has been established at Great Duck Island Light Station, Lake Huron. Its operations begin on the 19th inst. The horn will sound blasts of eight seconds' duration, with intervals of thirty-five seconds between the blasts. The fog alarm building is situated about 150 feet southeasterly from the lighthouse on the southwest point of the island.

The Detroit Dry-dock Company at present has its hands full of business. It is building six new steamers, four of which are to be composite, the other two wooden. The composite steamers are building at Wyandotte and are for the following companies:-The Percheron Steam Navigation Company, the Inter-Ocean Transportation Company, the Michigan Transportation Company, and also one for itself to go in stock. At the yard at Detroit a boat is in progress for R.P. Fitzgerald & Co. and a large wooden vessel to go in stock. She will be 296 feet over all, 42 feet beam and 23 feet depth of hold.

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October 19, 1888

Work on the Lime-Kilns.-Bids were opened in the office of the United States Engineer at Detroit Monday afternoon for blasting and dredging the Lime-Kiln Crossing channel to a uniform width of 400 feet, under the \$130,500 appropriation made by Congress last winter. There are about 100 tons of loose rock to be removed, the remainder, some 1400 tons, being solid. The bids were as follows: Dunbar & Sullivan, Buffalo, \$4.43 per cubic yard for solid and \$1 per cubic yard for the loose rock; Carlin, Stickney & Cram, East Saginaw, \$4.48 and \$1; Hickler & Green, Sault Ste. Marie, \$4.75 and 60 cents; L.P. & J.H. Smith, Cleveland, \$5.50 and \$2; Wm. Patrick, Fulton, N.Y., \$5.80 and \$2; Jennings & French, Fulton, N.Y., \$5.20 and \$2.50. No Detroit parties presented bids. Work on the

improvement will be begun at once by Dunbar & Sullivan.

Their men are already gathering and James McGuire has gone to Port Colborne for the drill "*Far Down*," which is expected here this week, to begin work at once. Their tug from the Murray Canal work will be brought up to wait on the drill.

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October 26, 1888

The steamship *F.E. Spinner* will go into dry-dock at Buffalo.

The tug *McArthur* is at Windsor for the fall wrecking business.

The tug *Saginaw* has come to Amherstburg for wrecking purposes.

The steamship *Campana* arrived at Owen Sound, a mass of ice from her rail to the top of her topmast.

The steamer "*City of Detroit*" has received permission to change her name and will next season navigate the Detroit River under the name of "*City of St. Joseph*."

The steam barge *W.B. Hall* arrived at Sault Ste. Marie Sunday evening with the crew of the steam barge *Montreal*. Capt. James Redfern of the *Montreal* said he was bound down from Vertist, loaded with stone for Chicago, and had in tow the schooner *Keewatin*. When abreast of Michipicoten Island in a heavy sea and gale from the eastward, Oct. 18th, the cross-head connections gave out. He then let the consort go. The steamer drifted towards the island and lay at anchor until Oct. 19th. At noon the chains parted and the vessel immediately stranded and broke to pieces on the morning of Oct. 20th. There is nothing left of the steamer but the wreckage on the beach. The crew went without shelter and provision, except fish, for three days.

Bids for the improvement of Hay Lake Channel in St. Mary's River were opened in the office of Gen. O.M. Poe, United States Engineer, at Detroit on Monday afternoon. This is one of the largest and most important engineering works on the chain of lakes. Congress at its last session appropriated \$500,000 for this improvement, \$300,000 of which will be used under the contract let Monday. The work is in three sections and the bids represent the price per cubic yard for excavating in bank and building the dyke in the Middle Neebish. Gen. Poe will recommend C.F. & H.F. Dunbar of Buffalo for the contract. "The difference between the lowest bid and the next highest," said Gen. Poe, "is \$66,000. The Government is now paying \$1.95 per cubic yard for this work without building any dyke."

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November 2, 1888

James Davidson's new steamer *Majestic* is 2012.51 gross tons and 1657.81 net.

The wrecking steamers *Saginaw* and *Sea King* have been working on the steamer *Sparta*, ashore on Pelee Island, and have got her off.

The tug *Byron Trerice* was seized at Romney last Friday by Special Customs Officer Watters for not reporting repairs done on her at Detroit.

James Davidson of Bay City is putting the finishing touches on a consort for the steamer *Majestic*, 254 feet long, and has the plans out for two duplicates of the *Majestic*.

A.J. Dupuis of Detroit is the lowest bidder for completing the job of re-sheeting and repiling the St. Clair Flats Canal at \$7.94 per lineal foot. The job will amount to about \$65,000.

Kingston wreckers claim to have a grievance on account of the Canadian Government allowing American wreckers to work in Canadian waters on Georgian Bay and Lake Erie.

The Eagle Iron Works of Detroit have closed a contract with John Craig & Son, ship-builders, of Trenton, Mich., for a marine boiler measuring eight feet in diameter by sixteen feet long.

Another break in the Cornwall Canal bank occurred on Sunday afternoon, which will make six days' further delay. It begins to look as if navigation through these canals were closed for the season.

The schooner *New Dominion* lost her deck-load of one million shingles in a gale off Southampton. She was in tow of the *United Lumbermen*. The shingles belonged to Simon Fraser and were insured.

Owing to a dispute between Captain Wigle and Engineer Ross of the *Lakeside* as to extra work required of the latter, both engineers quit the boat Friday afternoon and she was late in coming down, a new engineer having to be secured.

A break has occurred in the River St. Pierre, which forms a portion of the Lachine Canal at Cote St. Paul, about four miles from Montreal, and the neighboring country is flooded. The break is a serious one and further dampens all hope of the re-opening of inland navigation by the St. Lawrence route this season.

The case of A.M. Robertson *et al.* vs. Solomon Wigle was argued in the Supreme Court at Ottawa this week. The petition in this suit was filed in the Maritime Court of Ontario by Mr. Wigle, the respondents claiming damages against the steam propeller *St. Magnus* for running down the tug *Bob Hackett* in the Detroit River in Sept., 1885. Mr. Wigle won in the lower court and it is from this judgment that the appeal is taken. The appellants contend that at the time of the collision the *Bob Hackett* was crossing the bows of the *St. Magnus* nearly at right angles. Judgment for defendant.

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November 9, 1888

Charles Keegan, mate of the steamer *Riverside*, has been succeeded by Gus Blinkey of Wyandotte.

The Detroit Dry-dock Company contemplate building a powerful tug for wrecking and raft towing.

Captain D.A. McLachlan will next season have command of the magnificent new palace steamer *City of Detroit*, which will replace the old *City of Detroit* on the Detroit and Cleveland line.

The tug *McArthur* arrived up last Friday night from the wrecked vessel *Otonabee* that is hard on below Point aux Pins. She has been abandoned as a total loss, but it is thought that her valuable cargo of lumber can be saved.

A sailor named Johnson was lost overboard from the schooner *McLaren* off Cheboygan, Mich., Thursday afternoon of last week in a stiff breeze. He was stowing the main topsail when he slipped and fell, striking the rail, and was smashed to pieces before he bounded into the water.

The propeller *L. Shickluna* loaded 10,000 bushels of wheat at Colchester for H.W. Allen on Saturday and came to Amherstburg and commenced loading on Monday morning at one o'clock a.m. She put on 6000 bushels here. Mr. Allan has already 4 or 5 crafts at Kingston grain laden, waiting for Cornwall Canal repairs.

The steamer *City of Milwaukee* runs across Lake Michigan in connection with the D.&M.R. Railroad. C.L. Barron, formerly of the steamer *Dove*, while on the Amherstburg route and afterwards on the steamer *Pearl* for a number of years, is the chief engineer of the *City of Milwaukee* and has been for the last two years.

The schooner *New Dominion* arrived here on Tuesday and discharged her load of lumber at Fraser's dock. She lost her deck-load off Southampton last week and is leaking considerably. She went to Detroit Dry-dock on Wednesday for repairs and will likely make one more trip this fall and lay up here for the winter.

On Saturday a crack was discovered in the Cornwall Canal bank where the old break occurred. The opinion was that water would be let in last Sunday and that boats would be able to run on Monday, but the chances now are that boats may not get through this fall. It is thought that when water is let in the canal, the pressure will be so great that the bank will give way again. The latest announcement is that the canal will be opened on Saturday. Several vessels have been unloading their Montreal cargoes of wheat at Prescott, where there is a railway elevator. There are only floating elevators at Kingston.

The steamer *Lakeside* is now running tri-weekly round trips between Amherstburg and Windsor, leaving here every Monday, Wednesday and Friday at 10 o'clock a.m. and, returning, will leave Windsor at 5 p.m. Every Tuesday, Thursday and Saturday she will leave Amherstburg at 6 a.m. for lake shore ports and Pelee Island, returning the following mornings, reaching here at 10 a.m.

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November 16, 1888

The Welland Canal is to be open all day Sunday during the remainder of the season.

The propeller *Mills* arrived in Duluth on Thursday of last week from Buffalo and her trip is the fastest on record, the 1200 miles being traversed in 3 days and 17 hours with a full cargo.

A press despatch from Ottawa says it is understood that Hugh and John Ryan have received the contract for the "dry" work on the Sault Canal, which means excavation down to the water level. The amount of their contract is \$1,200,000.

The wrecking steamer *Don M. Dickinson* was burned at an early hour Sunday morning and is a total loss. She was lying tied to some piles near the lighthouse at the upper end of Belle Isle, having returned from rescuing the schooners *Pensaukee* and *Sage*.

The Cornwall Canal bank again sank on Saturday about three feet, and several steamers, vessels and barges have begun to lie up in despair of getting through the canal at all this season. On Monday, however, it was announced that repairs were progressing so satisfactorily that navigation was expected to be resumed on Thursday of this week.

Last Friday, as the schooner *Nettie Woodward* was bound from Wallaceburg to Buffalo with a cargo of hardwood lumber, she became water-logged when near Long Point and was towed back to the river by the tug *Porter*, arriving here Thursday night. On Tuesday evening she was got off the bank after being pumped out with a steam pump, where she lay below Wigle's mill, and was towed to Mullen's lower dock by the tug *Advance*. Her deck-load of maple plank has been taken off and she will be pumped out and repaired. Part of her cargo was thrown overboard in Lake Erie.

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November 16, 1888

**The New M.C.R. Ferry.-Another "Transfer" launched.**-The launch of the Michigan Central ferry steamer *Transfer* took place from the yard of the Cleveland Ship-Building Co. at Cleveland on Wednesday of last week, and although the exact time of the launch was not generally known, there were quite a large number of people present, the Michigan Central being ably represented in the persons of Mr. Westaway, their supervising inspector, and Commodore Innis, who was accompanied by his two daughters. The launch of this steamer was one of the most successful ever witnessed and when the numerous details consequent upon an undertaking of this sort are taken into account, the fact may be admitted on all sides that nothing less than a thorough practical knowledge and keen circumspection are absolutely necessary in order to carry out the many requirements involved in the virgin plunge of such a large specimen of marine architecture as the *Transfer*. All noticed with much pleasure the exact start this double-ender made when the order was given to cut and, gaining momentum as she descended the ways, slid gracefully into the river, her displacement of water causing quite a wave to wash over to the opposite bank, rebounding so as to form as cushion, as it were, on the sides of the ship. When the ripple had subsided, remarks complimentary to her builders were heard from several sources, and, as the vessel steadied, her draft was found to be 5 feet 4 inches, verifying the calculations and entirely satisfying her builders. The *Transfer* will be used on the Detroit River as an ice-breaker and also for the purpose which her name implies. She has been specially built and fitted with powerful machinery so as to allow her to force a passage, under any circumstances, through ice three feet thick and to steam at the rate of seven miles per hour through ice a foot thick. With the specialty in view, the most talented engineering skill was brought to bear on the mechanism necessary to carry the vessel along on her successful career, and she will be fitted out with four return flue steel boilers 11 feet 6 inches by 16 feet long, being considerably longer than boilers in general use on the lakes. These boilers have two domes 20 feet long, 48 inches in diameter and will furnish steam for six cylinders, two 28x48 inches on each side for the side-wheel engines and two cylinders 28x36 inches for the 9 feet 6 inches screw

propeller wheel, each having separate condensers. The cylinders are double low pressure with horizontal engines. Two immense cut steel spur cog-wheels 16 feet in diameter and two steel spur pinions 5 feet 6 inches in diameter, also with cut teeth, will be connected for driving the side-wheels, these large pieces of machinery being fine specimens of accuracy and skill in mechanism. Her length over all is 280 feet, that of the beam over all 75 feet, that of the hull beam 45 feet 6 inches, and the depth of the hold 17 feet 3 inches. Her auxiliary pumping engines for the side-wheels are the largest pumping engines ever constructed for any vessel on the chain of lakes, being 16 inches bore by 36 inches stroke. She has two air pumps, 20x24 inches, worked by the horizontal beam, two force pumps and two bilge pumps, each 5 inches bore and 13 inches stroke, single action, and two capstans from the American Ship Windlass Company of Providence, R.I. She will have three car tracks laid, each track having a capacity for seven cars, or a total of twenty-one cars. The entire cost of this splendid vessel will foot up to about \$325,000 when completed. She is to be finished up at Cleveland and will be ready for sea about the middle of January and then will steam up to Detroit to make a record for herself, as no amount of ice could withstand for any length of time the action of her ponderous propeller wheel, constructed specially for this boat by her builders and facetiously termed an ice-churner by an old mariner who was present at the launch. A few more vessels of this description and open water may be had on the chain of lakes wherever required.

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November 23, 1888

The steam barge *C.W. Chamberlain* of Windsor, for Collins' Inlet in light trim, went hard aground at the Neebish, Sault Ste. Marie passage.

The steamship *R.J. Hackett*, Capt. D. Girardin, is being laid up in Detroit. The *Farwell* and *Spinner* take their coal cargoes to Chicago.

Hiram Walker's steam yacht *Lurline* made the run from Cedar Point to Detroit, about fifty-five miles, in three hours and fifty-five minutes, nearly fourteen miles an hour.

It is said that Captain Alexander McDougall of Duluth, Minn., will have built at Wilmington, Del., a cigar-shaped grain boat to carry 25,000 bushels of wheat. The vessel will be entirely closed.

W.P. Anderson, Chief Engineer of the Canadian Marine Service, arrived at Sarnia Wednesday morning to make surveys at Stag Island, six miles below Sarnia, for a lighthouse, which it is contemplating erecting there.

Capt. Donnelly is laying the schooner *Grantham* up here and has arranged with Henry Campbell and Sons to give her an extensive repair during the winter. She will be pulled out at the C.S.R., where the work will be done.

Dunbar & Sullivan's dredges *Wild Irishman* and *Faugh-a-Ballagh* arrived down here from the St. Clair Flats Canal on Sunday morning. The *Wild Irishman* will be put to work on the Lime-Kilns this week, but the other is being laid up. Both dredges will be hauled out and repaired here during the winter.

The big Milwaukee propeller *Helena*, the largest wooden carrier afloat, left Buffalo for Milwaukee Wednesday with her seventh load of coal, to lay up there. In about 100 days she has carried 500,000 bushels of grain, 5000 tons of ore and 20,000 tons of coal between Lakes Erie and Michigan. As soon as they arrive at Buffalo, the Anchor Line boats will lay up.

The Cornwall Canal was opened on Thursday of last week and all the delayed boats succeeded in getting through, both up and down, by Saturday afternoon. Just after the canal was cleared on Saturday, a steam barge carried away a pair of lock gates, which caused a further stoppage of navigation till they were repaired on Monday afternoon. The loss by the stoppage of navigation is estimated at \$551,500.

The steamships *John F. Eddy* and *Servia* are racing for Chicago. These two steamers have been on the watch for each other all season in order to test their merits as racers. On Sunday the *Eddy* was delayed by a snowstorm at the head of Lake Erie and the *Servia* came along. Both passed here at 8 o'clock Monday morning, each towing a consort. The *Eddy* is handicapped by having a broken wheel. A new one was at Detroit for her but she was in too much of a hurry to put it on, so it was shipped to Chicago, where she will receive it on arriving.

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November 30, 1888

The steamer *Starucca* is a total wreck on Lake Superior.

A breakwater to cost \$150,000 is to be built at Cape Vincent.

The water will be let out of the Canadian Government canals on Saturday.

The schooner *Hubbard* arrived last Friday with 5000 cedar posts for Park & Borrowman.

The steamers *Ontario* and *United Empire* are going into winter quarters at Sarnia this week.

Capt. John Sunderland of the steamer *Alleghany* has returned to his home in Wyandotte for the winter.

The schooner *Mystic Star* has gone into winter quarters at Windsor. The *Rob Roy* sank in Leamington harbor Monday.

Frank Park and Thomas Cooper of Amherstburg will be ship-keepers for the steamer *Wilbur*, which is laid up at Chicago.

The steamer *Gratwick* from Buffalo is not allowed to approach the docks at Chicago, as she is reported to have smallpox on board.

The Canadian passenger propeller *Cambria* will be cut in two at Owen Sound this winter and thirty-five feet will be added to her length.

C.L. Barron, engineer of the steamer *City of Milwaukee*, has been down visiting G.L. Mickle and other old friends. Capt. Edwards and Mr. Barron sailed together in the *Pearl* a number of years ago.

The *Servia* arrived at Chicago three hours behind the *Eddy*. Both dragged consorts

astern, the *Servia* pulling the *Moravia* and the *Eddy* the *John Shaw*. The *Eddy*'s run is a remarkable one, since all three buckets of her wheel were broken.

The steam barge *R.J. Hackett* (Capt. D. Girardin), is laying up in Detroit and will have a new boiler placed in her this winter; the *C.J. Sheffield* (Capt. C.C. Allen) is in winter quarters at Cleveland; while the *Spinner* (Capt. D. Duncanson) is at Chicago.

Work has been begun on another big steel steamboat at Cleveland for the Mutual Transportation Co. The new boat will be 12 feet longer than the *Cambria*, or 304 feet keel. Her beam will be the same, 40 feet, but she will be 25½ or 26 feet moulded depth.

Nearly all of the vessels on the inland waters have been laid up for the winter. Tomorrow marine insurance runs out and thereafter the rates are raised to a figure which only gilt-edged business will warrant paying. For five days in December insurance costs 10 per cent of the season rate, or one-fifth the cost of the entire regular season of navigation.

The steam barge *United Lumbermen* has laid up here for the winter. Her consort, the *Dolly Morden*, has gone into winter quarters at Chatham and the *New Dominion*, when she arrives with a cargo for Chatham, will lay up there. Captain Morden has had a most successful season, his fleet having carried over eighteen million feet of lumber, and the only mishap was losing a deck-load of shingles from the *Dominion*, which was insured.

The steamship *Jesse H. Farwell* (Capt. D. Nicholson) arrived in Chicago on Tuesday morning on her last trip of the season. She had a good run up, having left Cleveland on Friday night with a full load of coal. The *Farwell* will lay up in Chicago, where she will receive some slight repairs to her machinery and have her decks caulked. She has had a splendid season, having made 11 round trips, loaded, and run up twice light. Capt. Nicholson will be home to eat his Christmas turkey.

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December 7, 1888

The *City of Mt. Clemens* and the *Active* took cargoes of stone last week from White's quarry to Wallaceburg for a new bridge being built there.

On Tuesday Andrew Hackett, light-keeper, took in the buoys from the river and lake, so that navigation can be said to be virtually closed for the season.

Dunbar's dredge *Faugh-a-Ballagh* has been pulled out on the ways at the station and is being repaired to fit her for early spring work. John Campbell will superintend the work.

Shortly after leaving here for Detroit Thursday morning of last week, the steamer *Riverside* broke a coupling on the main shaft and was compelled to lay up until Monday to have the damage repaired.

Henry Campbell leaves today for Buffalo, where he will superintend the repairs to C.F. Dunbar's fleet. After completing the work there, he will go to other points and overhaul some of Dunbar's crafts. He expects to be gone all winter.

The Dominion Marine Department has issued a notice to the effect that a spot with only thirteen feet of water is reported on the shoals lying one and one-half miles easterly of Point Pelee Light. Also that the wrecked schooner *Walter H. Oades* lies about 400 feet south of

the thirteen feet shoal in twenty-one feet of water, with only six feet of water over her.

There will be no trouble about shallow channels in the Detroit River next year. The great height of water in Lake Superior at the present time and the great rainfall in the country tributary to the Great Lakes indicate a high water season on the whole lake system next summer. The year 1889 will be as remarkable for high water as 1888 has been for low water.

The steam barge *Michigan*, on her way to Detroit last week to go into winter quarters, caught fire and was towed into Sandusky by a tug, the crew escaping to one of her consorts. She had intended loading coal for Mullen, but received orders to lay up. She is now only a shell, but her machinery was saved. She is owned by Flower Bros. of Detroit and was worth \$6000.

The *Cleveland Plaindealer* makes a table on U.S. marine losses this year, showing that 48 craft, worth \$480,000, were lost, as against 70 vessels, worth \$777,700, in the previous year. While in 1887 there were 116 lives lost, this year but 16 persons were drowned. A list of boats to be built this winter and the next year in the U.S. shows that 59 boats, worth \$7,121,000, are contracted for. Eight of these will be built at Detroit, 13 at West Bay City, 6 at Marine City, 4 at Mt. Clemens, 3 at Trenton and 1 at Chicago.

The Old "Prince Alfred".-The tug *Prince Alfred*, the last remnant of which was destroyed by fire a few days ago, has had a somewhat chequered career. She was built at Sarnia in 1859 and used by the Grand Trunk Railway as a ferry boat for transferring passengers at Point Edward until the Mason and Slidell trouble. The Canadian Government, fearing that the rupture might lead to open hostilities between the States and Canada and knowing that the boat would make a good gunboat, ordered her to Owen Sound, where she could not be seized by the "Yankees." She arrived at the latter place after a very perilous trip on Christmas Day, 1862, accomplishing at that time a great feat of ice crushing. The next year she was sold to Capt. John Pridgeon of Detroit, who, not liking the British name, changed it to the *Michigan*, and she was used as a river tug for two or three years. In 1866, at the time of the Fenian Raid, the Canadian Government wanted a gunboat. They could not find more suitable craft than the *Michigan*, and they bought her for \$30,000, made extensive alterations and changed the name to the *Prince Alfred*. She carried eighty-eight blue coats and a full complement of navy officers from a British man-of-war. After the Fenian scare, the boat went out of commission and shortly afterwards was sold to a wrecking company. In September, 1877, a vessel was stranded on the American side of the Detroit River, near Wyandotte. A message was sent to the Secretary of the Treasury at Washington, asking for a permit to allow the *Prince Alfred* to go to her relief. An answer was received as follows: "All vessels stranded in American waters fall into the hands of the U.S. Customs authorities and must not be touched by foreign wrecking tugs." This action of the United States Minister was immediately brought before the Mackenzie administration, which acted at once and passed an order-in-council embodying precisely the same terms as the decision of the Secretary of the United States Treasury. This is the origin of the famous wrecking law that

has caused and is yet causing trouble between the two countries.

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December 7, 1888

Among our mariners who have returned home for the winter are Capt. E.C. Gatfield of the *Forest City*; Capt. J. Jarmin of the *Kate Williams*; Capt. J. Shepley of the *Niagara*; Henry King of the *Annie Smith*; John Mullane of the *Minneapolis*; Joseph Stevens of the *Chaffee*; Ed. Monroe of the *M.S. Bacon*; D.J. Bastien of the *Gladstone*; James McGuire and W. McGuire of the *Forest City*; T. Smith Barlow of the *United Lumbermen*; Wm. Brown of the *H.C. Richards*; and Wm. Holton of the *S.P. Ely*.

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December 14, 1888

Among our local mariners who have arrived home the past week are Capt. C.C. Allen of the steamship *Sheffield*; Capt. J.T. Hutton of the *Minneapolis*; Capt. D. Nicholson, Walter Kolfage, Alex. Callam Jr., W.H. Bush and D. Holbert of the steamship *Jessie Farwell*; Capt. T. Hayes of the *Saginaw*; Eli Morin of the *Volunteer*; J. Duncanson Jr. and W.H. Adams of the *Spinner*; Capt. J. Tormey of the *Winslow*; George Cooper of the *City of Sandusky*; R. Barron of the *Australasia*; J.T. Smith of the *R.J. Hackett*; James H. Kirtley of the *Susan E. Peck*; Jos. Powell Jr. and W. Gibb of the *Minneapolis*; Pryor Wilson of the *Colonial*; Capt. J. Laframboise of the *Gowan*; Lou. Allen of the *Sheffield*; W.H. Monroe of the *Hiawatha*; John Simpson of the *Continental*; D. Barron of the *Birkhead*; William Brantford Jr. of the *Sheldon*; Wm. England of the *A.A. Andrews*; Thomas Hunt of the *Hiawatha*; Harry Sharp of the *Minneapolis*; John Horsley and George Horsley of the *Horace B. Tuttle*.

David Bell of Buffalo has entered into a contract with Charles Dunbar to build a steel tug, dimensions 60 feet over all, 14 feet beam, engines 15 by 16 high pressure, boiler 5 feet 3 inches in diameter by 9 feet long, mean draft of water 6 feet. Also a steel steam launch 32 feet long by 6 feet 6 inches beam, both vessels to be completed by April 15th. Mr. Dunbar has also given the contract to a Toledo firm for an iron dredge. It will be the first iron dredge on the upper lakes and will have all the modern improvements. He will also build a drill at Jerusalem, Ohio, which will put all other steam drills in the shade. Henry Campbell will superintend the work. Both crafts will likely put in some work on the Lime-Kilns next spring before going to the Sault.

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