

Echo SOUNDINGS

MARINE NEWS of 1893

Excerpts from the
Amherstburg Echo



Mars

Volume IV, Number 1
Spring 2001

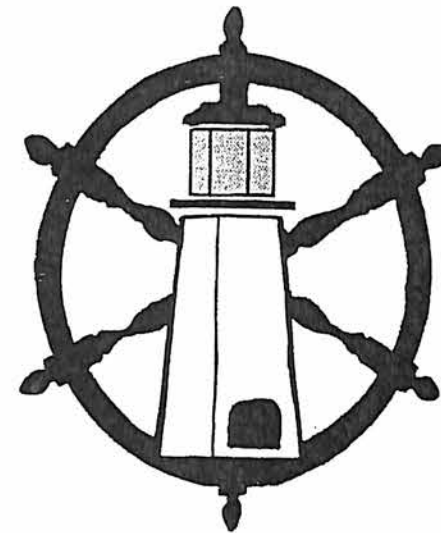
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A quarterly publication of the Marsh Collection Society, Amherstburg, Ontario

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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 126 years, and occupies the building constructed for the *Echo* in 1915.

Echo Soundings will be 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.

January 20, 1893

The steamers *T.W. Palmer* and *Livingstone* of the Percheron Navigation Company, both built in Wyandotte, have been chartered by the Henry syndicate to carry passengers at the World's Fair next summer. Before the opening of navigation next spring both steamers will be converted from freighters into passenger boats. It is figured that each will carry 2000 passengers on deck without crowding.

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March 10, 1893

Work is being pushed at the Wyandotte shipyard. The hands employed on one of the new Cleveland steamers work until 10 o'clock every night, electric lights having been placed in and around the boat.

The Detroit & Cleveland Steam Navigation Co. have made the following appointments to their fleet for the coming season:-Steamer *City of Detroit*, Capt. A.J. McKay, engineer William Huff; steamer *City of Cleveland*, Capt. Dougal McLachlan, engineer John Sargent; steamer *City of Alpena*, Capt. M. Lightbody, engineer John Jones; steamer *City of Mackinac*, Capt. Henry Slyfield, engineer Wm. McDonald; steamer *City of the Straits*, Capt. Duncan McLachlan, engineer James Middleton.

The boats of the Northwestern Transportation Company will be sailed as follows this season:-*S.R. Kirby*, James Fraser captain, John Hand engineer; *E.M. Peck*, Cal. Chamberlain captain, I.H. Foster engineer; *Fayette Brown*, David Girardin captain, Nicholas Anderson engineer; the new boat to be ready for service in July, E.C. Gatfield captain, John Hand will then be engineer on the new boat and William Watts will go as engineer on the *Kirby*.

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March 24, 1893

A Cleveland agent expresses the opinion that few season contracts will be entered into by vessel owners, and that the coming season nearly all the ore will be brought down on "wild" charters.

The old Grand Trunk car ferries are to be remodelled and an upper deck put on for passengers and berths. They will run between Cleveland and Port Stanley. They will carry loaded cars on the lower decks. The repairs will be made at Cleveland.

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March 24, 1893

The steamer *Cuba* will ply between Montreal and Cleveland, and the *Campana* and *Alma Munro* between Montreal and Lake Superior the coming season.

Secretary Carlisle has awarded the contract for building four lightships for use on the Great Lakes to the Craig Shipbuilding Company of Toledo, O., at \$64,460. One of the lightships will be stationed at Bar Point, Lake Erie, and three at Green Bay, Lake Michigan.

The following appointments have been made in the Farwell & Adams fleet - Steamers - *Tom Adams*, Capt. Duncan Nicholson, Engineer Jas. Kelly; *J.H. Farwell*, Capt. D.J. Duncanson, Engineer W.F. Cullen; *F.E. Spinner*, Capt. Jacques Laframboise, Engineer Jno. Johnston. Schooners - *J.H. Rutter*, Capt. S.L. Ketchum; *Shawnee*, Capt. John Eberlein.

A dispatch from Put-in-Bay says that with the exception of a few land-locked places, including the bay, Ignan Harbor, and the channel between Middle Bass and Isle St. George, the ice is broken up and in detached fragments or in mile-length floes, is being carried down the lake and dispersed before the prevailing westerly winds, and the waters of the archipelago, so long ice-bound, are daily becoming more free to boating in all directions.

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April 7, 1893

The Red Star and Star Cole Lines at Detroit have buried the hatchet and as a result of their agreement the steamer *Greyhound* will run between Detroit and Toledo this season.

The large dredge valued at \$38,000 that sunk last fall in a heavy gale just off Point Pelee - the crew, narrowly escaping, left the vessel to its fate - is now engaging the attention of the owner to locate her. There is only one man who knows where the dredge is lying and this is Albert Grubb of the Point. When this spring the ice began to break up and had cleared away from all but one small place, the curiosity of Mr. Grubb was aroused and he was led to make an examination of that particular place. Upon cutting through the ice and by using a long bar of iron he was enabled to discover that something resembling in shape the sunken dredge was lying just beneath the ice that had become fastened upon it. After the ice cleared away he returned to the spot and has seen enough to convince him that the lost dredge has finally been located. But it would have been an entire loss only for his casual observation and taking this view of the matter is the reason that he justly asks the modest sum of \$1500 to inform the proprietor where he can find his dredge.

In the House of Commons at Ottawa last week, Wm. McGregor, M.P., made a strong plea for a survey of the proposed St. Clair-Erie Canal between Kent and Essex Counties. Mr. Haggart, replying, said he did not see the necessity for a channel upon the east side of Walpole Island, and Canada had as much right to use the channels in the Detroit River as the United States. The proposed canal would shorten the distance 57 miles, but it would require the digging of a ditch fourteen miles long and would entail an enormous expenditure. At present he did not think it would be advisable to undertake the expenditure, nor did he think it necessary to have surveys made, as there were already very good surveys of the proposed canal. The strongest reason for the canal was the saving of 57 miles. He did not place a great deal of importance to the necessity of having an independent waterway, because Canada's rights under treaties was sufficient, and in the case of trouble it would be as easy to stop a channel east of Walpole Island as the present channels.

It is said that the owner of the steamer *Riverside* will not put her on the route between Toledo and the Islands. She has commenced running to Marine City from Detroit.

The trial of the case of the owners of the schooner *Mitchell* against the steamer *Devereaux* to recover damages sustained in a collision between the two vessels on Aug. 13th, 1890, was determined in the United States District Court at Detroit on Saturday. The collision occurred in a narrow channel in Lake St. George, St. Mary's River, the steamer being bound down while the schooner was bound up in tow of the steam barge *Folsom*. Judge Severens held that the *Devereaux* was at fault and referred the assessment of damages to Commissioner Davison. The owners claimed that the damages were about \$6000 or \$7000.

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April 14, 1893

The tug *John Gregory* of Cleveland has been bought by L.P. & J.A. Smith for \$8000. She will be used to tow barges. This is the firm that has the work at Bar Point and Detroit River.

The steamer *Telegram*, owned by Messrs. Ainsley & Ganley, is being refitted with compound engines, besides other important additions, and will ply between Whitefish Point and Duluth. Capt. A. Cameron will pull the bells.

From the present condition it is safe to predict that the Straits of Mackinac will be open for navigation by April 20th. This is somewhat earlier than has been expected by marine men around the lakes.

The steamer *Frank E. Kirby* commenced trips to the Islands and Sandusky on

Monday. Until June 1st she will leave Detroit Monday, Wednesday and Friday mornings at 8:30, city time. After that date daily trips will be made.

The fleet of vessels that wintered in Chicago is larger than in any previous year, and as soon as navigation opens they will start out with fully 10,000,000 bushels of grain. At Duluth the situation is practically the same, but navigation will not open up till the middle of May and perhaps later. Lake Superior is still frozen over from Keweenaw Point to Port Arthur.

There was a remarkable tidal wave on the lower part of Lake Michigan Friday. At Chicago the water rushed up the river and tore several vessels from their moorings. At Benton Harbor and St. Joseph the wave washed up several hundred feet into the city. Other cities report the same phenomenon. Some say that it was due to a seismic disturbance in the lake; others to the high temperature and the rapid change in the direction of the wind.

The steamer *Menominee* of the Gooderich Transportation Co. arrived at Milwaukee Friday night with the crew of the schooner [United] *Lumbermen*. The *Lumbermen* capsized off Racine Point at 3 o'clock Friday afternoon. She was making her first trip of the season from Chicago to Keweenaw. O.C. Vose, the *Lumbermen's* captain, and five seamen spent three hours in the rigging of the vessel, it having righted in eight fathoms of water. When the vessel capsized the captain became entangled in the rigging and the sailors dived and rescued him.

The steamer *Lakeside* arrived at Toronto on Thursday of last week from St. Catharines, the second steamboat of this season to enter Toronto. Capt. McCormick was in command of the vessel and he will handle the bells on her all this summer. There were a number of well-known mariners on board and among these were Capt. Wigle (the manager of the company), Capt. Murray, Capt. McIlwain and Capt. Chancy. The *Lakeside* will continue to make a trip between Toronto and the canal every day. Purser Cowan is again punching the tickets on board the vessel. The *Empress of India* will run in connection with the *Lakeside* and the *Garden City* this season.

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April 14, 1893

The Straits of Mackinac are clear of ice.

This season at Fort Gratiot light station at the head of St. Clair River there will be a fixed white light, varied by a white flash every minute.

The *Frank E. Kirby* is now running by Sandusky but has been chartered by C.F. Beilman and will make trips to Port Huron from Detroit every Sunday.

The contemplated dredging at Port Stanley harbor this summer will be done by the Dominion dredge *Ontario*, now at Amherstburg. She will then proceed to dredge out Rond Eau harbor.

It is proposed to give a boat having a raft in tow two lights placed horizontally on her foremast to distinguish her from a boat having a vessel in tow. The signals now carried by all vessels having tows of any kind behind them is two lights, one above the other on the foremast.

By a settlement of the canal tolls question allowing the use of the Welland Canal to American vessels on the lakes on same terms as to Canadian vessels, the Ogdensburg Transportation Company, operating a line of big wooden steamers between Chicago and Ogdensburg, is benefitted to the extent of \$15,000 to \$20,000 a year.

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April 21, 1893

The Welland Canal was opened yesterday (Thursday).

Seamen's wages out of Chicago have been fixed at \$2 per day.

The steamer *Fayette Brown*, Capt. D. Girardin, left Detroit on Tuesday night for Toledo to load coal for Duluth.

Cleveland vessel owners are kicking because several steel steamers have been given a low rating in the Inland Lloyds register.

The steam barge *Africa* and consort *Severn* arrived at the M.C.R. on Wednesday to load stone for the Sault Ste. Marie Canal.

The unexpected early opening of navigation is already creating a state of demoralization in the lake freight market and grain rates are down to summer figures.

Capt. F.B. Hackett will commence on Monday to blast the wreck of the *Minnie Davis*, sunk at Bar Point, the water being so cold that dynamite could not be used sooner.

Duff & Gatfield will not report the vessel passages at the Lime-Kiln Crossing to the Marine News Association this season, the reports being sent from Detroit as they had been previous to last year.

It is reported that the stage of water at the Lime Kilns is four inches higher than last season. Vessels can now cross drawing fifteen feet nine inches and by May 1st they will be able to load to sixteen feet.

The Canadian wreckers *Saginaw* and *Wales* will soon be at work. The former went into commission Monday and is now lying at Windsor, while the repairs on the

latter are nearly complete at Walkerville.

The *Energy* arrived up on Saturday with a load of stone from Pelee Island for Windsor. She returned on Sunday with a load of supplies for the islanders. She will continue in this trade in connection with wrecking.

The lightship marking the channel across Grosse Pointe Flats has been placed in position. Vessels pass to the westward of the lightship and should give her a berth of about 300 feet, where the best water will be found. The Grosse Pointe beacon lights are also in operation.

Friday night the first grain-laden steamer of the season cleared from Chicago for the East, and before 12 o'clock Saturday night the greatest fleet that ever left Chicago at the opening of navigation had started underway. This, too, at a date that is almost unprecedentedly early for the opening of the season. The fleet carried, all told, 11,000,000 bushels of grain.

Capt. F.B. Hackett has completed the purchase of the tug *Home Rule* from the Bank of Quebec for \$10,000 and she is now being fitted out at Thorold and will be here as soon as the canal opens. The canal will open about the 25th inst. The *Home Rule* is 80 feet long, 18 feet beam, registered 45½ tons, with high pressure engine of 22x24 in. cylinder and allowed 140 lbs. of steam. She was built in 1890 and is the most powerful tug on the canal. She will be stationed at Amherstburg to take the place of the *International*, burnt last fall. Capt. Hackett has chartered the *Evelyn* to remain here until the *Home Rule* arrives.

The steamer *Philip Armour* was the first boat to pass through the Straits of Mackinaw, going down at 7 o'clock Monday morning. She was closely followed by the steamers *Egan*, *City of Paris*, *Onoko*, *Lockwood*, *Plankinton*, *Ohio*, *Fryer*, *Elphicke* and *Fitzgerald*. The steamer *Lockwood*, which left Milwaukee first, grounded at Mackinaw City while trying to make the dock and was not released in time to go through the straits first. The *Lockwood* was the first one of the big fleet to pass here on Tuesday at noon, but the rest were not very far behind, the *Iosco*, *Sauber*, *Armour*, *Onoko*, *City of Genoa*, *Elphicke* and *City of Paris* passing down before 4 o'clock.

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April 21, 1893

TERRIBLE ACCIDENT.-Nelson Chambers Roasted to Death.-TERRIBLE EXPLOSION ON LAKE ST. CLAIR.-THE STEAM CHEST ON THE BOAT CHOCTAW BURSTS.-TWO DIE FROM THEIR INJURIES.-A THIRD BURNED SERIOUSLY.-ANOTHER RECEIVES SLIGHT INJURIES.-A shocking disaster,

resulting in the death of two men, the probable fatal injury of a third man and the severe scalding of a fourth, occurred in Lake St. Clair at 10:20 o'clock Wednesday morning. The "straightback" steamer *Choctaw*, Capt. W.W. Brown, coal-laden from Cleveland to Milwaukee, had fairly entered the lake when the cylinder head blew out with a terrific report and frightful results. The immense iron hull shook from stem to stern with the shock and as the action of the engine ceased she broached to¹ under the strong easterly gale prevailing. The anchor was dropped, a flag of distress was at once hoisted and the sister ship *Andaste*, which left Cleveland at the same time and was nearby, at once went to the rescue, when it was found that Nelson Chambers, the steward, was dead, C. Jones, deckhand, and F.P. Thompson, oiler, fatally burned and F. Smith, engineer, also burned but not fatally. The *Andaste* took off the dead and injured men and at once started for Detroit, arrived there at 4 o'clock p.m. when the injured men were taken to the Marine Hospital. Jones died about ten minutes later. The coroner was summoned and took charge of the body of Chambers. The room where the explosion occurred is about 20x35 feet and the triple expansion engine was situated in the centre of the room. The accident occurred to the steam chest of the high pressure cylinder:

At the time the explosion occurred, the engineer, F. Smith, was standing very near the engine and the oiler was also in the room. The oiler made his escape from one door of the room while the engineer started for the other means of exit. The engineer says he had just reached the top of the first staircase when he caught a glimpse of the steward, N. Chambers, standing in the door of the galley. For some unknown reason, Chambers ran across in the direction of the dining room, which was filled with steam, and of course simply cooked to death. If he had run to the stairway or if he had crawled out of the dining room window he would have been saved.

Henry Chambers, Nelson's brother, was assistant to his brother and he states that at the time of the explosion he and Nelson were in the kitchen above the engine room, and when he saw the steam coming into the room he made a break for the stairs and thought Nelson would follow, but Nelson went the other way into the dining room and picked up a rolling pin on the table that he had been using a few minutes before. It is thought he was going to use it to break a window in the dining room and thus make his escape, but he was overcome by the steam and fell on the

¹ veered to windward so as to be broadside to the wind

floor. Henry, noticing Nelson had not followed him up, ran back to look for him and seeing him in the dining room ran in, picked him up and carried him outside, but Nelson died in a few seconds after being brought out of the room. As he lay in his brother's arms he said, "Oh, dear Henry! Lord have mercy on us," and thus passed away. Henry Chambers escaped without an injury.

At the time of the explosion, Deckhand Jones and a fireman were asleep in the rooms located directly over the engine room. The fireman crawled out of his window and so made his escape, but the deckhand lost his head and rushed out into the steam in the hallway, fell down a flight of stairs and crawled up another one, but by the time he reached the deck he was so badly burned that he died shortly after being taken to the hospital.

The cause of the explosion, as given by Engineer Smith, was that the valve in the steam chest, which had been welded together, gave way and the steam in the chest used the valve as a hammer to smash the side of the chest to pieces. He says that with 160 pounds of steam to the square inch, which was the amount of pressure on the boiler at the time of the explosion, the force of the broken valve hammering against the side of the chest was irresistible. The steam chest having been broken, the bursting iron from its sides broke the water column and the water from the boiler gushed out on the floor. It is not certain just who or what is to blame for the explosion. It is suspected that the valve burst where it had been welded. The welding was done by the Cleveland Steamship Company. If the welding was improperly done, that company is responsible.

The vessel *Choctaw* is what is known as the monitor pattern of ship and was built by the Cleveland Steamship Company last year. It was loaded with 2500 tons of coal for Milwaukee and belonged to the Lake Superior Iron Company, being built for carrying iron ore.

Nelson Chambers, the victim of the accident, was the youngest son of Lewis Chambers of this town and would have been 24 years of age next month. He was an honest, industrious young man and was a great help to his old father. He had recently bought the old Noah Dupuis property on George Street and had it fitted up for his father, who moved thereto but two weeks ago. Before leaving for Cleveland he was very anxious to have the water extension made to the property, which he said was about the last thing he had to do before leaving for his season's work. He left home last Thursday for Cleveland and took his brother Henry as assistant with him. On Sunday, in company with two other Amherstburg friends, he attended church in Cleveland and the boat left there Tuesday night. Nelson had been for the past

three years a member of the A.M.E. church in town and was captain of the Oxford Club in connection with the church. He assisted in the choir and, taken on the whole, was one of the most energetic workers in the church, where he will be greatly missed, as well as by his many young friends in town. He followed the lakes for some years and last season was head steward on the *Choctaw*. In October last, he insured his life for \$1000 in the Standard Life and Accident Insurance Co. in Detroit, the policy being made payable to his father.

The body was brought down last (Thursday) evening on the *Wyandotte* and the funeral will take place from the residence of his father on George Street in Saturday afternoon at 2:30 to the A.M.E. church, King Street, thence to the cemetery.

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April 21, 1893

The schooners *Rival* and *Mineral State* unloaded coal for Mullen & Gatfield this week, the former 475 tons and the latter 600 tons. Mullen & Gatfield's derrick is now working all right and is engineered by Feriol King.

The schooner *Queen of the Lakes* cleared from Cleveland, O., on Wednesday with coal for Mullen & Gatfield at Sandwich. The schooner also brings up the revolving derrick to be used by the new firm at their Sandwich dock. It is brought in pieces and will be put together at Sandwich. Work is progressing favorably at the new dock but it will take nearly a week to put the derrick together after it is landed.

During the first part of the week three different dredges passed up the river on their way to points between Detroit and Pt. Huron, to be engaged in the work of deepening the channel. It is expected that the work of dredging from Ballard's Reef to Bar Point will not be commenced before the 15th of May.

The *Wyandotte* made a trial trip on the river at Detroit last Saturday afternoon to try her new engines and wheel, after which she came down to Amherstburg and started on her first regular trip Monday. It is said that her coal consumption is much greater than formerly. Capt. Desana is again pulling bells, J.H. Pray is punching tickets and J. Holder has charge of the engines. The boat leaves the dock at foot of Gore Street at 7 a.m. and returning leaves Detroit at 4 p.m.

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April 28, 1893

The schooner *Queen of the Lakes* arrived at Mullen & Gatfield's coal dock on Monday. She had, besides a cargo of coal, the immense thirty-five ton derrick that will be used on the dock at Sandwich. It will be placed in position at once. The

schooner unloaded the derrick at Sandwich and returned here and discharged her cargo of coal.

The water in the Detroit River Wednesday of last week during the eastern gale rose higher than it has been before in nine years. The strong east wind on Lake Erie lowered the water in Buffalo harbor so that all boats rested on bottom. At 3 o'clock in the afternoon the water came up again and floated them.

The Detroit Dry-dock Company closed a contract with J.F. Mathews for a single steel steamer, 253 feet long, 37 feet beam and 18 feet deep. The machinery is to be of the latest pattern, a triple expansion engine and boiler fitted with the Houden draught system.² This steamer is to be built to do a general freight business through the Welland Canal and will be completed next April.

The schooner *Danforth*, in tow of the tug *A.P. Wright*, went on the beach on Thursday night of last week four miles north of Chicago harbor during the terrific east gale. The *Danforth* has gone to pieces. She was owned by Capt. J.L. Higgin and was valued at \$20,000. She was of 715 net tons and was built at Tonawanda in 1872. The *Danforth* was out in the storm which caused the loss of the steamer *W.H. Gilcher* last October and lost all of her canvas, besides being otherwise damaged. Her cargo of 48,000 bushels of corn is, of course, a total loss.

The new steel "straightback" steamer *Selwyn Eddy*, just completed by the Detroit Dry-dock Company for the Eddy Bros. of Bay City, was out Wednesday of last week on her trial trip, which proved entirely satisfactory. The new steamer is the largest freight carrier floating on fresh water. She will carry the largest cargo of wheat ever shipped on the lakes. Her exact capacity is as yet unknown, but a close estimate places it at 150,000 bushels, or about 35,000 more than the largest cargo ever carried on the lakes. She loaded in Detroit for Buffalo at 1½ cts. per bushel.

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April 28, 1893

The steamer *John Duncan* was loaded at Chicago with 57,000 bushels of corn for Kingston on a draft of less than 14 feet. This is the largest cargo ever taken through the Welland Canal.

The Lackawanna liner *Scranton*, loaded with 2400 tons of coal and 120 tons of

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<sup>2</sup> a method of recovering some of the heat from combustion in the boiler which would otherwise go up the stack. It consists of an air heater and a forced draft fan in which fresh air passes through a chamber, separated from the burned gases by steel tubes, and heated to a higher temperature for combustion.



merchandise, went aground east of Bar Point Lightship last Saturday afternoon. She was released early Sunday morning by the *Saginaw*.

The steam barge *A.W. Lindsay*, loaded and bound down, ran aground between the Bar Point lighthouse and lightship<sup>3</sup> yesterday (Thursday) morning. Owing to the low water and heavy seas, she could not receive any assistance till last night, when the *Saginaw* went to her aid.

The barge *Tuxbury*, one of the consorts of the steamer *W.H. Sawyer* and loaded with coal for Green Bay, grounded at Turtle Island Light, near Toledo, Thursday morning of last week. The tug *Wales* released her on Saturday and towed her to Port Huron for repairs.

On Tuesday the tug *Sweepstakes*, Capt. J. Tormey, passed down with four lumber barges in tow - one of them bound for Toledo and the other three for Cleveland. After taking one barge into Toledo, she came out about dark with the other three, but when she was about four miles from Middle Sister Island the sea was running so high that she had to come here for shelter. One of the barges, the *Gould*, became waterlogged and was beached in Callam's Bay below town. Her deckload of lumber has been taken off.

The schooner *Newell A. Eddy*, in tow of the steamer *Charles Eddy*, broke away from the steamer on Thursday of last week and is now given up as lost in Lake Huron, off Hammond Bay. Considerable wreckage has come ashore on Bois Blanc Island<sup>4</sup> and on the mainland. The schooner had 81,000 bushels of wheat. The *Newell Eddy* was commanded by W.H. Burton and had a crew of nine men. She was worth \$70,000 and fully insured. She was the property of the Eddy Transportation Co. of Bay City. She was built two years ago at West Bay City and was a staunch boat and in good condition to ride out the gale.

The steamer *Ohio*, Buffalo to Chicago with coal, was towed into Detour on Monday, nearly a total wreck. R.T. Evans and four sailors were missing and were thought to have been lost. The boat was in command of Mate A.H. Sanghas. The *Ohio* had been picked up in the Detour passage by the tug *River Queen*. She left Buffalo Monday of last week and was caught in Lake Huron when the terrific gale of Wednesday night struck her. Her rudder was carried away and her machinery

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<sup>3</sup> refers to the Detroit River Lighthouse and the Bar Point Lightship

<sup>4</sup> refers to the island in the northwest corner of Lake Huron, not Bois Blanc Island in the Detroit River

knocked to pieces as she rolled in the trough of the seas. Two days, while the gales continued, she drifted absolutely helpless. Friday noon Captain Evans manned the lifeboat with four sailors and set out for Cockburn Island and it was thought that they were unable to reach the island. The men arrived at Cheboygan all safe on Tuesday after wandering around Cockburn Island for four days with nothing to eat.

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May 5, 1893

The steamer *Flora* will run between Bay City and Alpena this season.

The *City of Collingwood*, a new steamer built for the North Shore Navigation Company, was launched Wednesday at Owen Sound.

The commander of the tug *Sweepstakes* is Capt. Boutelle and not Capt. James Tormey, the latter being mate of the wrecking tug *Favorite*.

The schooner *L.T. Lamb*, bound down and loaded with lumber, grounded on the mainland on the side of Bar Point Tuesday. She was released by the tug *Home Rule*.

The Detroit & Cleveland Steam Navigation Company's steamer *City of Mackinac* was launched at Wyandotte Tuesday. She is a duplicate of the *City of Alpena*, recently launched.

The magnificent new steel side-wheel steamer *Chippewa*, built by the Hamilton Bridge Company for the Toronto & Niagara Navigation Company, was launched at Hamilton Tuesday.

Reid's wrecking tug *Sea Gull* was burned to the water's edge off Spectacle Reef, Lake Huron, on Sunday night. She was the largest tug on the lakes and was valued at \$30,000; insured for \$28,000.

The schooner *J.G. Kolfage* went ashore on Sunday night near Point Clarke, Lake Huron, in a fog. The *Kolfage* was built at Amherstburg and was called after the late John G. Kolfage, ex-Mayor. She was released without suffering any damage.

Capt. F.B. Hackett has brought the tug *Home Rule* up from the Welland Canal. She left Pt. Colborne on Friday morning and arrived here 25 hours later. This is good time considering the fact that one bucket was knocked off the screw wheel. The boat was taken to Detroit on Tuesday to have a new wheel put on.

The steamer *Sitka*, bound down, loaded with 85,000 bushels of corn, went ashore on the reef at Kettle Point, Lake Huron. When she struck the reef she knocked her forefoot off and leaked badly. She was out about two feet aft, having bounded over the reef. A wrecker went to her assistance and 18,000 bushels were lightered and she was released.

The *E.F. Gould*, which was waterlogged and beached below town, had 157,000

feet of lumber taken off and piled on Fraser's old dock. She was then pumped out, when it was found she was not leaking. On Tuesday she was reloaded and towed to Cleveland, to which place the lumber was consigned. Frederick Malcolm Archer had the contract of handling the lumber.

About 4 o'clock on Monday afternoon during the fog the Anchor Line steamer *Juniata*, loaded with 1800 tons of package freight and bound down, in rounding to in the river ran hard aground on a nest of boulders on the east side of Bois Blanc Island, opposite the waterworks. The *Wales* went to her assistance about 8 and, after pulling on her for three hours, released her.

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May 5, 1893

The Isaac Watt Wrecking Company have opened an office in Windsor where vesselmen can reach them by telephone day or night.

Wednesday night of last week the *City of Detroit* made the run from Detroit to Cleveland in six hours and fourteen minutes, averaging eighteen miles to the hour.

The steamer *Orion*, Capt. A. Milligan, has had a new engine put in at Kingston this spring and is expected to start about the 12th. She will tow the *Wauwahshene* while the steamer *City of Owen Sound* will tow the *Muskoka*.

The new freight steamer building in England for the Montreal Transportation Co. will be complete and was due to arrive about the 1st of May. She will be called the *Bannockburn* and will be commanded by Capt. A. McMaugh, formerly of the *Algonquin*.

Navigation on Lake Superior opened Saturday by the arrival of the steamers *City of Midland* and *Minnie M.* at Sault Ste. Marie. There is no ice above the "Soo" to interfere with the passage of boats. The northern part of the lake, however, was not clear and ice at Pt. Arthur was 42 inches thick.

The *S.S. Algonquin* has had a new stern put on in Kingston this winter, also her pilot house shifted from forward to amidship and steam steering gear added. Capt. James McMaugh, formerly of the steamer *Glengarry*, will be in command and Sam. Brisbon, formerly of the steamer *Seguin*, has charge of the machinery.

The big steamer *S.S. Curry*, built for Hawgood & Avery of Cleveland, was successfully launched at Wheeler's yards, West Bay City, Saturday afternoon. She is the biggest steamer afloat on the lakes. She is 378½ feet long, 25 feet molded depth and 45 feet beam. On a draft of 14 feet 6 inches she is expected to carry 3400 gross tons.

The steamer *City of Milwaukee* left Port Huron on the 28th for Milwaukee,

where she resumed her trips on the 1st of May between there and Grand Haven. About \$30,000 has been spent on the boat the past winter by the company to put her in first-class condition and increasing her cabin accommodation, and she is now furnished with an electric plant complete. C.L. Barron, formerly of Malden, is chief engineer.

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May 5, 1893

On Wednesday evening last the steamer *Energy* came over from Pelee Island and took on board at Mullen-Gatfield Coal Co.'s dock 100 tons of coal. The coal is to be used on the marsh drain pumps. Reeve Mickle informed us that it is impossible to get wood out of the bush and they are compelled to use coal to keep the pumps going.

The Dominion dredge *Ontario* commenced work last Friday opposite the foot of Gore Street and is deepening the channel down the river.

Owing to the heavy fog hanging over the river on Monday morning, the steamer *Wyandotte*, which went over to Wyandotte on Sunday evening with the visiting Oddfellows, did not return here and a number of persons who came down on Saturday evening had to take the M.C.R. back to Detroit. The steamer, however, came as far south as Grosse Île and made the trip from there.

The *Tom Adams*, Capt. D. Nicholson, lay at the dock here last Friday night. The boat was on its way to Duluth with a load of coal and had to wait at Detroit till Lake Superior was clear of ice. Capt. Nicholson says when coming down Lake Huron they were in the storm that caused the loss of the barge *Newell Eddy*. He saw the boat a short time before she was lost, but the sea was running so high that the *Adams* had all she could do to take care of herself and had to put back to Mackinaw.

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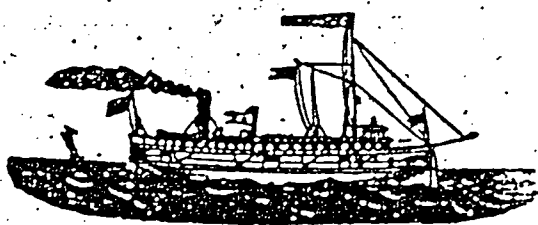
May 12, 1893

A Chicago despatch says:-No signs of any improvement in the movement of grain were apparent. "The boats must tie up and that is all there is to it," said a prominent shipper.

They are coming our way. On Wednesday the fleet of Columbus relics, the caravels, started from New York for Chicago by way of the St. Lawrence River. The *Pinta*, the *Nina* and the *Santa Maria* will pass up the Detroit River.<sup>5</sup>

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<sup>5</sup> see centrepiece for photo



**Steamer Wyandotie.**

**AMHERSTBURG TO DETROIT.**

The steamer leaves Gore street dock at 7.00 a.m., calling at Grosse Isle and Wyandotte, arriving at Detroit at 8.45. Returning, leaves Detroit at 4.00 p.m.  
 Fare for the round trip, 75 cents.  
 Single fare, 50 cents.  
 J. HOWARD PRAY, Clerk. CAPT. J. DESANAY, Master.

Advertisement in the *Amherstburg Echo*, May 12, 1893.

The steamer *Energy* last week brought another pump from Chatham for use at the marsh. On Thursday the steamer took a load of cattle from here to Leamington for Wm. Wigle and she leaves today (Friday) with a load of stone for Chatham, returning with the third pump for use in the marsh.

Several boats paid off their crews at Cleveland and at other ports on Lake Erie and have gone into ordinary.<sup>6</sup> Among them were the *Craig*, *Lansing* and *Moore* at Cleveland, *Louisiana* at Toledo and *Aberdeen* at Buffalo. Their owners declare that they will not start again until the situation improves.

"Capt. J.S. Hendrie, vice-president of the Hamilton Bridge Company, interviewed the ministers on the tariff discrimination and marine laws which discourage shipbuilding. Under the present laws an American vessel can register either at the Bahamas, Bermuda or Newfoundland as a British ship and come up here to do coasting trade without paying any duty." Why did not Mr. Hendrie name

<sup>6</sup> laid up

a case? There is the C.P.R. car ferry *Michigan* registered at London, England, and takes the place of a Canadian-built boat, and no duty was paid.

The *Arundel* is now carrying passengers from Detroit to Port Huron for 25c. and the war has only commenced.

The Northwestern Transportation Company's steamers *E.M. Peck* and *Fayette Brown* left Detroit Saturday for Duluth.

The steamer *Eber Ward* after a very hard time arrived at Marquette Sunday night. She is the first boat of the season to reach that part and the passage through the ice was made by the crew with saws.

War has been declared on the Detroit and Port Huron route between the owners of the steamers *Riverside* and the Star line. The *Riverside*, it is said, will begin to run from Port Huron to Detroit this week and reduction of rates will probably follow.

Three small lightships to replace the floats now used to mark the Lime-Kilns Cut, Detroit River, are being built under the direction of the lighthouse board by the Davis Boat and Oar Company of Detroit. The cost is \$2980 for the three and they are to be completed this week.

It seems almost certain that no boat will get into Duluth from the lower lakes for some days yet unless the ice is moved out or broken up by a storm. On Sunday five steamers could be seen on the outer edge of the ice floe, probably fifteen miles from the piers. They were the *Northern Queen*, *Uganda*, *Tom Adams*, *Mecosta* and one other. The *Fisk*, with a cargo of flaxseed, left Duluth Sunday afternoon, being the first vessel to leave. She got about five lengths into the ice and was held fast there about a quarter of a mile from the shore.

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May 19, 1893

The barge *B.L. Pennington* is loading the largest cargo of coal ever taken through the Welland Canal at the D.L.&W.⁷ trestle at Oswego. It will be between 1800 and 2000 tons. The steamer *Viking* established the record two years ago by taking 1659 tons. The *Pennington's* cargo is consigned to Duluth.

The owners of the schooner *Hattie Wells*, sunk last fall five miles from Point Pelee, have decided to have the hull raised. The schooner was loaded with hardwood lumber which was insured for \$6000, but there was no insurance on the

⁷ Delaware, Lackawanna & Western Railroad

boat. The Westcott Wrecking Company will raise the boat by means of pontoons.

The new fire boat for Detroit was launched at Toledo on Monday. "The *Detroit*" is 120 feet long, 20 feet beam and 10 feet deep. She is fitted for eight lines of hose at the bow and three on each side and her pumps have a pressure of 400 pounds to the square inch and will throw a stream of water powerful enough to pierce a brick wall at a distance of 20 feet.

The steamer *A. Everett* had a run for life Sunday night on Lake Superior. She was bound for Duluth with the barge *Sophia Minch* in tow and encountered a huge ice floe which punctured a hole in the steamer below the water line. The water gained so rapidly on the pumps that the fires were put out and it was with difficulty that the steamer was beached about two miles from Two Harbors. The beach at that point runs out to a depth of fourteen or fifteen feet and then drops perpendicularly into very deep water. She was resting with thirteen feet under her bows and amidship and thirty feet under the stern - a most perilous position on account of the danger of breaking in two.

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May 19, 1893

**LOST IN LAKE ERIE.-**GEORGE O'ROURKE, FORMERLY OF AMHERSTBURG, AMONG THOSE LOST IN THE STORM ON WEDNESDAY.-A distressing accident occurred at Conneaut, about sixty miles east of Cleveland, on Wednesday. The tug *Walter Richardson*, dredge *Continental* and a scow were anchored at Conneaut harbor Tuesday night. Owing to the very heavy rains during the night, the creek rose rapidly and at 6 o'clock next morning the scow was carried out into the lake with the tug. In cutting away from the scow, the tug wheel was disabled and the tug washed ashore. The crew was saved. The dredge was carried into the lake and immediately capsized. There were seven persons on board, two of whom were washed ashore on the wreckage. The five others perished. A list of the drowned is as follows:-Arthur Wilson, captain, aged 30, of Philadelphia; George O'Rourke, aged 27, of Detroit; Joseph Fife, 25, of Conneaut; Maggie White, cook, 40, of Cleveland; and a watchman, name unknown. The sea was running heavy and no bodies have been recovered. The two men saved from the dredge were terribly exhausted. The dredge was owned by J.F. Baldwin of Rochester and valued at \$20,000 and is a total loss. George O'Rourke, one of those who perished, was the second eldest son of the late C.W. O'Rourke of this town and was engineer on the lost dredge. He was single and made his home with his mother, who moved to Detroit a few years ago. George was a quiet, industrious young man

and was in the employ of Dunbar & Sullivan when their dredges were at work at the Lime-Kiln Crossing above town. He was engaged last winter on the M.C.R. car boat at Windsor and this spring accepted the position on the dredge he held when the terrible accident took place. The dredge lay here for some days last month. He was a member of Amherstburg Branch No. 3, C.M.B.A., in which he was insured for \$2000. His brothers are all employed in either Detroit or Windsor, and on Wednesday night his brother Thomas went to Conneaut to make an effort to get the body. If the body is recovered it is the intention of the relatives to bring it here for interment in the R.C. cemetery. Mrs. O'Rourke's many friends and acquaintances in town will sympathize with her in her bereavement. Peter Laird and Frank Meloche of this town were members of the crew of the tug that was wrecked. Peter sent a despatch to his relatives here on Wednesday that he was all right and that Frank was also safe.

In addition to the above accident, six lives were lost at Cleveland. Two men were in a rowboat in the river when one of the oars was broken and the boat and its occupants were carried out into the lake. The life-saving crew immediately put out to the rescue but when out of the mouth of the river one of their oars broke and the boat was upset. Four of the life-saving crew and two occupants of the rowboat were drowned. The Cuyahoga River was swollen to twice its normal size and millions of feet of building material was carried out into the lake from the mills on the banks of the stream.

At Ashtabula harbor the schooner *Pelican*, ore-laden, foundered as she was entering the harbor and three of the crew, all from Cleveland, were drowned. The boat was well insured.

Reports from all sections of Northwestern Ohio tell of swollen streams and overflowed farmlands, but it is impossible to make an estimate of the damage. Neither is it possible to tell what the property loss in Cleveland will be, but it will be very heavy.

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May 19, 1893

Owing to the bad weather, Capt. F.B. Hackett has not yet been able to do anything with the wreck of the *Minnie Davis* at Bar Point, but as soon as the weather will permit, the captain has everything ready to go on with the work.

"The owner of the *Riverside* is thinking of putting a new boiler in her. With a little more steam power there would be few river steamers able to run away from her." Why not make a good job of it while they are at it and give her a new hull,

new decks and new cabins? The engines and anchors are all right.

The Star Line steamer *Idlewild* has commenced the season's business. The outward appearance of the boat is very different from what it was previously. In place of the straight, ugly sides forward of the wheels, which formerly disfigured her, the guards have been given a handsome turn the entire length.

On Sunday evening about 9:30 the steam barge *Edward Smith No. 2* called here with a number of her crew sick. She was bound down and had got quite a distance out into the lake where she left her tow barge and came back here. Dr. Bell was called and found that six of those aboard were suffering from choleric symptoms. A fuller examination, however, revealed the fact that they had been poisoned by eating canned corn. After she arrived here, four others were taken down. They were all treated and the boat departed at daylight.

W.H. Noble of the Marine Department, Ottawa, inspected the damages to Colchester Reef Lighthouse last week and found that the hoist and some of the stonework at the foot of the house were carried away. A new hoist will be put up and the damages to the washed-out crib sheet piled and re-filled with stone.

On Monday morning as the men were coaling the barge *Sir S.L. Tilley* at Mullen & Gatfield's dock, Silas Holbert came near meeting with a serious accident. Some of the men were drawing one of the large iron buckets from under the high dock when the catch which holds the handle in place hit against a post and the handle fell, the edge of it striking Silas in the right side of the face and scratching it badly.

The *Wyandotte* will likely commence her Sunday trips on Sunday, 28th inst. It is expected that the steamer will begin her two trips a day about the 10th of June. It is not decided yet what will be done about the trips to Amherstburg. The managers have the matter under consideration and are thinking of making only one round trip a day to Amherstburg. The steamer will, however, lie at Hickory Island overnight.

The steamer *City of Mt. Clemens* unloaded 240 tons of coal for the Mullen & Gatfield Coal Co. at Sandwich last week. The derrick is now in good working order and a gang of men have been taken up from here to work at the dock there. The steamer *A. Boody* arrived at the docks on Sunday with a load. Owing to the lack of coal there, boats had to be refused first part of the week, but everything is all right now and boats can be coaled with despatch at any hour, day or night. The fueling business here still keeps a-humming.

The *Marine Review* of Cleveland is among the most valued of our exchanges and is anxiously looked for each week. Last week's issue was a double number and

was accompanied by a beautiful lithograph supplement of one of the new passenger steamers building for the Northern Transportation Company. The supplements alone are worth more than the price of subscription, while the paper contains most valuable articles of interest to mariners. The *Review* will mail to any address extra supplements in a tube on receipt of 40 cents. Address, *Marine Review*, Cleveland, Ohio.

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May 26, 1893

The Welland Canal will be closed on Sundays from 6 a.m. until 9 p.m. this season.

The steamer *Jewett* will need twenty-six new plates as a result of going on Grosse Pointe. Repairs will cost \$20,000.

The Detroit and Cleveland steamers missed a trip on Thursday of last week, owing to the flood at Cleveland. This is very unusual. The boats changed ends by making an extra trip on Friday last.

The steamer *Seneca*, which went on the unknown shoal near Buffalo, was very badly injured. About twenty plates will have to come off her bottom. Repairs will cost nearly fifteen thousand dollars.

The whaleback passenger steamer *Christopher Columbus* arrived at Chicago on Thursday of last week, having made the run from the Straits in twenty-five hours. On a spurt she made twenty miles an hour.

The tugs *Onaping* and *Balize* cleared for Georgian Bay Sunday night. Both boats have season contracts; the *Balize* will tow rafts from the Bay to American ports and the *Onaping*, being a Canadian bottom, will be similarly employed on the Canadian side.

Capt. James Reid of Bay City has made another important acquisition of tug property and on Monday purchased from S.B. Grummond the steamer *Manistique* for \$30,000. The *Manistique* was especially designed for raft towing and goes to French River.

During the windstorm about noon on Tuesday, the large steam barge *Australasia* attempted to pick up her tow barge, the *Tasmania*, at anchor at Colchester, when the boom of the tow barge carried away part of the forward cabin and railing. The steamer came here to wait till the wind went down before making a second attempt.

The steamer *John Duncan* called in here on Tuesday evening. She was loaded with coal and when coming out of Erie she struck the dock, and as a result her stem was injured and she was leaking so fast her pumps could not keep her free. Diver

Peter Mero went down and stopped the leak.

Capt. A.F. Gardiner, general manager of the Grummond Line of steamers of Detroit, was in London, Ont., Friday, looking over the field for running a line of nightly steamers between Port Stanley and Cleveland. He has visited Port Stanley and St. Thomas and his impressions so far are favorable to the enterprise.

Capt. James Reid has bought in New York the iron tug *Protector*. She was built on the Delaware for a fire tug and is said to be a powerful boat. Her length is 128 feet, beam 23 feet and depth 10 feet. She has a 28 by 28 high pressure engine. Captain Reid states that he has contracted to tow the Spanish caravels from that port to Chicago with the *Protector*. Capt. Reid will use the *Protector* in his rafting business on Saginaw Bay and River.

The high wind on Tuesday morning at 8 o'clock blew the derrick on the Mullen-Gatfield Coal Co.'s dock at Sandwich along the track and against the bumper with such force as to break it. As a consequence, the derrick fell on to the dock, breaking it considerably, entailing a loss of about \$2000. The wind here was blowing at the rate of about 70 miles an hour. Some of the workmen were on the dock and near the derrick when it was blown down. The derrick had only been up a short time. It cost \$4200 and weighed about 34 tons. This will be a great loss for the company, as it will take probably two weeks to put it in shape. It was insured against fire but not against accident.

During the storm on Tuesday the schooner *R.J. Gibbs*, loaded with 310 tons of coal from Toledo to Algonac, foundered when a few miles below Bar Point. The heavy wind carried away all her sails and the sea washed over her decks. A flag of distress was hoisted and the crew were taken off by the steamer *Iron Chief*, bound for Toledo. The boat sank five minutes later and will no doubt be almost a total loss. She was commanded and owned by Capt. Pope of New Baltimore and carried a crew of three men. The captain's wife and another woman were aboard at the time.

The body of George O'Rourke, drowned at Conneaut Harbor on Wednesday of last week, was found at Gerard, 18 miles below the place of the accident, on Thursday at 6 o'clock p.m. Further particulars concerning the disaster are to hand, and it appears that when the dredge was blown out into the harbor and upset, George, who was a good swimmer, started out to reach the shore, as did also the rest of the crew, including the captain, Arthur Wilson, who was a poor swimmer. George was helping Wilson and had he left Wilson to look after himself he would have reached the shore in safety. Finally, George got onto a floating hatch and when

near the shore he jumped into the water, at that place only up to his arms. He was trying to encourage Wilson, who was farther out, to keep up, when the hatch was swung around by a breaker and struck him a heavy blow on the nose, breaking it and stunning him. The undertow carried him out into the lake. Wilson was unable to reach shore and he was also drowned. On the dredge was a dog owned by the owner of the dredge, Jos. T. Baldwin, and the body of the dog was found close to George's body on the beach at Gerard, 18 miles from the scene of the accident. It was at first thought that the dog was also dead, but on being rolled over and shook up so as to force the water out of him he came to. George's body was taken to Conneaut on Friday morning and from thence to Detroit on Saturday. His brother Thomas went to Conneaut and accompanied the remains to Detroit, from where the funeral took place on Sunday morning. The body was brought from the residence of his mother in that city to the R.C. church, Amherstburg, where services were conducted by Rev. Father Renaud, the interment taking place at the R.C. cemetery. About 50 members of Amherstburg Branch No. 3, C.M.B.A., of which deceased was a member, attended the funeral in a body. A very large number of vehicles followed the remains to their last resting place, and the pallbearers were Jas. I. Cousins, Joseph Robidoux, Noah Deslippe, W.J. Smith, Timothy Barron and Lambert Bertrand. Deceased was 27 years old last 4th of November and had been employed about four years with Mr. Baldwin on his dredge at St. Clair Flats. Last winter he was employed on Pelee Island and on the 11th of April he entered the employ of S.P. and L.A. Smith. He had been a member of the C.M.B.A. for six years. The body of the cook of the wrecked dredge was found in the cookhouse. Twice before the dredge sank the cook had been brought out of the cookhouse by George, but she went back there thinking it a safe place.

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June 2, 1893

Reciprocity in wrecking came into force between Canada and the States on June 1st.

The steamer *Greyhound* commenced running on the Toledo and Detroit route last Saturday.

The steamer *Riverside* went to Toledo Sunday, where she will be furnished with a new boiler, the intention being to increase her speed.

The wreck of the *Minnie Davis*, sunk below Bois Blanc Island, has at last been removed by Capt. F.B. Hackett, dynamite being used.

The steamer *Mary Groh* went to the wreck of the *Hattie Wells*, four miles from

Pt. Pelee, last week. This wreck is in bad shape and the *Groh* left on Saturday for Port Huron, where she will get a number of pontoons to be used in raising her. The Westcott Wrecking Co. are doing the work.

Capt. H.H. Pope, owner of the schooner *R.J. Gibbs*, ashore at Bar Point, was here on Tuesday looking after the wreck. The boat was uninsured and is in a bad state. She was stripped on Tuesday and her anchors and other articles brought here by Capt. F.B. Hackett. The wreck is just to the south of the channel and is in a dangerous place. Her owner will likely abandon her and thus give the Dominion Government another job.

The schooner *James R. Benson*, purchased by the Mullen-Gatfield Coal Co. last winter, was brought here on Saturday last by the steamer *Sir S.L. Tilley*. The boat left on Sunday for Cleveland for a load of coal for the company. She will carry about 750 tons and will be employed the whole season in carrying coal between Cleveland and the docks at Amherstburg and Sandwich. She arrived here on Wednesday with 600 tons.

A cargo of nearly 25,000 bushels of wheat was loaded into the steamer *Xania* and will go direct from Chicago to Norway. Last year a steamer brought over a cargo of merchandise from Norway and returned with wheat and provisions. These are the only vessels which ever made the journey between Scandinavia and Chicago. It requires about nine days from Chicago to the mouth of the St. Lawrence. The *Xania* coaled here on Monday night.

The U.S. Lighthouse Board state that the Detroit River lightships are due to be completed under the contract on June 11th. The Bar Point Lightship and the three lightships that are being built with the eleven-foot shoal appropriation are due to be completed according to the contract on July 29th. They will go into service as soon as practicable after these dates. The board will locate the new lightships as follows:-One of the Detroit lightships at Ballard's Reef and the other two at the Lime-Kiln Crossing. The Bar Point Lightship will be located near the present private lightship at Bar Point, and the three lightships built from the eleven-foot shoal appropriation will be located as follows:-One near Corona shoal, Green Bay, to be called Corona Shoal Lightship; one near Northwest shoal, foot of Lake Huron, to be called the Lake Huron Lightship; one near Poe's reef, Straits of Mackinaw, to be called the Poe Reef Lightship. The board states that it will not desire to renew its contract for the Lime-Kiln Crossing and Ballard's Reef lights after June 30th and that it will endeavor to do what appears to be its duty with regard to the maintenance of these lights after the last named date.

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June 2, 1893

The tug *John A. Macdonald* of Kingston left that port with a raft on Tuesday of last week and has not since been heard from. It is feared the vessel was wrecked in the storm.

The remains of Capt. Wilson, drowned off the dredge *Continental* at Conneaut, O., in the storm on May 17th, was recovered Thursday afternoon, nineteen miles east of where he was lost. The dredge has been raised and is being repaired at Conneaut. There is one body still missing.

Four steel ship-building plants on the lakes are idle, at Buffalo, Toledo and Chicago. Most of the yards engaged in construction of wooden vessels have already reached that condition. The Detroit, Cleveland, Bay City and West Superior yards are putting down no new work. The outlook for new work is not encouraging.

The steamer *Mohawk*, for the Western Transportation Co., was launched at Wyandotte, Mich., on Saturday. The *Mohawk*, when completed, will greatly resemble those famous steamers, the *Harlem* and *Hudson*, built at the same yard, the most successful package freighters on inland waters. The *Mohawk* is, however, considerably larger than those boats, being 310 feet over all, 42 feet wide and 24 feet deep. She will have a carrying capacity of 2300 gross tons and will cost \$225,000.

The Detroit & Cleveland Steam Navigation Company is now in its forty-third season, but with the opening of navigation each spring some new feature of improvement is found for the excellent service given by its different lines of passenger boats. In addition to the new steamers for the route between Detroit and Mackinac, a double daily service will be given between Cleveland and Detroit during July and August, connection being made at Put-in-Bay between the boats leaving Cleveland and Detroit each morning and the regular night run continuing on last season's schedule.

Articles of incorporation of the M. Cavanaugh Wrecking Co. have been filed at Trenton, N.J. Capital, \$2,500,000. The company will engage in the business of raising sunken vessels by a novel method. Large rubber bags will be placed in the hold of a sunken vessel by divers. The bags are to be connected by hose with air pumps on floats at the surface and the air will be pumped into them. As the bags expand it is expected they will expel nearly all the water from the hold and give a sunken vessel sufficient buoyancy to cause it to rise to the surface. The company's first experiment will be made on the steamer *Oregon*, which was sunk off Fire

Island.

*Cleveland Marine Review*:-“What will become of Canada’s ship-building industry when, if present expectations hold good, the locks on the St. Lawrence system of canals are completed, three years hence, to 14 feet in depth and 255 feet in length? The Dominion has a few plants equipped for the construction of metal boats, but if our neighbors in the shipping business across the lakes are at present patronizing Clyde builders and bringing the vessels through the canals in sections, the custom will certainly increase when it will not be necessary to follow this expensive practice. In the meantime, it behooves American lake interest to keep an eye on protection to the coasting trade, which might be seriously hampered by cheap British-built ships, even of canal size.” Don’t be a bit alarmed, Mr. *Review*. When the Yankees want something good they buy such British boats as the *New York* and *Paris* - and then discover that they are only second-rate boats compared with the new British steamship *Campania*. There is no such thing as “cheap” British-built boats, such as the *Gilcher*, the *Western Reserve* or the *Brunswick*. What’s the matter with the *Rosedale*, the *Campania* and the *Algonquin*?

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June 2, 1893

DEEPENING THE CHANNEL.-L.P. & J.A. Smith of Cleveland have commenced work on deepening the channel at this end of the Detroit River. The territory for which they have the contract extends from Bar Point to the Lime-Kiln Crossing. The channel will be dredged to the depth of 20 feet the entire distance and the work will last two years or more. One of their dredges, *No. 9*, with the tug *L.P. Smith* and dump scows, arrived here on Saturday last with L.P. Smith in charge. On Tuesday, with the engineer in charge of this end of the route, they staked out the work at the mouth of the river and on Wednesday *No. 9* began dredging 2000 feet above the Bar Point light and will work northward. The earth dredged will be dumped over near Point Mouilli. It is expected that a much larger dredge will be brought here in a week or so. *No. 9* has an electric plant aboard and it may be that the dredging will be carried on night and day after a while. When in full blast, Messrs. Smith state that they will employ about 50 hands and they will get most of those from Amherstburg.

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June 9, 1893

The *Selwyn Eddy* took 32,000 barrels of flour from Duluth, breaking the record of the *Gilbert* by 2000 barrels.

The steam barge *George T. Hope*, coal-laden and bound up on Friday morning, struck an obstruction at the Dummy and broke a bucket off her wheel. She left her consort outside and made her way here, from where she was towed to Detroit by the *Saginaw* to have a new wheel put in.

There is but little doubt that a Detroit schooner sunk by collision with the steamer *Corsica* ten miles south of Thunder Bay Island early Friday morning was the *Corsican*, owned by Capt. S.B. Grummond of Detroit. A telegram to Capt. Grummond from Cheboygan, the *Corsican*’s destination, says that she has not arrived at that port.

The Department of Public Works, Ottawa, has issued notice to vessel masters directing attention to the existence of a submarine telegraph cable laid between Pelee Island and the mainland. It is laid from Point Pelee nearly parallel with the sandbar for half the distance to the Dummy Light, thence southwesterly, passing slightly to the westward of the middle ground, to the North Point Lighthouse on Pelee Island. Anyone who wrongfully or by culpable negligence breaks or injures a submarine cable is liable to fine and imprisonment. In cases, however, of accidental fouling with the cable, owners of vessels who can prove having sacrificed an anchor in order to avoid injuring the cable will be compensated therefor, if the claim for such compensation is supported by the evidence of the crew and covered by a declaration made to the proper authorities. Where damage has inadvertently been done to the cable with the object of saving life or preserving the vessel, the circumstances should be reported to the Superintendent of Government Telegraphs, Ottawa, in order to avoid the inconvenience of prosecution.

There seems to be quite a bit of trouble over the wreck of the schooner *R.J. Gibbs*, that went ashore at Bar Point on May 23rd. Capt. H.H. Pope, the owner of the boat, claims that on May 30th he went to the scene with the steamer *Fern* to survey the damage, but when he arrived there, Capt. F.B. Hackett with his tug *Home Rule* was working on the wreck. He had nearly stripped the boat and had also made fast to the schooner and given a pull which, Mr. Pope says, resulted in tearing nearly all of one side out. Pope at once consulted Hanna & Cowan of Windsor, who notified Capt. Hackett to cease work. Pope reported to Consul Hine of Amherstburg and Collector Gott took possession of the stuff taken from the wreck, which Consul Hine will report to Washington. Mr. Pope is anxious to find out who will recompense him for the injury done his schooner. On the other hand, the Canadian Customs authorities claim that the owner has laid himself liable to a big fine by not himself making proper report of the wreck and maintaining lights on the wreck.

Collector of Customs Gott notified personally Capt. Pope that he would be held for all expenses incurred by the Government of Canada regarding the navigable waters by keeping a light on the wreck and the removal of the obstruction. Collector Gott had Capt. Hackett strip the vessel and then reported the case to the Minister of Marine. The boat was uninsured and so badly damaged that the owner would likely abandon her.

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June 9, 1893

The *Wales* went to Pigeon Bay yesterday (Thursday) to assist the *Mary Groh* in her attempt to raise the *Hattie Wells*.

The steam barge *Juno*, loaded with coal, grounded on the foot of Fighting Island on Wednesday night in the Canadian channel. The *Home Rule* released her yesterday (Thursday) morning.

There is now no doubt that the schooner sunk in Lake Huron by the *Corsica* was the *Corsican*, owned by S.B. Grummond of Detroit. Her master was Captain Bernier, but the names of the crew are unknown.

The steel steamer *Alva*, building for M.A. Bradley, was launched on Tuesday afternoon by the Cleveland Shipbuilding Company. She is one of the largest boats the yard has ever built. She is 340 feet over all, 325 feet keel, forty-two feet beam and twenty-five feet deep.

There was quite a race between the *Wales* and *Saginaw* on Wednesday, the two boats leaving Windsor at the same time to go to the rescue of the *Manitoba* that was aground at Baby's Point in St. Clair River. When the *Wales* reached the St. Clair Flats, the *Saginaw* was a mile in the rear. The *Manitoba* had worked herself off before the *Wales* arrived.

ST. CLAIR AND ERIE CANAL.-The *Detroit Free Press* says:-"The first move in regard to the purchase of the right of way for the proposed canal from Lake St. Clair to Lake Erie was performed on Wednesday of last week, when C.C. Wyatt, the chief promoter of the scheme, secured an option from Banker John Curry of Windsor for the property that is to form the Lake St. Clair outlet and inlet. The property has a lake frontage of over one-eighth of a mile, just west of Stoney Point, and the price paid for the option, which has ninety days to run, was a very handsome one. Mr. Wyatt is a celebrated engineer and has been interested in some of the largest mechanical undertakings on the other side of the Atlantic. He has spent years in Africa and was one of the chief engineers on the Suez Canal. Mr. Wyatt says that the money required for the canal from Lake St. Clair to Lake Erie has

already been subscribed by capitalists from Minneapolis and New York, and that the necessary legislation has been promised them by the Dominion Government. Mr. Wyatt was in Ottawa a few days ago, and in company with Col Tisdale, M.P., who is very enthusiastic over the project, interviewed the different members of the Cabinet. Mr. Wyatt says that the scheme is of a most practical nature, the cut being fourteen miles in length with a fall of three feet. It is supposed that it will cost in the neighborhood of \$3,000,000."

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June 16, 1893

The barge *L.P. Betts* ran aground in Callam's Bay last Sunday morning and was released by the *Home Rule*.

The schooner *Adventure* grounded on the upper end of Fighting Island Sunday, but was released by the steamer *Energy*. The same schooner was released by the same steamer when aground in the river St. Clair on Saturday.

The World's Fair Excursion & Transportation Boat Co. on Saturday last came to grief and the business was put in the hands of the receiver. The company had four passenger boats - *Pearl*, *Newsboy*, *R.G. Stewart* and *Island Belle* - and ran from Chicago to Jackson Park.

The *Detroit Free Press* says:-"The *Manitoba* is a product of some British shipyard and is one of the finest steamers ever seen in this or any other lake port. She is well worth an inspection, both externally and internally." This is one of the boats the United States marine papers laugh at and class as a second-rate boat when compared with some of their steel crafts.

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June 23, 1893

A company is being formed to place a line of steamers on the route between Port Stanley and Cleveland.

The *Riverside*'s new boilers enabled her to beat her best previous time to Port Huron by 10 minutes. The boat, it is now claimed, will be as speedy as any on the upriver route.

The steamer *Pioneer* passed this port Friday morning at 9 o'clock with 1670 tons of ore, which she discharged at Cleveland, took on her fuel and again passed here, bound up, Sunday morning at 8 o'clock.

The survey of the Canadian Pacific steamer *Manitoba* to determine the amount of damage sustained by stranding on Bear's Rump Island was held by Frank E. Kirby and Capt. Daniel McLeod. The loss was placed at \$7850. The steamer is still

in dry-dock at Detroit.

The tug *Crusader*, owned by S.B. Grummond, has been fitted out and has gone into commission with Capt. John A. Miller in command and Benjamin Bird as engineer. The *Crusader* has been chartered by the Buffalo Fish Company and will carry cars of fish from Point Pelee to Detroit.

A strange steamer of a decidedly Canadian type passed up Friday night. It was the side-wheel, upper cabin steamer *North King* of Kingston, bound, as all strangers are nowadays, for the great White City. She had on board between 60 and 70 passengers, mostly Canadians from Kingston and vicinity, although quite a number were from the American side of the St. Lawrence. The *North King* is quite a comfortable, seaworthy-looking boat. She will remain at Chicago a week.

The *Marine Review* says:—"And so the government proposed to let Detroit River be a light unto itself after July 1st. Though it is known that the new lightships building for the Lime-Kilns and Ballard's Reef will not be out of the builders' hands till well into July, to say nothing of equipping them with lighting apparatus, the government has notified the Lake Carriers' Association that it does not propose to renew the contract for lighting these points which it now has with the Association and which expires with June. It can hardly be possible that they will be left dark for an indefinite time, but it looks as though they would unless something is done."

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June 23, 1893

The steam barge *S.C. Clark* was burned on Lake Huron off Port Sanilac on Wednesday morning. She is a total loss, was valued at \$15,000 and insured for \$11,000.

The tug *Home Rule* released the schooner *M.L. Breck* from the head of Bois Blanc Island Wednesday morning. She also released the schooner *John Rice* from Fighting Island.

The *North Star* arrived at Duluth at 9:20 Monday night, having broken the round trip record from Duluth to Buffalo. Her time was seven days, four hours and thirty minutes. On the voyage down she carried 40,000 bushels of wheat and 12,000 barrels of flour.

The schooner *J.R. Benson* arrived here yesterday (Thursday), loaded with 790 tons of soft coal for the Mullen-Gatfield Coal Co. The *Energy* with a load of 95 tons, also for the Mullen-Gatfield Coal Co., towed her up from Cleveland. The schooner *Gen. Franz Sigel* arrived here yesterday with 648 tons for O.W. Shipman.

A meeting of the Lake Carriers' finance committee was called for Tuesday last

at Cleveland, Ohio, to consider the Detroit River light question. The United States government declines to light the Lime-Kiln Crossing after July 1st until the lightships are ready, which will be several weeks later. Not enough members were present to make a quorum and the meeting was postponed.

The new steamer *S.S. Curry*, the largest freight boat on the lakes, passed down Sunday with 3852 gross tons of ore. It was thought by a good many people that placing the machinery amidships would interfere with rapid loading and unloading of the ship, but the cargo of 3852 gross tons of ore was taken out in thirteen hours, which is claimed to be the fastest work of the kind ever done.

The steam barge *Kitty M. Forbes*, with the four-masted barge *Mary McLaughlin* in tow and bound down, was passing the *Owego*, bound up, near the foot of Bois Blanc Island yesterday (Thursday) afternoon about 1 o'clock when the towline parted and the *McLaughlin* went aground on the Boston shoal on the east side of the island. The vessel is loaded with grain and was two feet out of water. The *Wales* went to her assistance last night to lighter part of the cargo.

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June 30, 1893

The barge *Mary A. McLaughlin*, aground on the Boston shoal on the east side of Bois Blanc Island, had a quantity of her cargo of wheat lightered onto the *Wales* and *Saginaw* last Friday and at 11 o'clock was released, the combined efforts of the *Wales*, *Saginaw*, *Energy* and *Kitty M. Forbes* being required to pull her off. The barge was towed to Fraser's old dock, re-loaded and resumed her trip to Buffalo.

Eighty-six schooners in the lumber trade are now lying in the Chicago River on account of the paralysis in the lumber trade. There are also several hundred idle sailors in that city.

The biggest grain tow ever on the lakes is on its way from Duluth to Buffalo. It is Davidson's Scotch tow, the *City of Glasgow*, *Aberdeen*, *Paisley* and *Dundee* with 261,000 bus. of wheat.

S.B. Grummond has put the steamer *Flora* in service between Cleveland and Port Stanley, Ont. She will make a trip each way every night. The *Flora* had been chartered to the collapsed Columbian Navigation Company at Chicago.

Orders have been received at the lighthouse inspector's office in Detroit to prepare one of the new small lightships for service at Ballard's Reef. The vessel can soon be got ready and will likely be in shape to replace the present light on July 1st.

On the 14th inst. there was an excursion from Detroit to Walpole Island on the steamer *Sappho*. There was a refreshment booth on board and those who had it in

charge were not content with selling temperance drinks but sold considerable Detroit beer. Walpole Island is in Canadian waters and Special Customs Officer McCloy, who is now operating in Windsor, heard of it and went to the island to investigate. The evidence he got was conclusive, and the Detroit, Belle Isle & Windsor Ferry Company were obliged to pay him \$450. The company had nothing to do with the refreshment booth, but the fact that it happened on one of their boats made them liable.

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July 7, 1893

Manager Gordon of the Lehigh Valley Line has decided to lay up part of the line's boats.

The propeller *Skater* left Manistee on Saturday, June 24th, for Petoskey on her first trip of the season. When 30 miles out she took fire and was almost entirely consumed. Loss, \$20,000; insurance, \$15,000.

The iron steamer *Roanoke* was on a reef off Leschenaux Island near Detour Passage, St. Mary's River, full of water. The *Roanoke* was en route to the island from Chicago for cedar. As the boat had no water bottom and her plating is of water thinness, many consider her release problematical. She is uninsured. The tug *Favorite* went to her relief.

Capt. Poitrais of the steamer *Ada* and Robert J. Tamman, both of Ottawa, were drowned in the Ottawa River.

The *Bannockburn*, a new steamer of the Montreal Transportation Co., intended for the lake carrying trade, arrived at Montreal on Tuesday from Middlesborough. She will be cut in two and towed to Kingston.

On Sunday night the large steam barge *Ira H. Owen* and on Monday morning the *Thos. Maythem*, each heavily loaded with ore, struck an obstruction abreast of Cedar Point, just above Sault Ste. Marie. Holes were stove in each of their bottoms and they were beached.

The *Hattie Wells* wrecking party on the *Mary Groh* went to Point Pelee with the pontoons early Tuesday morning to make another attempt to release the *Wells*. Stronger chains have, after a great deal of labor, been placed under the wreck and it is possible that this effort to float the wreck may be successful.

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July 14, 1893

The *Newsboy* has again been placed on the Detroit-Gibraltar route. Captain Chris. Moore is sailing her at present.

The steam barge *Wallula* was forced to lie at the dock a good part of last Sunday, owing to a breakage in her machinery.

The low freight rates have decided the Lake Carriers' Association to make a cut in the wages of seamen. The *Rube Richards*, *Kent* and *Michigan* will be laid up at Cleveland and the crew discharged.

The Detroit & Cleveland Steam Navigation Company commenced on July 13th double daily service, except Sunday and Monday, leaving the foot of Wayne Street, Detroit, at 9:30 a.m. and 11 p.m.

The little schooner *B.R. Davis*, loaded with gravel from Pelee Island, sprang a leak on Monday when just below Bar Point and was beached. She is in five feet of water and it will be necessary to get a sand sucker to lighten her.

On account of the 75 per cent reduction in grain freights and 50 per cent reduction in ore freights, the Lake Carrier's finance committee met at Cleveland Monday afternoon and reduced wages about 20 per cent, to take effect immediately.

The steamer *Manchester*, which has received rough usage by running on Eleven-foot Shoal near Escanaba, will be repaired at the Detroit Dry-dock. She is a composite vessel - that is, steel frame and wooden planking - and was built at Wyandotte in 1889.

Fully 1,000,000 bushels of grain arrived at Kingston from the West last week. The receipts were the largest ever received there in one week, and as a result many of the large grain carriers are lying waiting to be unloaded, as all the barges have been loaded and sent to Montreal and there is no place to store the grain.

Capt. F.B. Hackett's wrecking tug *Home Rule*, with a complete outfit, left Amherstburg at noon Tuesday for Point Pelee to complete the contract entered into with the Dominion government to raise the sunken schooner *Fayette Brown*, which foundered there two years ago.⁸ Her cargo of block stone will be taken out and the vessel will then be floated.

Capt. George Scott of the lighthouse steamer *Marigold* died at his home in Detroit Friday evening of typhoid fever. On the last trip of the steamer, he was taken sick at Duluth and this illness subsequently developed into the malady which caused his death. The captain was a Canadian by birth and a recognized authority on the navigation of the fresh water lakes.

A fire on Tuesday morning at Buffalo in the afterhold of the steamer *Russia* of

⁸ See Vol. III (3), page 48.

the Lackawanna Line damaged the cabins and upperwork of the steamer. The cargo was burned and so soaked that it will be nearly a total loss. The cargo consisted of glue, paper stock, sugar, salt and thirteen cars of clay. The upper works and cabin of the steamer are burned away. The loss on the vessel will be about \$10,000. The cargo is fully insured. It required six engines and seven tugs to drown out the blaze.

The Canadian steamer *Rosedale*, bound up without cargo for grain, ran at full speed on a shelving rock at the mouth of Knife River near Duluth at 10 o'clock Friday morning. She went out almost high and dry with her bow within ten feet of boulders on the shore. Her stern was unsupported and exposed to the sea. The *Rosedale* was built on the Clyde four years ago. She is of steel and is worth \$100,000. There was a dense fog when she struck. She was pulled off on Monday and taken to the dry-dock at West Superior.

The steamer *Philadelphia* by the parting of the wheel chains ran ashore early Wednesday morning on the old cribwork at the upper end of Windsor. The boat was nearly light and ran out so far forward that some strong pulling was required to release her. The ferry *Promise* and the *Saginaw* got her afloat shortly before 3 o'clock. The *Philadelphia* was apparently uninjured, although she was on a nest of rocks. The steamer is built of iron, but a year ago last winter her bottom was covered with oak planking, which has probably saved her owners a big bill of repairs.

The pontoons were alongside the *Hattie Wells* on Point Pelee and the wreckers were ready on Friday to attempt to lift her as soon as they pumped some of the sand out of the vessel. There is a good deal of lumber yet in her hold. The wreckers succeeded in lifting her on Wednesday. Her stern is all carried away and she was not worth raising, but the owner would have her raised and a good job has been done. The *Wales*, *Mary Groh* and *Home Rule* brought the wreck to the mouth of the river yesterday (Thursday) morning and from here she was taken to Port Huron by the *Wales* and *Mary Groh*.

By order of the U.S. Lighthouse Board, notice has been hereby given that on July 1st a light vessel was moored in about eighteen feet of water off the easterly end of Ballard's Reef, marking off from Grosse Île, on the west side of the Detroit River. The vessel shows one fixed red lens lantern light at a height of nineteen feet above the water. The vessel is a flat-bottomed scow with trunk cabin. The hull is painted lead color with the words "Ballard's Reef" in black; the lantern is suspended from a cross arm on an upright rising three feet above a square platform surmounting a tripod. During thick or foggy weather a bell will be struck by hand.

The lake carrying trade is now at a lower point of depression than at any time in its history since 1877. Freights of iron ore, grain and lumber are at the present time very scarce and are carried at a loss, and vessel owners all over the chain of lakes are seriously debating whether they shall lay up until times improve. They are in the same embarrassing position as the man holding the enraged bull by the tail - they will be hurt if they hold on and they will be hurt if they let go. The situation is novel as well as disagreeable and they have not yet made up their minds to any definite action. Under the circumstances, a decision is rather confusing, as there are hardly any precedents to follow. But a continued scarcity of freights will decide the question itself very quickly.

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July 14, 1893

Advices from Washington state that the Canadian Government have given permission to place the lightships in their positions at Lime-Kiln Crossing in Canadian waters. This ends the controversy over the lighting of the most important channel. Marine men at Cleveland claim that Captain Mahan had no authority to ask the Canadian Government for permission to place the lights where they are needed, as the point has always been claimed to be on the American side of the line. Ever since the United States Government finished the channel at the Lime-Kilns at the mouth of the Detroit River, the Lighthouse Board has been in a quibble over the lighting of it. In spite of the urgent request of vesselmen, Captain Mahan held that the point where these two lightships were to be placed was in Canadian waters, and he was deaf to the arguments that the point was claimed by the United States. The granting of permission by the Canadian Government removes all the trouble and one of the lightships has been placed in position.

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July 21, 1893

THE CHANNEL DEEPENING.-A Ghost Story from Cleveland.-The *Marine Review* of July 13th says:-"An international question has again arisen over the work of dredging one section of the 20-foot channel. Collector Gott of Amherstburg, Ont., has refused to allow the contractors on the Bar Point section, L.P. & J.A. Smith of Cleveland, to operate their dredges on a large part of the work contemplated in the vicinity of Bar Point and Bois Blanc Island, near the mouth of the Detroit River, threatening them with seizure if his orders are violated. It has been hinted that the contractors, who took the job at a low figure, prompted this action on the part of the Canadian collector, but L.P. Smith denies this charge and

says that his firm is ready, notwithstanding the small margin of profit, to push work on the contract if Gen. Poe will make arrangements that will permit of dredging in the disputed portion of the channel and thus give steady employment to the dredges. Although it is generally admitted that a portion of the Lime-Kiln Crossing in this same locality is in Canadian waters, no such question as that now brought up was heard while the improvements at the crossing were underway. Gen. Poe is fully informed on all matters pertaining to the present difficulty, but he has not answered the reports of the contractors regarding the action of the Canadian collector at Amherstburg, and it is not known whether the War Department has considered the conditions of enough importance to take up the subject with the Canadian Government."

On our interviewing Collector Gott and showing him this item, he was highly indignant and threatened to bring action against the publishers for libel for stating that his actions were prompted by contractors. He was not even spoken to by Mr. Smith before he took the initiative, and considerable correspondence has passed between the Collector, the Customs Department and Gen. O.M. Poe on the matter. On March 20th Collector Gott wrote the Government asking for instructions as to whether he was to allow American dredges with an American plant to operate in Canadian waters without being liable for duty on everything brought from the other side and used in connection with the work. On April 15th he received a telegram from the Customs Department as follows—"Allow no privileges for foreign dredges or plant to operate in Canadian waters without special orders from the Privy Council of Canada, as the matter is still pending." On June 1st a letter was received from the Department stating that the matter was still under consideration. Gen. O.M. Poe wrote the Collector, who forwarded the letter to the Department along with a letter of his own on June 23rd, requesting the Department to give a speedy decision on the matter, and on July 5th a message was received to allow Messrs. Smith to enter free of duty all supplies shipped to them from Cleveland for use in their dredging contract. As soon as he received the instructions, Collector Gott notified Gen. O.M. Poe, engineer in charge of the whole work, and also the Messrs. Smith. The dredging done by the Messrs. Smith previous to that time was in American waters, but they are now at work in Canadian waters. It was not with a wish to delay the work that Collector Gott took the first step, but that there might be as little trouble as possible. He considers that the *Marine Review* has attacked him in his official capacity and charged him with violating his official obligation and has instructed his solicitors to take action for libel against the publishers of the *Review* and other

papers that have published the story quoted above.

Collector of Customs Gott has instructed Solicitor D.R. Davis to bring immediate action for libel against the publishers of the *Windsor Record* for republishing the item above.

The [*Toronto*] *Empire's* Ottawa correspondent says:-"At the present time the American Government is engaged in deepening the ship channel in the Detroit River, a portion of the work being in Canadian waters near Bois Blanc Island. When the contractors attempted to bring their dredges and other material into the Canadian portion of the river, the Collector of Customs at Amherstburg asked for payment of duty. Inasmuch, however, as the American Government is defraying the expense of improving the channel within our territory, it would be an act of bad grace to insist upon the payment of duty, although strictly within the law. An order-in-council has accordingly been passed which provides 'that the supplies shipped to Amherstburg by Messrs. L.P. and J.A. Smith of Cleveland, Ohio, to be used in connection with their contract with the American Government in deepening the channel in the mouth of the Detroit River, in Canadian waters, be admitted free of Canadian duties.'"

WRECKERS AT WAR.-INJUNCTIONS IN ORDER.-The schooner *Fayette Brown*, owned by M.A. Bradley of Cleveland, loaded with block stone, was sunk on the night of June 4th, 1891, by collision with the steamship *Northern Light* in Lake Erie, about ten miles east of the Dummy in about ten fathoms of water. Bradley abandoned the boat and entered action against the owners of the steamer for the value of the schooner. The Ottawa authorities accepted an offer from Capt. F.B. Hackett of Amherstburg to remove the obstructions caused to navigation by the sunken wreck, he to take, as remuneration for his work, what he could save out of the wreck. He accordingly removed the more dangerous obstructions to navigation and Tuesday of last week he went down with the tug *Home Rule* and the small steamer *Fern* and the barge *American Giant*, Capt. Hemminger, with a derrick to raise so much of the schooner or her cargo as could be got at. Shortly after Bradley entered suit, the steamship company settled with him in full, but took an assignment of whatever interest he had in the wreck. When they heard that Capt. Hackett had resumed work, they instructed their agent at Detroit, Capt. Thomas Murphy, to restrain him from proceeding. An injunction was accordingly granted by Judge McHugh on Friday morning on the application of the Northern Steamship Co., restraining Capt. F.B. Hackett and Thomas Hemminger from working at or taking possession of the schooner *Fayette Brown* or the cargo, now lying wrecked on the

shore of Lake Erie near Point Pelee, and from doing any wrecking on her. Fleming, Wigle & Rodd are acting for the Northern Steamship Co. and their agent, Thomas Murphy of Detroit. Friday afternoon Deputy Sheriff Rumball and Lawyer Rodd went down to Point Pelee and served an injunction on Capts. Hackett and Hemminger. Work was suspended at once. The injunction will be heard in the Common Pleas Division at Osgoode Hall, Toronto, today (Friday). D.R. Davis and Henry Clay are acting for Capt. F.B. Hackett and have applied for an order of security for costs in the cause. We understand that the Ottawa authorities now decline to take any responsibility of contesting the case and have telegraphed Capt. Hackett that he must proceed on his own responsibility, which he will do and settle with them subsequently.

On Wednesday the Michigan Wrecking and Salvage Co. of Detroit sent the tug *W.F. McCrae*, schooner *Prussia* and a small lighter to Point Pelee to begin work raising the *Fayette Brown*. They were accompanied by a diver and intended going to work as soon as they reached the wreck. Thos. Murphy of Detroit is agent for the wrecking company, but the work is being done by a Canadian outfit owned by J.S. Nesbitt of Sarnia. Another injunction is now in order.

The *Toronto Empire's* Ottawa correspondent says:- "Some two years ago an American schooner called the *Fayette Brown* was sunk near Point Pelee, Lake Erie. A Canadian contractor named Nesbitt, who resides at Sarnia, has been endeavoring to raise the vessel. She is dangerous to navigation. Previous to Mr. Nesbitt taking action, the American owners asked permission to bring in United States plant for the purpose of raising the vessel. Mr. Nesbitt, however, stated that he had Canadian plant, but has since applied to the department to bring in plant from the United States. The collector of customs at Amherstburg wired the department that he had refused permission, but he was promptly informed that under the proclamation of the 17th May, providing for reciprocity in wrecking in contiguous waters, American plant can come into Canada."

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July 21, 1893

The tonnage through the canal at Sault Ste. Marie for the year ending June 30th is the greatest on record.

During the squall on Monday afternoon the mainsail and three jibs on the schooner *Unadilla* were blown away when she was near the Dummy. The *Home Rule* towed her to Detroit. She was bound for Marquette and was loaded.

The steamer *Rosedale* has about one hundred men working on her at Duluth,

repairing the injuries received at the mouth of the Knife River. Thirty of her frames are broken and about that number of plates will have to be replaced. Her repairs will amount to \$6500.

The Lake Superior Iron Company on Friday chartered seven vessels to carry ore cargoes at the rate of 50 cents per ton from Marquette to Cleveland and 40 cents per ton from Escanaba to Cleveland. The Escanaba rate, deducting for trimming and unloading, leaves 19 cents a ton for the vessel owner. This is the lowest point ever reached on the lakes.

The Great Northern Transit Company of Collingwood announce the withdrawal of the steamer *Baltic* from the Chicago route. The *Baltic* will now run to Sault Ste. Marie and Mackinac and with the *Pacific* and the *Atlantic* form a tri-weekly service between Collingwood and these ports. It is the intention of the company to keep up this service until the end of August.

A collision occurred on Wednesday night about nine o'clock about two miles from the Dummy light in Lake Erie. The steamer *Egyptian*, towing the schooner *Lizzie A. Law*, loaded with grain for Kingston, was bound down and met the steamer *Samoa*, towing the *David Vance*, bound up, loaded with coal, in the passage. The steamers passed each other but by some means the two schooners collided. They had their sails set and before they could be let down the vessels sank - the *Vance* in the passage and the *Law* in Pigeon Bay, the former in about 7 fathoms and the latter in 5 fathoms of water. The captain of the *Law* was evidently trying to beach his boat and thus got out of the passage. The vessel in the passage has her fore sail, mizzen sail and two jibs partly down, but the one in the bay has only her jib set. The *Samoa* passed here about daylight on Thursday morning, having on board the crew of the *Vance*. The crew of the *Law* was also saved. The *Vance* is in a very dangerous place for navigation, but a light was placed on her on Wednesday night and no doubt will be maintained. The sunken schooners are among the finest vessels on the lakes and the loss is very heavy.

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July 28, 1893

The steam barge *Ionia*, loaded with coal, lost her rudder when near Colchester yesterday (Thursday). The *Home Rule* and *Fannie L. Baker* went to her assistance.

Wednesday's *Detroit Free Press* says:- "The expedition working on the schooner *Fayette Brown* is meeting with a degree of success; up to Sunday last, ten blocks of stone averaging ten tons each had been taken off the vessel's deck. Stronger tackle was being obtained with which to lift the blocks out of the hold."

The *Vance*, sunk in collision at Pt. Pelee on Wednesday night of last week, was valued by the Inland Lloyds at \$25,000 and the *Law* at \$21,000. The *Law* had on board 50,435 bushels of corn, consigned to Buffalo and insured for \$21,182. The *Law* was owned by J.J. Ward of Chicago and insured for \$15,000. The *Vance* was owned by James McKenzie of Buffalo. Her coal cargo was insured with Worthington & Sill for \$75,000. The boat was insured for \$21,428. The owner of the *Law* has abandoned the wreck to the underwriters. Capt. J.J. Rardon, representing the underwriters, made arrangements with Capt. Hemminger on Monday to go to the *Law* and remove a quantity of the corn from her so as to prevent the corn from swelling and bursting the vessel. Capt. Rardon, with divers, went down on the tug *Wales* and examined the *Law*. A diver was sent down into the *Vance*'s cabin after the captain's effects but, strange to say, found the place empty. Everything was gone except the dining table. It looks as if some wrecker had been prowling around on Thursday night and had looted the vessel of what valuables he could lay his hands on. This could have been done in the darkness without fear of detection. An expedition will go down on the tug *Saginaw* to take the sails, rigging and anchors off the *Vance*. The small wrecking steamer *Fern*, with the barge *American Giant* and the tug *Home Rule*, went on Tuesday to strip the schooner *Law*. This is the only move made so far to do any work on either of the sunken vessels, although negotiations are going on between the underwriters and several parties for taking out the cargoes of both vessels. Wrecking companies are not very eager to contract for the work.

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July 28, 1893

The *Rosedale* came out of dry-dock at Duluth Saturday for repairs after being ashore at Knife River.

The Deputy Minister of Marine, William Smith, has ordered the keeper of Point Pelee to keep a light on the wreck of the *David Vance* in ordinary weather.

The bodies of three unknown men and portions of a vessel have been found on the south shore of Manitoulin Island, fourteen miles northeast of the Duck Islands.

Capt. Davidson has laid up the schooner *Aberdeen* at Bay City and discharged the entire crew. He will probably follow suit with the other vessels of his fleet in a short time.

Many of the large steamships are being laid up, owing to the low freights. The big *Livingstone*, *Palmer*, *John Owen* and *Emery Owen* are among those withdrawn. The *Spinner* will be tied up after this trip. Never were freights so low.

Commander R.B. Evans, Naval Secretary of the Lighthouse Board, was in Detroit last week. He is on a tour of general inspection around the lakes. The commander gave orders to have the two small lightships lying at the Detroit station prepared at once for service at the Lime-Kilns. But a short time will be required to get them ready.

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August 4, 1893

The contract for taking the 1500 tons of hard coal out of the schooner *Vance*, sunk in Pelee Passage, has been let to Parker & Millen of Detroit. Work has been commenced with sandsuckers. The coal was taken to Detroit.

The steamer *Argonaut*, loaded with corn from Chicago for Kingston, ran aground Sunday night on Grassy Island, near the lighthouse. She went out twelve inches all around and was lightered off by the wrecking tug *Saginaw*.

Capt. F.B. Hackett of the tug *Home Rule* on Thursday of last week picked up in the lake below Point Pelee and delivered to Collector of Customs Gott at Amherstburg the following articles:-Four doors, part of a broken cabin and a broken locker containing shirts, drawers, socks, handkerchiefs, etc., supposed to be from the wreck of the *Vance* or *Law*. They can be secured by the owners from the customs authorities.

The steamer *Fern* and the barge *American Giant*, with a load of corn from the sunken schooner *Lizzie A. Law*, passed up on Wednesday. The load was discharged at Windsor and sent thence by rail to Brantford, the cargo having been bought by the Corn Starch Co. of that city. After another load is taken out of the *Law*, preparations will be made to raise her. It is the intention to raise her by pontoons and Capt. Hemminger will do the work for the insurance companies that held risks on the boat. The *Law* is not very badly damaged. One sandsucker has begun work on the *Vance* and the hard coal will all be taken out of her.

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August 11, 1893

The steam barge *Arctic* and consort *Ketchum* ran aground on the foot of Fighting Island Friday night and were released by the *Saginaw* and *Home Rule*.

The first of the big passenger steamers for the Great Northern Line will be launched early in October at Cleveland and will be named the *North America*. The other steamer will be called the *Northwest*.

The steam barge *Mary Pringle*, owned and commanded by Capt. Thos. Currie of Port Huron, was burned to the water's edge at Port Huron Monday morning. The

boat was bound up light and was valued at \$12,000, being partially insured.

The *Fern* and *American Giant* went down on Tuesday to the wreck of the *Lizzie Law* with a lot of chains to be placed under the wreck. Another lot of corn has been taken out and the pontoons will be taken to Point Pelee to be used in raising the boat. Capt. Hemminger has the contract and expects to float her in a short time.

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August 18, 1893

At Cleveland the wages of tug captains have been reduced from \$100 to \$50 per month and of engineers from \$90 to \$60 by the vessel owners' towing company.

Capt. S.B. Grummond will station the tug *Champion* at this point with a wrecking outfit about the 1st of September, to remain the balance of the season. Capt. Jas. Jarmin will be in command.

The side-wheeler *Cambria* that is to ply between Sault Ste. Marie and Detroit and Windsor, touching at all Canadian ports, arrived in Windsor Monday and made her initial trip on Wednesday.

The steamer *City of Rome*, coal laden, grounded in the cut on St. Clair Flats soon after midnight Sunday, going on so hard that she could not be pulled off. She was lightered by the *Saginaw* and *Wales* and was released at 7 o'clock Monday night.

The steamer *Algonquin* is credited with covering the distance from Kingston to Fort William and return in twelve days, and this includes loading time. This is a good time for a Canadian freight steamer and beats the previous record by two days.

John Robendorf, a coal heaver, was killed in the hold of the steamer *Thomas Wilson* Monday morning at West Superior. The bucket had been filled and was going up when a detached gearing released it and the heavy iron bucket with about a ton of coal in it fell upon the unfortunate man.

Thursday evening of last week, when going down the river below Trenton, the *Newsboy's* shoe broke, letting the rudder drop out. The boat, thus disabled, ran aground near Calf Island. She had a large party of excursionists on board who were landed in boats. The *Newsboy* was taken to the Detroit Dry-dock where repairs were made.

The tug *W.F. McRae* brought the barge *Prussia* up here yesterday (Thursday) with a load of stone from the schooner *Fayette Brown*. The *McRae* has returned to the wreck, where another vessel is being loaded with the stone. The stone will be left here until the case between the Northern Steamship Co. and Capt. F.B. Hackett is settled.

At Osgoode Hall, Toronto, on Friday last, the case of Capt. T.J. Murphy of Detroit and the Northern Steamship Co. of Buffalo against Capt. F.B. Hackett of Amherstburg came up again for hearing. W.M. Douglas for the plaintiff moved to continue the injunction granted herein. W.H. Hunter for the defendant, contra. Order made on terms, the plaintiffs agreeing to bring the cargo and also the boat, if it be found profitable to raise her, to Amherstburg to abide the result of the action, the plaintiffs undertaking to go to trial at the coming Essex fall assizes, which begin on September 16th.

The plans for the lock-gates for the Canadian Canal at Sault Ste. Marie are now on view at the Department of Railways and Canals, Ottawa. It is expected that the total cost of the gates will not fall short of \$100,000. There will be, besides the main gates at each end of the lock, guard gates also and an additional set of guard gates at the lower or eastern end. The two lower main gates will each be 44 feet, 6 inches in height and the lower guard gate 27 feet, 6 inches. The upper main gate and the upper guard gate will each be 25 feet, 6 inches in height. By this arrangement it will be always possible to pump the lock dry in order to set right anything that may get out of order with the filling and emptying of valves, or any of the other mechanism of the lock below the low level.

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August 25, 1893

Collector of Customs George Gott is asking for tenders for the wreckage of the *Minnie Davis* and *R.J. Gibbs* at the mouth of the river, said tenders to be in by August 28th.

The *American Giant* took another load of corn from the wrecked schooner *Lizzie A. Law* to Windsor on Tuesday for transportation to Brantford. All the corn is now out of the *Law* and the wreckers have been putting chains underneath her to raise her, after which the pontoons will be sunk. Capt. Hemminger expects to have the boat raised by the 15th of September.

The Northwestern Transportation Company's steamer *Fayette Brown*, Capt. D. Girardin, arrived at Detroit Wednesday and was at once placed in ordinary, where she will remain until business revives, so she can be run without losing money for her owners. It is altogether probable that the other steamers of the company will also be tied up as soon as they finish the trips on which they are now engaged. The *A.G. Lindsay*, which has been engaged in freighting pulp wood all season, has also been sent to join the large fleet of idle boats at Detroit.

On the 4th of December, 1891, the steam barge *Ogemaw* cleared from Escanaba

with a cargo of about 1200 tons of iron ore for Lake Erie, and the same day, when about halfway between Point Peninsula and Poverty Passage, sprang a leak and sank in sixty-five feet of water. Last season the Murphy Wrecking Company of Detroit undertook to raise the vessel, but had to suspend operations until this summer, when the wrecking company set about the work with energy, which has been prosecuted until success has been practically secured. The steamer has been lifted and carried up Big Bay de Noque into shoal water under the shelter of Point Bluff, where the comparatively easy work of putting the boat into shape to be brought to Detroit is being carried on. The raising of the *Ogemaw* is a remarkable feat of wrecking, owing to the great depth of water and to the fact that not a pound of her cargo has been removed. The *Ogemaw* was built in St. Clair in 1881 and at the time of her loss was valued at \$35,000.

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August 25, 1893

The two leading transportation companies at Kingston have forwarded 13,000,000 bushels of grain to Montreal so far this season.

The *British Lion*, the barge seized at Sandwich for debt, has been released, a settlement being effected with the owners.

The steam barge *Oneida*, bound from Buffalo to Bay City, light, caught fire in the boiler house Sunday about noon when in mid-lake off Erie, Pa. Capt. Thos. E. Black and his crew worked to put out the fire, but without avail. The boat was owned by Davidson of Bay City, was originally built in 1862, was rebuilt twice and was valued at \$40,000.

The mammoth steamers *E.C. Pope* and *S.S. Curry* had a race on Lake Huron Friday. Both were loaded. The two boats left the Sault at daylight Friday morning and were at Port Huron at midnight. As they emerged from the Sault River, the *Pope* was slightly in the lead, but at the upper end of the lake the *Curry* got on even terms, and then came the tug of war. For hours neither could gain an inch of advantage, but finally the *Curry* began to poke her nose in front and gradually drew away from her rival. The *Curry* entered the St. Clair in the lead, but the *Pope* was close in her wake. As the *Pope* travelled close to an average of 17 miles an hour, the speed of the *Curry* can easily be imagined.

Secretary Charles H. Keep of the Lake Carriers' Association has made a comprehensive statement on the present depression in the lake traffic and the causes which have tended to produce it. He said the depression is due to the over-production of vessel tonnage. Since 1886 the new tonnage has not fallen below

50,000 tons per year, and has exceeded 100,000 tons. During the past twelve months more than 70,000 registered tons of freight carriers have gone into commission. Up to the present year the traffic has increased fully as fast as the tonnage, but this year there is no growth of traffic over last season. There has been no falling off in traffic, but neither has there been any increase, while there has been a large increase of tonnage to compete for it. In other words, there are about eleven boats for ten cargoes. The Sault Canal did the largest business in its history in July of this year and for the first time the freight traffic passing through it in a single month exceeded 2,000,000 tons. Speaking of the magnitude and value to the people of the lake carrying industry, Mr. Keep said that few people realized or appreciated it. The iron ore output from Lake Superior, nearly all of which is moved by lake, increased from 2,000,000 tons in 1880 to more than 9,000,000 tons in 1892. The value of the service to the country, he said, was best illustrated by a comparison on coal freights. A ton of coal is transported 1000 miles from Buffalo to Duluth by water for 25 cents, which is about one-thirty-sixth average rate per ton per mile collected on freight traffic by the railroads.

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September 1, 1893

Orders were issued from Ottawa Friday to maintain a light on the schooner *Vance*, which lies sunk in the Pelee Passage.

The British propeller *Lake Michigan*, which has been in service on the lakes for some time, cleared from Cleveland Friday with 5000 barrels of flour for Glasgow, Scotland.

The government dredge *Ontario* has commenced work at Rond Eau harbor. The excavated material will be employed to fill in and construct a dock for the railway company. The dredge will remain the balance of the season.

The remainder of the wet corn in the schooner *Law* will probably be pumped into the lake, as the owners of the stuff have been fined at Brantford for polluting the atmosphere at that place. There is very little corn left in the boat.

The propeller *Majestic* was 999 bu. short on her Chicago-to-Buffalo wheat cargo. The amount was at first reported much smaller. An effort will be made to recover it. The whaleback *Wilson* was 170 bu. short on her Duluth wheat cargo, most of it being wet.

Another large batch of boats have gone into ordinary at Cleveland. The Brown fleet, including the *Castalia*, *La Salle*, *Hackett* and *Brown*, have finished their ore contracts and are laying up, as are the *Pease* and *Planet* at Cleveland. The *Wasant*,



*Henry Richards* and *Queen City* are in ordinary at Ashtabula.

The barge *Companion* arrived at Detroit Friday with another load of coal from the schooner *Vance*. Diver James Quinn reports the removal of the coal from the wreck as being a very tiresome undertaking, owing to the fact that the work has to be suspended whenever there is any sea running. Mr. Quinn says the *Vance* is in good shape.

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September 1, 1893

The tug *O. Wilcox* sprang a leak ten miles above Sable Wednesday afternoon and sank in 150 feet of water. Capt. Richard Tobin and crew of 12 men took to the boats and arrived at East Tawas that night. The *Wilcox* was built in Detroit in 1869 by J.M. Jones and in her day was one of the best boats of her class on the lakes. Her owner, Timothy Hurley, expended about \$3000 in repairing the tug last winter and she was supposed to be in excellent shape for work. She had but lately entered upon a profitable engagement for raft towing from French River, which would have lasted the greater part of the season. The *Wilcox* was rated A 2 with a valuation of \$10,000 and was insured for \$8000, the risks being divided among a number of companies. She sunk in about thirty fathoms of water and of course will never be raised.

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September 8, 1893

Frank E. Kirby is drawing plans for a new boat for the Detroit, Belle Isle & Windsor Company. The new boat will come out next spring. She will be eighteen feet longer than the *Promise* and much faster and finer every way than that splendid ferry boat.

The steam barge *Arctic* sprung a leak off White Rock, Lake Huron, Tuesday morning and sank in deep water. The crew made a hasty run for their boats and all got on board the consorts safely. The *Arctic* was loaded with coal from Toledo for Escanaba. She is valued at \$25,000. Although built in 1864, she had an A 2 rating and was considered a good boat. Insurance, \$21,433.

The wreckers at work on the schooner *Law*, sunk near the Pelee Passage, are making good progress. The *Fern* and *Home Rule* left for the wreck on Wednesday morning with a number of pontoons from Port Huron. It was expected that she would be partly raised that day and if the weather is favorable she will no doubt be floating in a short time. The plan is to sink the pontoons, fasten chains under the boat, pump the water out of the pontoons and when they float, the boat is raised about three feet and pushed as far as possible up on the beach. Her bottom will then

be patched up and the same process will be reversed until the boat is afloat.

Lightship No. 59, which was built at Craig's shipyard in Toledo, passed up on Sunday for Detroit to be fitted out for service. It will be stationed at Bar Point shoal and will replace the present ship maintained there by the Lake Carriers' Association but owned by Capt. F.B. Hackett. The boat will be furnished with a steam fog whistle, which will sound at regular intervals of thirty seconds. It is expected that she will be put in position about the 10th of the month. The lightships at the Lime-Kiln Crossing to replace the floats at present kept by Duff & Gatfield are expected to be put in position about the same time. U.S. Secretary of the Treasury has appointed R.A. Dillon as keeper of the lightship at the northwest end and August Gruner as keeper of the lightship at the southwest end.

The Canadian Marine Department is asking for tenders for the removal of the wreck of the schooner *David Vance*, lying two miles west of the Dummy lighthouse, Lake Erie. This is about the cheekiest piece of business we have yet seen our American cousins play on the Canadian Marine Department. They were granted permission to work on the wreck, and they removed the cargo of coal and took the schooner's anchors, chains and everything worth taking, and they went off and left the old wreck for the Canadian authorities to remove from the channel and pay the expenses. The wreckers should not have been allowed the wreck or cargo unless they gave bonds to clear away the obstructions. Our Marine Department is about the showiest thing on earth. The sandsucker *Companion* went up on Monday with another load of coal from the wreck.

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September 15, 1893

STEAMER BURNED.-THE BYRON TRERICE BURNED TO THE WATER'S EDGE-THREE LIVES LOST, TWO BY BURNING AND ONE BY DROWNING-THE REST OF THE CREW NARROWLY ESCAPED WITH THEIR LIVES-THE BOAT A COMPLETE LOSS.-The passenger steamer *Byron Trerice*, owned by W.D. McRae of Wallaceburg, Ont., plies between Rond Eau and Cleveland. On Tuesday morning she brought up an excursion from the Eau and other lake ports to the Laurier demonstration at Leamington. At night she started out on her regular trip. The lake was very rough and after putting out a few miles she returned to Leamington and tied up there at the piers, which are a little distance from the dock. There were no passengers aboard. The crew consisted of W.D. McRae of Wallaceburg, captain; W.J. Powers, mate; J.B. Jackson, Detroit, purser; George Taber, Wallaceburg, engineer; George Shaw, Wallaceburg, and John Cronk,

Dresden, deckhands; and Miss Jennie Fennacy, Wallaceburg, cook. About two o'clock Wednesday morning, the crew were awakened to find the boat in flames. They had not time to dress themselves, but had to flee for their lives. It was impossible to reach the dock and all jumped into the lake but Shaw and Cronk, the two deckhands. They never awoke and were burned to death in their berths. Miss Fennacy, the cook, aged 22, jumped overboard with the rest, but was unable to reach shore and sank before assistance could be rendered. The other members of the crew swam ashore in their night clothes. Capt. McRae was the last to leave the vessel and tried to get at one of the lifeboats to go to the rescue of the girl, but was driven off by the heat. An effort was made to get a boat on the shore, but none could be found. The boat was burned to the water's edge and all the belongings of the crew were destroyed. The origin of the fire is unknown, but is supposed to have been caused by the explosion of a lamp which burns on the forward part of the vessel at night and which was upset by the rocking of the boat and ignited a barrel of oil. There was no watchman, owing to the fact that the crew were short-handed and the boat was tied to the piers. There was about 50 tons of coal on board and considerable wood, and these continued to burn all next day. The boat will be a total loss. She was owned by W.D. McRae of Wallaceburg, was valued at \$25,000 and rated A 1. The *Trerice* originally belonged to the Trerices of Dresden and plied from that port to Detroit. About seven years ago she was burned to the water's edge and the hull was purchased by John Nesbitt of Sarnia, who rebuilt it into a wrecking tug. W.D. McRae bought it and transformed it into a tow barge and later on into a passenger boat. For two seasons she ran between Wallaceburg and Detroit and Kelly's Island and a few months ago was placed on the Rond Eau-Cleveland route. Hon. A.B. Hardy and party were to have gone to the Eau on the boat.

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September 15, 1893

The Boston reef where the *Egan* struck on Sunday is a dangerous spot and should be dredged down. Some severe losses have been sustained by boats running on this shoal.

The steam barge *Hespeler* [*Hesper*] ran aground on the lower end of Fighting Island between 11 and 12 o'clock last (Thursday) night. She is loaded with iron ore and is very hard on. The *Wales* and *Saginaw* went to her and she is being lightered.

The lightships for use at the Lime-Kiln Crossing arrived down from Detroit and will be in position for tonight. They are each about 50 feet long, painted white and called the North and South lights. Each light has two keepers.

Some vessel, or perhaps a raft, has been foul of the sunken schooner *Vance*. Her mizzen mast is gone and the wreck is careened over to one side considerably. Bids for her removal will be received by Customs Collector Gott tomorrow (Saturday). The result will be announced from Ottawa in a few days.

The steamers *W.M. Egan* and *E.M. Peck* were going down the river side by side on Sunday afternoon about 4 o'clock when the *Egan* was crowded over on the Boston shoal on the east side of Bois Blanc Island and went hard aground. She was loaded with oats and two feet eight inches out. The *Saginaw* and *Philip D. Armour* released her on Monday morning.

Capt. John Oades, the oldest ship-builder on the lakes, died Friday night at his residence, 533 Champlain Street, Detroit, after a long illness. He had been ailing for the past two years, during which time the active management of his ship-yard at the foot of Dubois Street was looked after by his son Walter Oades. Capt. Oades was born 79 years ago in England.

The schooner *Lizzie A. Law*, sunk near Point Pelee, has been raised by means of pontoons by Capt. Hemminger, and the schooner was towed to the M.C.R. dock on Tuesday evening by the tug *Home Rule*. There is some corn still in her hold and the stench has been terrible. The boat is owned by the insurance companies who held policies on her and she will undoubtedly be put in shape by them. The corn is being taken out of the schooner and sent by rail to Brantford.

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September 22, 1893

The steamer *Nebraska*, with an insurance valuation of \$65,000, was sold at Chicago Tuesday by the United States Marshall for \$13,000.

The steamer *Brazil* struck an obstruction in the Soo Canal on Monday which ripped a large hole in her plates forward. Her water bottom filled and her cargo of ore is being lightered.

The small schooner *John G. Kolfage*, loaded with stone, is reported lost off the Fishing Islands in Lake Huron, with all hands. She was built at Amherstburg away back in the fifties and named after the late ex-Mayor Kolfage.

The large straightback *Selwyn Eddy* put on 125 tons of coal at Mullen-Gatfield Coal Co.'s docks on Sunday night. A number of large boats were tied up here that night owing to the heavy fog. The *Australasia* also took 100 tons fuel on Sunday morning.

The steam barge *Hesper* that was aground on the foot of Fighting Island was released about 6 o'clock on Friday night after a quantity of her cargo was lightered

onto the *Wales* and *Saginaw*. She was then brought to Amherstburg, re-loaded and resumed her trip.

The grain blockade at Ogdensburg is being felt at Kingston. The steamer *Niko*, from Chicago to that port, has gone to Kingston to lighten her cargo. The *Algonquin*, however, was unable to find room there to put her grain cargo and was sent to Ogdensburg. There she will have to wait for ten days.

Bids for removing the schooner *Vance* from where she lies sunk in Pelee Passage were received by the Canadian Minister of Marine Saturday but will not be considered, at least for some time. The underwriters owning the vessel will no doubt have permission to remove the wreck themselves, but they must use diligence in prosecuting the work.

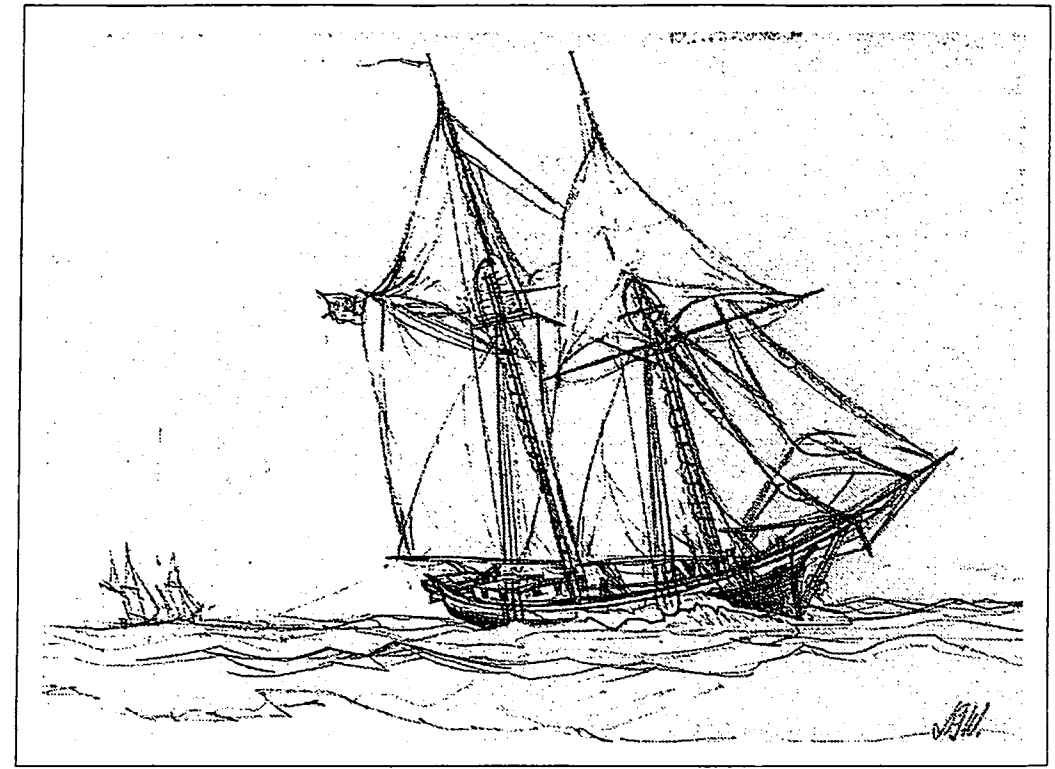
The Chicago Board of Marine Underwriters, which has been slow in raising grain insurance rates this fall, lost no time in doing so Monday when reports of the losses in Saturday's storm came in. The new rates are 45 cents to Sarnia, 50 cents to Georgian Bay and Lake Erie, 60 cents to Lake Ontario and Ogdensburg and 75 cents to Montreal.

The cargo of the schooner *Fayette Brown*, sunk in Lake Erie below Point Pelee, consisted of 176 blocks of stone. The wreckers have recovered about 140 of them and with a few days more favorable weather will have the work completed and will then be ready to begin the work of raising the vessel. The barge *Prussia* is still lying at the dock here with her load of stone taken from the wreck and will remain until the case is settled in the courts.

The steam barge *J.P. Donaldson*, with six consorts, all loaded with lumber, was going down the river on Wednesday afternoon and the steam barge *Owego* passed her when opposite the head of Bois Blanc Island. The suction from the *Owego* caused the tow line from the first to the second tow barges to break and one of the barges drifted aground near the head of the island. The *Donaldson* released her about 8 o'clock at night and the boats resumed their trip.

The tug *Jessie* reports that in Sunday's gale the barges *Bahama* and *Yankee* parted their tow lines and went ashore about 16 miles above Kincardine. They are high and dry and will be a total loss, as the bottom is pounded out of both of them. They are both owned by the Mills Transit Co. of Port Huron and are insured for their full value. The *Jessie* had a hard time to make Kincardine and when she entered the harbor she had four feet of water in her hold and the fires in the furnaces had just gone out.

The *Centurion*, which reached Chicago Tuesday afternoon from Bay City on her



Schooner *John G. Kolfage* racing the *Cataract* and *Vienna*.

Drawing by Loudon G. Wilson.

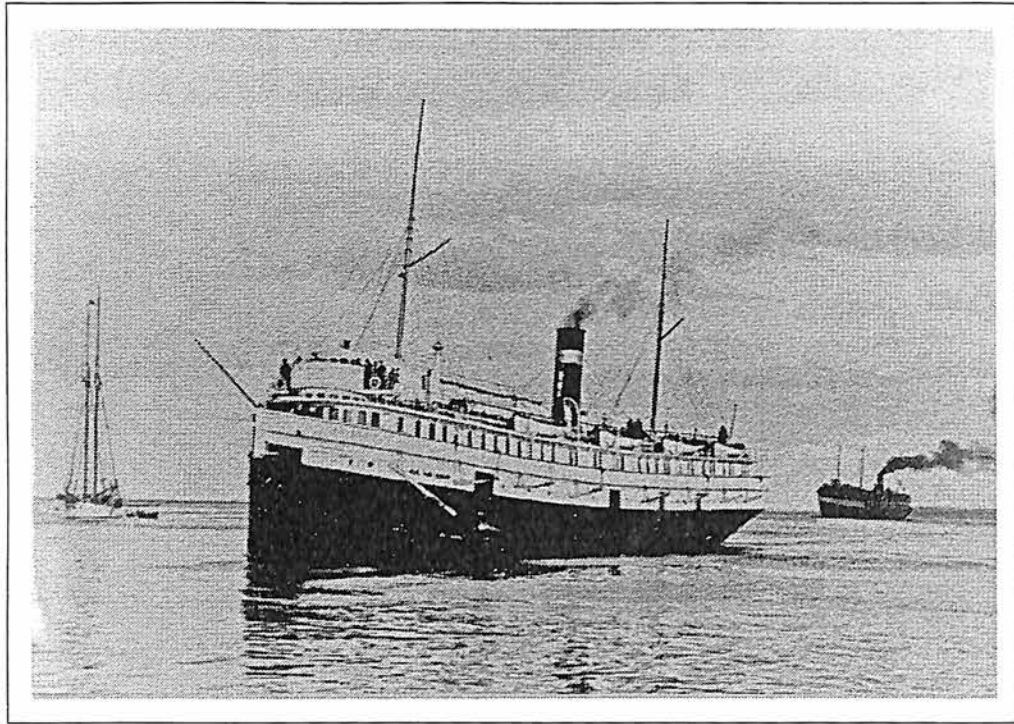
Courtesy Historical Collections of the Great Lakes, Bowling Green State University

"The 'Kolfage' was an unusual schooner. Her masts were not spaced like a traditional Great Lakes schooner, the main [mast] being farther aft - even more than the usual departure from 'coasting' tradition, which called for a monster main and a diminutive foresail. She would beat the 'Cataract' and 'Vienna', neither being unusual. The 'Cat[aract]' was quite bluff in the bow."

- Description by Loudon G. Wilson of the above sketch

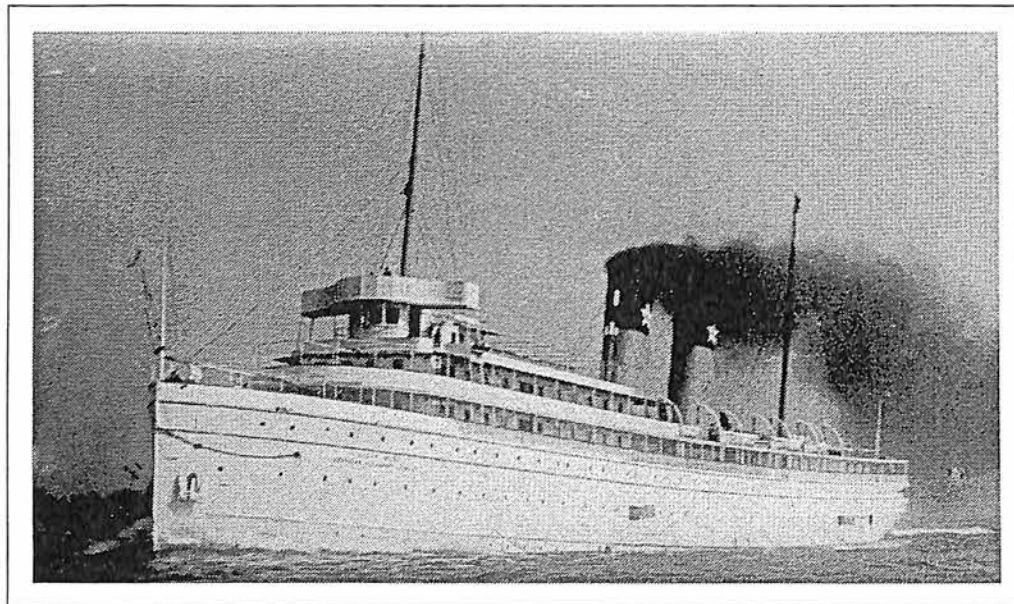
The Canadian schooner *John G. Kolfage* was built in 1869 at Port Burwell, Ontario; 109 net tonnage.

Mansfield, J.B. History of the Great Lakes, Vol. I. Chicago: J.H. Beers & Co., 1899. Reprinted Cleveland: Freshwater Press Inc., 1999.



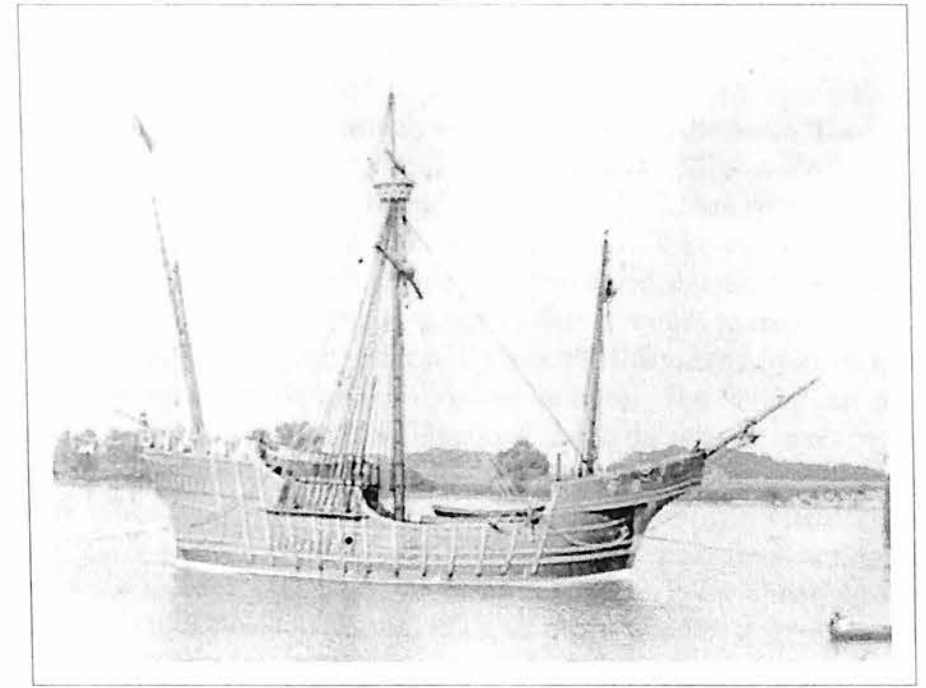
Steamer Majestic.

Dept. of Canadian Heritage: Fort Malden National Historic Site



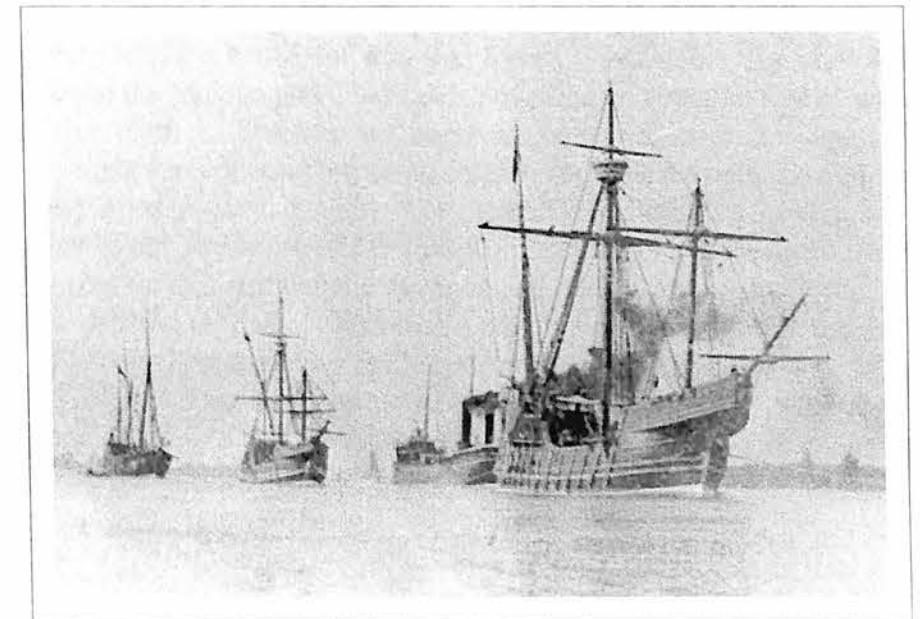
Steamer North West

Marsh Collection Society, P1159



One of the Columbus caravels passing Amherstburg on the way to Chicago's World's Fair, 1893.

Dept. of Canadian Heritage: Fort Malden NHS



Columbus caravels on their way to Chicago's World's Fair, 1893.

Dept. of Canadian Heritage: Fort Malden NHS

maiden trip, was too big to get into either branch of the river. The only place where she could be loaded was the Illinois Central elevators at the mouth of the harbor, and to get a cargo there she must needs wait until the corn came in from Nebraska and Iowa. Finally a clump of spiles which blocked the way in the south branch was pulled out and she was able to get up to Fourteenth Street. She is chartered for 155,000 bu. of corn. She is 379 feet overall and 45 feet, 2 inches beam.

The lightship for use at Bar Point shoal at the mouth of the river was placed in position on Monday. The ship is moored about one and one-half miles to the southward and westward of Bar Point, in about 17 feet of water, to mark Bar Point shoal, mouth of Detroit River. The vessel will show simultaneously from three lens lanterns encircling the foremast head a fixed white light. The focal plane of the light will be forty feet above the lake level and the light may be seen in clear weather to the observer's eye, 15 feet above the same level, 13½ miles. The vessel has two masts schooner-rigged and has no bowsprit. There is a circular black cagework day mark at the foremast head, a small black smokestack and the fog signal between the masts. The hull is black with "59 Bar Point Shoal" in white letters and figures on each side. During thick or foggy weather a six-inch steam whistle will sound blasts of ten seconds' duration separated by silent intervals of 30 seconds, thus: Blast, 10 seconds; silent interval, 30 seconds; blast, 10 seconds; silent interval, 30 seconds. If the whistle be disabled, a bell will be rung by hand.

On Sunday morning the steamer *Susan E. Peck*, bound up with 2200 tons of hard coal from Buffalo to Milwaukee, struck some obstruction near Colchester Reef and stove a large hole in her bottom. She began to leak very fast and the captain tried to reach the river, but could not, and was forced to beach her 1½ miles from Bar Point, opposite the Malden and Colchester Townline, in about 16 feet of water. Her decks are above water. The boat and cargo are both well-insured. Capt. Geo. McLeod of Chicago, representing the underwriters, came down with the *Saginaw* and three steam pumps on Sunday night. The pumps were placed on the wreck, but it was necessary to remove some of the coal from her hold to make room for the suction pumps, and for this purpose the services of a sandsucker were needed. No craft of that kind could be had at Detroit and Mr. Green, the owner of the *Peck*, secured two in Toledo Tuesday. The *Peck* rested on a clay bottom and was got off on Wednesday night. The *Peck* seems to run in very hard luck, every season meeting with one or more accidents. She was aground at the Soo two years ago and

blocked up the river so that a canal had to be made around her.⁹ The boat was brought to the dock here by the *Saginaw* and *Home Rule*. The two sandsuckers, *Laura D.* and *Walter D.*, were loaded with coal from the wreck, which they took to Detroit. Diver Quinn had patched up the hole, which was a large one, and four steam pumps have been kept at work at her.

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September 22, 1893

The *Mary McLachlan* loaded 100,334 bushels of corn at Chicago Saturday, said to be the largest cargo ever carried on a lake schooner.

The American tug *Geo. E. Brockway* of the Thompson Tug Line was seized at Sarnia last week by the Customs authorities for violation of the Canadian custom laws in wrecking at the steam barge *Miles*, aground in Sarnia Bay.

The *Buffalo*, from Chicago to Buffalo with grain and flour, sprung a leak in the gale on Saginaw Bay Saturday. She continued on her way to Detroit, where temporary repairs were made, and left for Buffalo Sunday night. The storm on Saturday caused very low water in Detroit River and there was considerable delay. The most serious cases of grounding were of the *Corsica* and *Grecian*. The latter had to lighten considerable ore, which she re-loaded at the Sandwich coal dock Sunday night.

The storm on Saturday played havoc with the raft towing on Saginaw Bay and Lake Huron. The tugs *Manistique* and *Protector* lost a large raft and tow line in mid-lake and the *Protector* had her rudder carried away. The *Manistique* towed her to East Tawas. The tug *Balize* lost a raft of a million and a half feet. The *Charlton* and *Niagara* were bringing a huge raft of 5,000,000 feet from Georgian Bay but were obliged to cut a \$3000 tow line, and the raft went onto the rocks in Georgian Bay. After it was released it was towed to East Tawas.

The big Anchor Line steamer *Codorus* and the *George Hadley* collided Sunday afternoon at the mouth of the east Minnesota slip at Duluth, sinking the *Codorus*. The *Hadley* was coal-laden and in tow of the tug *Buffalo* when the *Codorus*, with a full cargo of flour and bran, was in tow of the tug *Williams*. It is claimed that the engineer of the *Codorus* misunderstood the signals of his captain and ran his engines full speed forward when he should have backed. The *Codorus* shot ahead and the *Hadley* struck her just below the water line, about 100 feet from the stern,

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<sup>9</sup> See Vol. III(3), pp. 74-76 and 78.

just aft of the stem gangway. The captain made a desperate effort to get into shoal water before his boat sank. He fetched up in the slip, where she sank in 19 feet of water forward. All the cargo in her forward compartments was wet. The loss will approximate \$50,000.

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September 29, 1893

The little schooner *Kolfage*, which was reported lost with all hands on Lake Huron ten days ago, has turned up all right.

The steam barge *P.P. Pratt*, loaded with coal, went aground near Bar Point on Wednesday morning and was released by the *Home Rule*.

The Michigan Wrecking and Salvage Company will get \$4000 for raising and bringing to Detroit the schooner *David Vance*, sunk at Pelee Passage.

The steamer *Fayette Brown*, Capt. D. Girardin, that has been lying in ordinary at Detroit for some weeks past, went into commission again on Monday.

The barge *Hattie Wells*, which was taken off the beach at Point Pelee the past summer, has been thoroughly reconstructed at Port Huron and is again ready for business.

Three of the tow barges of the *J.P. Donaldson* - one light and two loaded - went aground near Elliott's Point yesterday (Thursday) morning, but were all released by the steamer.

The *Centurion* left Chicago Friday afternoon with 147,839 bushels of grain, drawing fifteen feet, 8 inches forward and sixteen feet, 5 inches aft. The *Selwyn Eddy* left South Chicago Thursday night with 149,185 bushels of wheat, corn and oats. The boats passed here on Sunday.

The water was very low on Sunday night and as a consequence the *E.P. Wilbur*, bound down with a load of flour and package freight, went aground near Bar Point. She was released on Monday night by the tugs *Wales* and *Swain* after the water had raised somewhat.

The schooner *H.G. Cleveland* sank at Kelly's Island on Sunday with a part load of stone. The *Saginaw* went to her assistance on Monday morning but owing to the heavy sea was unable to work at her. It was feared the boat would be a total wreck. She was released on Tuesday noon after a quantity of stone was thrown overboard.

There is a heavy movement of flour from Lake Superior. The Great Northern Line has 150,000 barrels at Superior and has chartered the steamer *Selwyn Eddy* for the remainder of the season. The last of the vessels laid up at Buffalo on account of the dull freight market is in commission, while only a few boats are now lying at

Detroit. Wheat rates went up to 2½ cents a bushel at Chicago on Wednesday and ore went up to 90 cents from Duluth.

A large quantity of the hard coal on the *Susan E. Peck* was put on the dock here and on Friday last the *Saginaw* towed the wreck to Detroit, the four steam pumps being kept in constant use. Arrangements were made for unloading the balance of the coal at Detroit and the boat has gone into dry-dock. She seems to have struck an immense rock fairly stem on, smashing the forefoot to pieces. This raised the bows up and she next struck on the port side about ten feet further back, crushing planking and frames in a foot or more. The damage extends aft in a straight line about two-thirds the length of the boat.

The case between the Northern Steamship Company and Capt. F.B. Hackett over the ownership of the wrecked schooner *Fayette Brown* was decided at the Sandwich assizes on Friday in Hackett's favor, and the steamship company will have to pay him for what work he did on the vessel, for his time in connection therewith and for all the costs incurred by him in the work up till the injunction proceedings were commenced. County Clerk Marcon is to take the reference and there is no appeal from decision of the court. D.R. Davis, W.H. Hunter, H. Clay and A.B. Aylesworth conducted the case for Hackett, while Fleming, Wigle & Rodd and Wallace Nesbitt acted for the Northern Steamship Co.

On Monday night about 9:30 at the mouth of the river, the tug [*Kitty*] *Haight*, bound down with the tow barges *Skylark* and *Lamb*, loaded with cement, met the tug *Jessie*, bound up with the barge *Schilde*, loaded with coal. By some cause the *Schilde* took a sheer and shot across in front of the *Skylark*, parting the tow line and striking the *Skylark* on the starboard side forward. The *Lamb*, unable to stop her progress in time, also mixed up with the other two barges. When they got separated, it was found that the *Lamb* had her boom knocked off, but was not leaking; the *Schilde* had her cabin torn away and mizzen mast broken off about ten feet from the deck; and the *Skylark* had a large hole torn in her above the waterline. The two latter were leaking badly, the pumps were put to work and they were at once brought to port here. The female cook was in bed in the cabin at the time and escaped with no injuries, though how she did so is a miracle. The *Schilde* is owned by Mr. Nesbitt of Sarnia and the *Skylark* and *Lamb* by Robt. H. Jenks of Cleveland. The two barges were taken to their destinations on Tuesday.

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September 29, 1893

**Tug Boat on Fire.**—The tug *Home Rule*, owned by Capt. F.B. Hackett, had a

close call from being destroyed by fire on Sunday morning while lying at the dock at the rear of the waterworks lot. The tug had been at Bar Point the previous night and on her return to the dock shortly after midnight, the fireman drew out the ashes and banked up<sup>10</sup> the fire, as is usually done. About 9:30 the fireman, Henry Bernard, was the only one aboard when he noticed that there was a fire in the fire hold. He at once blew the whistle, then started to try and put out the blaze. In a short time the alarm became general and the hose reel was brought down by the firemen and citizens. The steamer *Imperial*, which had steam up and was ready to go to Windsor, also rendered assistance and it was only a short time before the fire was all out. It was caused by a live coal getting between the boiler and the bunker boards, which are of pine, and had it not been noticed at once, the boat would have been destroyed. As it was, some of the asbestos on the boiler was knocked off by the water, and the woodwork of the engine room and fire room burned. The boiler is not likely injured. Capt. Hackett estimates his loss at \$200. The boat is insured in the Western Assurance Co., Falls Bros., agents, for \$6500.

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September 29, 1893

Hackett vs. The Northern Steamship Co.—This case arose out of the wreck of the *Fayette Brown* in Lake Erie. It is claimed that the owner, M.A. Bradley of Cleveland, abandoned the sunken schooner to the government, who contracted with F.B. Hackett to remove the obstruction from the channel. Then Bradley, it is alleged, sold the boat to the Northern Steamship Co. of Buffalo. Hackett attempted to remove the wreck and was enjoined from so doing and as a result the matter has found its way into the courts. The correspondence with the government was put in and argument made and the case was referred to Mr. Marcon for adjustment. This was the last case tried and the court rose about four o'clock.

A queer-looking craft passed down the river on Monday evening. It was the stern-wheeler *Valley City* from Grand Haven, Mich., bound for Toledo for use on the Maumee River. She is flat-bottomed and will draw very little water, the freight being carried on deck like the Mississippi boats. She is propelled by one paddle-wheel, placed at the stern and the full width of the boat. She has been in use on the Grand River in Michigan and was the first paddle-wheeler many old lake steamboat

¹⁰ Banking a boiler's fires allow the boiler to "idle" yet remain hot and nearly up to pressure for immediate use. The fire box is cleaned of ash and clinkers, the fuel bed is piled with fresh coal and the air dampers are partially closed.

men ever saw.

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October 6, 1893

The steamer *Buffalo* went aground at Bar Point on Monday morning, but was released by the tug *Gregory* after two hours' work.

The tug *Mystic* was burned on Wednesday afternoon of last week near Ransom's Landing on Lake Superior. She was valued at \$10,000 and insured for \$4000.

The libelling of the schooner *C.P. Minch* at Buffalo for \$1000 was due to the remarkable claim of a discharged mate, who alleges that his advice to the captain when the *Minch* was recently ashore on Lake Superior saved the boat and was worth \$1000. This is the highest fee ever charged for a mate's advice on a lake schooner. Capt. A.L. Fitch has contested the claim.

The new steamer *Bannockburn* of the Kingston and Port Arthur Line arrived at Kingston from Port Arthur Wednesday night of last week and made the trip down in four and one-half days and went from Port Dalhousie to Kingston in thirteen hours and ten minutes. She carried 61,500 bushels of wheat. It is expected that she can do the trip from Port Arthur in four days if pushed. The *Bannockburn* coaled at Shipman's dock on Friday morning.

The terrible gale on Saturday morning last caused several heavy losses on Lake Michigan as follows:-Schooner *J.T. Johnson*, waterlogged in Milwaukee Bay; schooner *Margaret A. Muir*, foundered off Ahnapee; schooner *Metropolis*, stranded at Canadian Reef; scow *Sassacus*, stranded at Jackson Port; *Advance*, waterlogged in Sturgeon Bay; barge *Barley*, waterlogged at Sturgeon Bay; schooner *Stafford*, stranded at Cheboygan; schooner *Badger*, leaking, Milwaukee; schooner *D.H. Martin*, waterlogged at Milwaukee.

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October 13, 1893

The steamer *Ida M. Torrent*, loaded with lumber, burned to the water's edge at Cross Village, Mich., on Friday night.

The steamer *V. Swain* was damaged by fire to the extent of \$20,000 at Cleveland Tuesday. She is owned by H.J. Johnson of Cleveland and is fully insured.

The steamer *Selwyn Eddy* made the round trip from Duluth to Buffalo and delivered 31,000 barrels of flour in seven days and sixteen hours. This is a record-breaker.

The steamer *Minnesota* of the Inter-Ocean Line was aground at Bar Point nearly all day Saturday, but the rise of water enabled her to get away with the assistance

of the tug *Gregory*.

On account of the coal strike in England, for the first time in Montreal's history a steamer has been chartered here to reverse the old adage and carry coal to Newcastle. Coal is to come from Nova Scotia and will be transported in the steamship *Kingsland*, which has a capacity of 2500 tons.

The steamer *Colonial* [is] ashore at Pigeon Island, Lake Ontario, and it was feared she would prove a total loss, the continuous gales having driven her further on the rocks. She was abandoned to the underwriters and they released her Tuesday, damaged to the extent of \$10,000. Loss on cargo \$40,000.

During the storm on Friday last, the schooner *David Stewart* sank in Pigeon Bay and the crew had to remain in the rigging all Friday night and until rescued on Saturday morning. The *Stewart* had got but a short distance from the Dummy Friday morning when she encountered the gale, which came from the southeast. The vessel was turned back and run into Pigeon Bay for shelter, coming to anchor about a mile and a half from shore. There she lay safely until early in the afternoon, when the wind shifted to the southwest with increased violence. The storm increased when darkness came on and about 9 o'clock the yawl boat was carried away. Between 10 and 11 o'clock the boat began to sink and the men all took to the rigging. The vessel seemed unable to free herself of the water which filled her decks, and she foundered there at her anchors, going down in about thirty feet of water. At daylight Saturday the wreck was seen by people on shore and work conveyed to the fishing tug *Louise* of Sandusky, which was lying on the east side of the point, opposite to the *Stewart*. A telegram was also sent to Capt. F.B. Hackett of the tug *Home Rule* and she left here at 9 o'clock. The *Louise* arrived at the wreck first and the crew were all taken safely on board after being in the rigging about 12 hours. The *Stewart* had a cargo of 1100 tons of iron ore for Cleveland, was valued at \$12,000 with an insurance of \$8600 and will be a total loss. The *Home Rule* arrived a little later than the *Louise* and went to the schooner *St. Lawrence*, anchored in Pigeon Bay with her head sails and rigging all gone, and towed her to Detroit, arriving there early Sunday morning.

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October 13, 1893

The barge *Norman* was towed in to Huron, Ohio, by the tug *Hawley* Friday night, badly damaged by the storm. Two of her crew had been washed overboard and drowned.

On or about October 20th, light vessel No. 51, now moored about 1½ miles to

the southward and westward of Bar Point, mouth of Detroit River, will be moved about 400 feet to the westward to a position approximately the same as that occupied by the private light vessel formerly maintained there.

The work of repairing the steamer *Susan E. Peck*, which was so severely damaged by striking bottom off Colchester, is proceeding rapidly at the dry-dock, foot of Orleans St., Detroit. The adjusters have not completed their estimates in full, but have gone far enough to know that the total will be nearly \$15,000.

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October 20, 1893

SATURDAY'S STORM.-GREAT LOSS OF LIFE AND VESSEL PROPERTY.-The storm on Saturday last was one of the most severe ever experienced on the lakes, and the disasters reported are quite numerous, every lake contributing its share. The storm started about 2 o'clock Saturday morning and continued until about the same time Sunday morning. On Lake Erie at noon on Saturday the wind registered 60 miles an hour from the southwest. The water in the river and lake was about 4 ft. 7 inches lower than ordinary and fully 6 feet lower than high water. The docks here were lined with boats, while the *Maritana* was aground at Elliott's Point and the *Schuylkill* and a large fleet on at Bar Point. None of them sustained any damage, however, and as soon as the water raised, they floated off all right.

The *Donaldson* and her consorts, all lumber laden, got ashore on the foot of Fighting Island on Saturday and were released on Monday by the *Saginaw*.

The *Edward Smith* with her three consorts, all loaded with ore, passed here on Friday night and got only as far as the Dummy when the storm struck them. They took shelter in Pigeon Bay, but the wind shifted and the towline between the first and second consorts parted, leaving the second barge, the *Robert L. Fryer*, to look out for herself. The waves beat over her and she began to leak so badly that the pumps would not keep her free. The captain says it was the worst storm he ever experienced. Everything movable was washed overboard. The *Smith* brought the *Fryer* here on Sunday night and on Monday took her to Port Huron to be put in the dry-dock.

Captain Hackett of the *Home Rule* received a message on Saturday night that there was a vessel in bad shape at Point Pelee, and he left at 9 o'clock Sunday morning. It turned out to be the *Frank C. Leighton*. Her sails were considerably torn, her cargo listed and she was leaking badly. The *Home Rule* towed her as far as Rond Eau, when, having her sails fixed up, she sailed for Buffalo.

The gale blew out the water in the west end of Lake Erie to such an extent that Toledo harbor was entirely closed to vessels, the water being so low that craft could not get in or out.

The most terrible wrecks reported happened on Lake Erie. The steamer *Dean Richmond* foundered off Dunkirk, N.Y., Saturday night and 18 were drowned, not one member of the crew reaching shore in safety. Three bodies were found on the beach next morning, mingled with a large quantity of wreckage. The bodies had life preservers on and many of the men had evidently been killed on the rocks after a hard fight with the sea. Nearly all the bodies have been found. The beach was strewn with timbers for miles on each side of the city, and many barrels of flour went ashore. The crew was composed of 17 men and 1 woman, mostly from Toledo, and all were drowned. The boat was owned in Pt. Huron and valued at \$45,000; fully insured. The cargo was flour from Toledo, from which city she left on Friday. The coast at that place is very rocky, which accounts for the heavy loss. Capt. Geo. Stoddard was master of the *Richmond*. An effort was made to get into Erie, but the boat got into the trough of the sea and then her wheel and steering gear gave out, thus leaving her to the mercy of the waves. A young man named Clark stated in Dunkirk that he was the sole survivor of the *Richmond*, but his story is discredited, as he stated that the captain's wife and three children were aboard, though Mrs. Stoddard has telegraphed from Toledo to Dunkirk. Clark has skipped out.

Three young men from Dunkirk put out in a rowboat at 1 o'clock Monday afternoon in search of bodies from the wreck. They were in a small boat and all lost their lives. They resided in Sheridan.

Lake Erie was also the scene of another disastrous wreck - the steamer *Wocoken* foundering in ten fathoms of water outside the cut just above Long Point. Capt. Meswald, his wife and eleven others, all of Marine City, Mich., were lost and three reached land in safety. She was bound from Ashtabula to Duluth with 1800 tons of coal, valued at \$10,000 and insured. The boat was valued at \$56,000; fully insured. Her consort, the *Joseph Paige*, was let go and reached a sheltered place with her canvas all gone. One of the survivors of the *Wocoken* states that when it was evident the boat could not live through the gale, preparations were made to launch the small boats. When working at this, a tremendous sea broke over the boat, carrying fourteen of the crew overboard. The three remaining took to the rigging, where they remained until Sunday morning, when the Long Point life-saving crew succeeded in taking them off after four hours' hard work.

Lake Erie was also the scene of other wrecks. The schooner *Mont Blanc* was caught by the storm when opposite Long Point and when she reached Buffalo harbor was just about ready to sink. It was with difficulty she was brought inside by three tugs and sank in 15 ft. of water. The entire crew had given up hope and were lashed to the spars. The schooners *Amboy* and *J.I. Case* were also in bad shape when tugs got them into the harbor at Buffalo. The cargo of the *Amboy* is ruined. It comprised 110,000 bushels of oats, was valued at \$40,000 and is fully covered by insurance. The boat will be floated and then towed to the ore docks, where she will be unloaded by the ore buckets.

The steamer *Whittaker* went ashore at Long Point Saturday night. She was bound up the lake light, drawing eleven feet of water. After losing her anchor and chains during the gale she jumped the bar, on which there was about three feet of water, and was lying between the bar and shore. The crew are at Port Dover safe after having rowed eighteen miles. She was released on Tuesday and arrived safely at Erie.

The *Rube Richards* is at Erie dismasted. The *May Richards* lost her sails, anchor and anchor fastenings, while the *Kent* had her canvas carried away.

The schooner *John T. Mott* was damaged and sank between the piers at Fairport.

There were also heavy losses sustained on Lake Huron. Six vessels were driven ashore near Cheboygan on Lake Huron and all are in bad shape. They are the steamer *C.F. Curtis* and consorts *Isabel Reid*, *T.S. Fassett* and *Nelson Holland*, and the *Knight Templar* and *Sweepstakes*, consorts of the steamer *Salina*. The first four are valued at \$110,000 and the last two at \$6000.

The schooner *Volunteer* was driven ashore near Port Austin, Lake Huron, on Saturday morning, but luckily on a sandy bottom.

The tugs *Acme* and *Reliance* on the 10th instant left French River with a raft and were caught in the storm early on Saturday morning. After letting go of the raft they headed for Thunder Bay, but when about 25 miles from Black River the *Acme* foundered and sank, the crew being rescued by the crew of the *Reliance*. The boat was valued at \$25,000.

The schooner *John B. Merrill*, in tow of the steamer *F.E. Spinner* (Capt. J. Laframboise) broke away from the steamer near Detour in Lake Huron Saturday afternoon. She ran upon the rocks at Drummond's Island. The crew were rescued by fishermen. The *Merrill* is in bad shape. She was upbound, laden with hard coal. The *Merrill* is owned by Connelly Bros. of Buffalo, was valued at \$20,000 and is fully insured.

The steamer *A. McVittie* of the Vermont Central Line, Ogdensburg to Chicago, was ashore at the west end of Beaver Island. She had a cargo of 800 tons of merchandise from Boston to Chicago and the west, estimated to be worth about \$100,000. She was released on Tuesday night and arrived safely at Milwaukee.

The big schooner *Minnehaha* was beached at Starke, ten miles north of Onekama on Lake Michigan, at noon Saturday to save her from foundering in deep water. The seas soon overwhelmed the wreck and drove the crew into the rigging. Before the arrival of the life-saving crews from Manistee and Frankfort, the schooner went to pieces. But one - Capt. William Packer - was saved. The remaining six perished. The boat left South Chicago on Friday with 589,000 bushels of corn and was in tow of the *Henry J. Johnson* (Capt. Thos. L. Benito). The *Johnson* reached Milwaukee in safety, although very badly shaken up and out of fuel. The schooner was comparatively new, valued at \$20,000 and will be a total loss.

The Bradley steamer *City of Cleveland*, with the *Quayle* in tow, was driven on Point Epauvette near Summons' reef, Lake Michigan, Saturday night. The steamer is in bad shape and is leaking badly. The steamer and consorts left Escanaba Friday night with iron ore for Lake Erie. The machinery is disabled. The crew are on shore.

The schooner *James E. Sawyer* is ashore five miles south of Charlevoix on Lake Michigan and is a total loss. The *Sawyer* left Chicago in tow of the *Arnold* last Thursday. She had a cargo of corn for Port Huron. It was insured for \$18,000. The lost boat was valued at \$16,000 and was insured for \$12,500.

The steamer *Castalia*, Capt. C.C. Allen, went aground abreast of the channel at the Sailor's Encampment in St. Mary's River on Saturday, but was released on Sunday. She had to be dry-docked at Cleveland. Her damages are quite heavy.

The steamer *White & Friant*, with the schooners *Fannie Neil* and *Annie Sherwood* in tow, from Washburn to Chicago with lumber, were out in the gale on Lake Superior. The *Sherwood* has been heard from, the survivors of her crew having been picked up by the steamer *Sitka* Sunday morning and brought to Sault Ste. Marie. Capt. Guthrie and a sailor died from exhaustion, two other sailors are in a dangerous condition, while the three who have recovered were too weak to help themselves from the yawl when picked up by the *Sitka*. The *Sherwood* lies thirty miles above Whitefish Point in a waterlogged condition. The *Sherwood* was valued at \$16,000; insured. The cargo was worth \$6000.

The steamer *Sitka* lost her consort, the *Wadena*, at the foot of Isle Royale

Saturday afternoon. A despatch from Pequaming says that she is sheltered there, all her foresails having been carried away.

The schooner *Ironton*, aground at Waiskai Bay, is high and dry, with about two feet of water in her hold, but is resting easy.

The steamer *Kershaw* went ashore at Waiskai River, but has been released.

The Anchor Line steamer *Conestoga*, ashore at the head of Lake St. Clair, eight miles eastward of the cut, was pulled off the bottom by Grummond's tug *Champion* Monday evening and towed to Detroit by the *Wales* and *Kittie Haight*. The steamer is badly damaged and will have to go into dry-dock at Detroit.

The steamer *Hecla* went ashore at Wellington on Lake Ontario but was lying on sandy bottom and very little damage will be done. She was light and tugs have been working on her. She was released Wednesday afternoon, taken to Kingston and dry-docked.

The schooner *Riverside* left Kelly's Island the day before the storm with a load of stone for Buffalo, but so far nothing has been heard of her. It is feared she also went down. The captain of the steamer *Havana* states that he saw spars above water between Fairport and the Dummy and they are thought to be those of the *Riverside*. The vessel was owned in Detroit, valued at \$5000, commanded by Capt. J.D. Farrington and carried a crew of five men.

Vessels going to Buffalo on Sunday and Monday reported that the topmasts of a vessel were above water in Gravelly Bay near Port Colborne and it was plain that some vessel had sunk there. At first it was thought to be the *Typo*, later the *W.H. Rounds* and finally the morning papers on Wednesday stated positively that it was the schooner *F.C. Leighton*. The two former arrived in port all safe and the latter was not towed from Point Pelee until Sunday after the storm, so that none of those theories were correct. It is now almost certain that the vessel is the *C.B. Benson* and that she is in about 80 feet of water. There is no doubt that the crew, consisting of Capt. John Duff of Port Clinton, Ohio, and six men, all perished. The mate's wife was also aboard at the time. The vessel was valued at \$6500. Capt. Duff had twice taken her across the Atlantic and to South American waters and returned in safety.

The Grummond tug *Swain* left Detroit Wednesday with two steam pumps to raise the sunken barge *Levi Rawson* at Kelley's Island. The *Rawson* is loaded with stone and was sunk on Saturday.

Smith, Davis & Co., general insurance agents of Buffalo, estimate the loss by the recent storm at close to a half a million dollars. Over 50 lives were lost.

October 20, 1893

The survey of the schooner *Lizzie A. Law* at Detroit showed that it will cost \$16,800 to repair the boat. The contract price for raising the wreck was \$4000, to which must be added the extra expense of \$1000 more. This makes the total cost \$21,800 or \$800 more than she was valued at when she was sunk by collision with the schooner *David Vance* last summer. Some underwriters paid their insurance immediately after the *Law* sank, but others held out, hoping that the boat would not prove a total loss. The survey will doubtless cause all the underwriters to pay up. The surveyors were S.T. Parsons and Capt. John Rice. The *Law* was owned by J.J. Ward of Chicago and was insured for \$15,000. The wreck will now be sold at auction by the underwriters.

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October 27, 1893

The schooner *Riverside* was found 23 miles northeast of Cleveland, sunk in thirteen fathoms with her entire crew of seven. She foundered with all sails set.

The *John B. Merrill*, consort of the *F.E. Spinner*, that went ashore on Drummond's Island, Lake Huron, during the recent storm, will be a total loss. An effort will be made to save the cargo of coal.

The steamer *Philip Minch*, loaded with flaxseed for Buffalo, ran aground near Bar Point Lightship early last Friday morning. The *Wales* lightered part of her cargo and with the assistance of the *Home Rule* released her about 6 o'clock in the evening.

The steam barge *City of Cleveland*, ore laden, which was ashore near Epoufette Point, was released and taken to St. Ignace on Saturday. A diver was set at work on her and she will be there several days before repairs are completed. Her seams were badly sprung.

The steamer *A.A. Parker*, Capt. J.T. Hutton, became disabled when near the head of Bois Blanc Island on Wednesday morning and she and her consort, the *B.W. Parker*, were both towed to Detroit by the *Balize*. Her wheel had become loose and she was placed in dry-dock the same night.

The little wrecking steamer *Fern* has been at the sunken schooner *David Stewart* in Pigeon Bay and stripped her of what rigging, etc. could be reached. The entire salvage will probably not exceed \$500 in value. The *Stewart* is reported as having been broken up by the gale on Saturday, the beach being strewn with the wreckage.

A large number of boats will be laid up for winter before Nov. 5th in order to save insurance premiums. At the present rates of freights, vessel owners can see no

money in keeping their boats in service and it is deemed wise to avoid the danger of November storms. All the Mutual and Menominee boats will be among those laid up.

The Anchor Line steamer *Merrimac*, through the disobedience of the captain's orders by the wheelsman, went aground on the New York shoal just below town about 8 p.m. on Sunday. She was out 3 feet, 9 inches forward and 10 inches aft and her forefoot knocked off. The *Wales* and *Saginaw* went to her assistance and a quantity of cargo, iron ore, was lightered. She was bound from Escanaba to Conneaut. She was got off at 2 o'clock on Wednesday morning by the tugs *Wales*, *Home Rule*, *Saginaw* and *Balize* and was brought to Mullen & Gatfield's dock, where the cargo was re-loaded from the *Wales* and Hackett's lighter. The ore lightered on the *Saginaw* was put on board the schooner *Atmosphere*, which had also taken some from the *Merrimac*, and taken by that vessel to Cleveland. The *Merrimac* also went to Cleveland.

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November 3, 1893

Grain in store at Duluth and Superior aggregates about 4,500,000 bushels.

It is proposed to run a line of steamers between Toronto and Niagara during the winter months.

A. Bradley says that all of his vessels, excepting the *Gladstone*, *Grover* and *Stone*, will be laid up upon their arrival at lower lake ports.

Mr. Keeley of Ottawa, Inspector of Submarine Cables, came up last week for the purpose of having the Pelee Island cable repaired. The *Home Rule* was secured and with the officer on board left here on Monday morning.

The steam barge *City of Concord* and consort, reported lost with all hands, having been absent about a month on a trip to Georgian Bay, arrived in Detroit on Tuesday, loaded with cedar. A few such unfortunate trips often put a boat so far behind that she cannot recover the loss during the entire season.

The steamer *Saginaw Valley* went ashore about eighteen miles north of Poverty Island passage Saturday noon. She ran four feet out when she struck and is in a bad place. The wrecker *Monarch* with a lighter has gone to her assistance. The *Saginaw Valley* has a cargo of general merchandise and is bound from Buffalo to Green Bay, Wis. She is insured for \$33,000.

The steamer *A.P. Wright*, with grain for Buffalo, went aground at Bar Point on Saturday. The steamer *C.H. Green* and consort collided with the *Wright* while she was aground. The *Wright* was released on Sunday night by the *City of Naples* and

the tug *Thompson*. After she got away the towline got fastened in her wheel and she was brought back to Bar Point. A diver went down and loosened the line and the boat proceeded on her way at 10 o'clock Monday morning.

At Erie the Anchor liner *Wissahickon* caught fire Wednesday of last week. Damage, \$10,000.

The schooner *George* is a total wreck a mile below Miner's River in Lake Superior, having gone ashore there last week.

The *Cambria* has been laid up at Ashtabula for the winter. All the Menominee and Mutual Line boats will be laid up on their arrival at the same place.

The steamer *Florida* of the Lackawanna Line went ashore Saturday night at Whiting, Ind., five miles east of South Chicago. She was in bad shape. She is valued at \$125,000; insured.

The steam barge *City of Cleveland* of the Bradley fleet grounded at Bar Point at 3 o'clock Friday morning. She was released the same afternoon without being lightered. This is the fourth mishap the boat met with in the one trip.

Immediately on the close of the World's Fair, the whaleback passenger steamer *Christopher Columbus* loaded a cargo of flour from Chicago to Buffalo. She will make a few trips on Lake Erie then go to West Superior for the winter.

The Michigan Log Towing Association has chartered the big steamer *City of Glasgow* for next season. The steamer will be used for towing logs from Canada to Bay City. It is calculated to load 2500 tons of coal on the *Glasgow* at the opening of the season, which will enable her to run nearly all the summer through without delays.

At Duluth the steamer *City of Naples* was libelled last week as the result of a damage suit for \$20,000. The suit was brought by Ossion Enstrom, a grain inspector, who fell into the hold last May while performing his duties and sustained curvature of the spine. It is alleged that the accident was due to the carelessness of the vesselmen.

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November 10, 1893

**ANOTHER LAKE DISASTER.-Steamers *Albany* and *Philadelphia* Collide on Lake Huron-Both Steamers Sink-24 Men Drowned.-**During the heavy fog which prevailed on Tuesday morning the propeller *Albany* of the Western Transit Line and the *Philadelphia* of the Anchor Line collided off Point aux Barques about 17 miles north of Sand Beach in Lake Huron about 2 o'clock. The *Philadelphia* struck the *Albany* just forward of No. 2 gangway and as soon as possible got out a



line and towed the *Albany* about half an hour until she sank, after which the *Philadelphia* ran another half hour when she went to the bottom in 200 feet of water. The two crews were divided between the two lifeboats, Captain McDonald and Captain Huff with most of the officers going in one and twenty-four seamen going in the other. The first lifeboat reached the shore in safety at 8 o'clock. The Point aux Barques life-saving crew was sent out in search of the other. It was found bottom side up and nearby were eleven bodies with life preservers on. It is supposed that the remaining thirteen had no life preservers and immediately sank. The bodies were placed on the steamer *City of Concord* and sent to East Tawas. The crews were nearly all from Buffalo and vicinity. The *Albany* left Chicago on Sunday evening and had on board 250 barrels of flour, 17,000 bushels of corn and 75,000 bushels of oats. The cargo was valued at \$57,000; insured. The *Philadelphia* was bound from Buffalo to Duluth and was loaded with coal and a miscellaneous cargo. The grain on the *Albany* was covered by Chicago companies and the loss will wipe out the profits on the November business. The *Albany* was one of the first steel steamers built in Wyandotte in 1884, was of 1917 tons burden, valued at \$165,000 and belonged to the Western Transportation Line and was not insured. The *Philadelphia* was one of the old-time iron steamboats. She was of 1463 tons, built in 1867 at Buffalo by David Bell, was valued at \$80,000 and rated A 2. She was the property of the Anchor Line and insured for \$60,000. Hard luck has followed the Anchor Line ever since mid-summer. This is the fourth boat that has been either stranded or sunk and the aggregate of losses now exceeds \$150,000.

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November 10, 1893

The steam barge *United Lumbermen* and consort are at Killarney on the north shore of Georgian Bay repairing damages received on the lake. One of them is leaking badly.

The break in the Welland Canal at Thorold has been repaired and locking was resumed at 8 o'clock Tuesday night. The break occurred on Wednesday night of last week.

The wrecker *Manistique* returned to Sault Ste. Marie on Saturday from the wreck of the schooner *George* and reported that the schooner had gone all to pieces and that not a pound of her 1300 tons of coal was left.

The whaleback *Christopher Columbus* was to have loaded wheat at Chicago for Buffalo at the close of the World's Fair, but at the last minute the plans were changed and she was sent to Superior to lay up for the winter.

The tug *Home Rule* returned here on Sunday morning from repairing the Pelee Island cable. Inspector of Submarine Cables Keeley superintended the job and fine splices were made in the wire. The islanders are thus again able to communicate with the outside world.

The steamer *Fraser*, owned by Davidson, Hay & Company of Toronto, took fire on Lake Nipissing about 11 o'clock Tuesday morning. The steamer was destined for Franks Bay and carried a crew of some 25 men. Of this number only seven escaped death. The remaining eighteen, including Capt. Douglass, were driven into the water by the flames and all were burned to death or drowned.

The schooner *M.R. Warner* broke away from the steamer *Superior* north of Whitefish Point on Friday and went ashore at the west end of Sand Island. Half of her deckload of lumber was gone. Her starboard quarter was carried away and the boat broken amidships. The first wind will blow the *Warner* to pieces. She was owned by M.A. Bradley of Cleveland, was valued at \$18,000 and had no insurance.

The *Belle P. Cross* was lying alongside of the *Chicago Board of Trade* and the *Home Rule* on Tuesday morning when one of the Detroit & Cleveland boats passed up. The swells and the suction from the steamer caused the boats to rock so much that when two of the boats came together sideways, the spar of the *Cross* was pulled completely out and fell across the bow of the *Home Rule*, fortunately doing but little damage to her.

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November 17, 1893

**COLLISION AT THE LIME-KILNS.-The C.B. Lockwood Sunk.-Navigation Obstructed.-Other Accidents.-**The large wooden steamer *C.B. Lockwood*, bound down with soft ore and the schooner *Elizabeth Nicholson*, in tow of the steamer *J. Emory Owen* and bound up with coal, collided on Saturday evening at 5 o'clock at the Lime-Kiln Crossing. Capt. Richard Jollie of the *Nicholson* says that just before the collision his boat touched the bottom and disabled the steering gear, the casting on the head of the rudder stock being broken squarely off. When he saw a collision was inevitable, he threw off his towline and after the crash drifted broadside over the crossing until picked up by the tug *Home Rule*, just narrowly escaping another collision with the steam barge *Curtis*, bound down with three barges in tow. The *Lockwood* was struck on the port side near the bow and a very large hole made in her, so that she sank within three minutes about 300 yards below the lower M.C.R. slip and less than that distance from the southern Lime-Kiln Crossing Lightship. The *Lockwood* turned almost completely around and



was run on the rocks on the east side of the channel, the bow in about fifteen feet of water and the stern in about 20 feet. The steamer appears to be broken in two amidships and is in bad shape. She is heading about northeast with her stern projecting two-thirds of her length into the channel. The current strikes her side with great force and the water being confined to about one-half its usual space has made the wreck a dangerous obstruction to passing boats, especially to those with tows. The *Lockwood* is owned by B.L. Pennington and others of Cleveland, being valued at \$120,000. The bowsprit of the *Nicholson* was carried away and her stern injured so that she was leaking some. The *Home Rule* brought her to the dock here and the *Owen* towed her to Detroit on Sunday morning after the tugs *Swain*, *Balize* and *Home Rule* had aided in taking her over the crossing. She was put in dry-dock at Detroit. The damage was extensive, but was mostly above waterline. She is owned by J. Emory Owen of Detroit and valued at \$25,000. The Quinn Brothers of Detroit with their diving rigs came down on Saturday night to patch the break in the *Lockwood* and have been working on her since. As the *Lockwood* is on the ranges of boats going up, the large steamers have much difficulty in broad daylight of keeping clear of her. The current at that place is very treacherous and boats had to keep to the western part of the channel. About 4 o'clock on Sunday afternoon the *Onoko*, loaded with coal, got too far to the east and could not get righted soon enough to prevent running into the stern of the *Lockwood*, cutting a way about five feet into the fantail and doing considerable damage. The *Onoko* sustained very little damage and proceeded on her way. B.L. Pennington of Cleveland, owner of the *Lockwood*, accompanied by Capt. George McLeod and C.M. Davis, wreckmasters for the underwriters, visited the sunken steamer on Monday, the result being that the boat was abandoned to the insurers. She is insured for \$90,000. After as thorough an examination of the wreck as could be made, the wreckmasters decided to send for the tug *Favorite* to come and remove the boat, and Capt. Swain was ordered to leave Cheboygan at once. Capt. Davis states that the damage done by the *Onoko* is more than that done by the *Nicholson*. The *Lockwood* is hogged<sup>11</sup> four feet amidships. Capt. McLeod says it is the worst wreck he has ever seen. The *Favorite* arrived here on Tuesday morning at 7 o'clock and commenced at work on the *Lockwood*. The tug has every appliance necessary. It will be a week at least before the obstruction is removed.

<sup>11</sup> the ends sagging lower than the middle

After sunset on Sunday the boats bound up did not care about running the risk and tied up at the dock here. The wharves were all lined with craft, in some places being six and seven abreast. At daylight they started out, but the wind from the northeast had caused the water to lower and some of the boats anticipated trouble. It was 9 o'clock when the last boat of the fleet left here. They went up in the following order:-*Samoa*, *Gratwick*, *Rochester*, *B.W. Arnold* and consorts, *Japan*, *Merida*, *Stafford*, *John J. Rugee*, *E.M. Peck*, *Jesse H. Farwell* and consort, *H.W. Sibley* and consort, *Alva* and consorts, *Wyoming*, *Pringle* and consorts, *Leuty* and consorts and *D.W. Rust*.

The *Jesse H. Farwell*, Capt. D.J. Duncanson, in trying to keep clear of the *Lockwood* got over too near the west side of the channel and went on slightly. The *Home Rule* was assisting to take her consort, the *Rutter*, over the crossing and let go of her and went to the assistance of the *Farwell*, releasing her in about half an hour.

About 9:30 a.m. the *D.W. Rust*, loaded with coal for Manitowac, went on the rocky bottom between the two Lime-Kiln lightships to the westward of the channel. She was hard on amidships and the *Home Rule* and *Swain* were unable to release her after working on her all the morning. In the afternoon a quantity of her cargo was shifted aft. The tugs *Roy* and *Schenck*, owned by the same parties as the *Rust*, came here on Tuesday and after pulling on and failing to release her, the *Roy* went to Toledo for a lighter, arriving back here at noon yesterday (Thursday) when a gang of men commenced taking off her cargo, and she was released at 4 p.m.

The *Tempest* with two barges, lumber laden, in tow, bound down, and the *Marshall* with two barges, coal laden, bound up, met near the *Lockwood* at the crossing on Tuesday morning. The *Tempest's* consort, *Alice Richards*, and the *A.C. Maxwell*, in tow of the *Marshall*, collided but neither boat was disabled and they proceeded on their way. The *Richards* had quite a hole made in her, but it was above the waterline. The bulwarks of the *Maxwell* were also damaged. The treacherous current was the cause of the collision.

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November 17, 1893

The *City of Rome*, bound up with coal, went aground at Bar Point near the lighthouse on Tuesday morning owing to the low water, but released herself on Wednesday morning when the water raised.

Capt. James Davidson of West Bay City has under construction three large steamers, one a duplicate of the *Cranage*, which is at present the largest wooden

hull afloat, and two others of the *Ketcham* model, recently from the same yard.

The steamer *Northern King* called here on Saturday with one bucket broken off her wheel, the boat having struck some obstruction in Lake Erie. As the steamer could not be repaired here, she went on to Detroit and was put in the dry-dock.

S.B. Grummond's tug *Champion*, Capt. Jas. Jarmin, came down from Detroit on Monday with three pumps on board, and either the *Champion* or one other of Mr. Grummond's tugs will be stationed near here the balance of the season.

The *F.P. Reynolds*, loaded with coal for Gladstone, got to the east of the channel and grounded near the red stake to the east of the Bar Point Lightship at 2 o'clock on Monday afternoon. The *Home Rule* went to her assistance and got her off at dark.

The steamer *Arthur Orr* collided with and sunk the steam barge *Thomas H. Smith* off Racine on Lake Michigan Saturday morning. Both boats were light and the dense fog caused the collision. The *Smith* was worth about \$15,000. No lives were lost.

The large steam barge *Robert Wallace* went aground near Bar Point early last Saturday morning, but was released about noon by the *Vulcan* of the same line and the *Home Rule*. The *Wallace* was loaded with coal and was bound up. She sustained no damage.

Fire, probably originating from her machinery, completely destroyed the steam barge *Lowell* soon after touching the dock at St. Clair on Friday night. No lives were lost, but the cook barely escaped in her night clothes. Loss about \$15,000, with no insurance.

Another leak was discovered in the banks of the Welland Canal on Saturday near Thorold, at the same point where the break occurred a week before. Every effort was made to hurry the repairs and a large force of men were working night and day. The repairs were completed on Monday night.

The *N.K. Fairbanks*, loaded with corn, bound down, in rounding to in the river on Wednesday morning about 11 o'clock went aground on the New York shoal. As the water was continually lowering, the tugs were unable to pull her off the rocks until Wednesday morning when the wind lowered, the water raised and the *Saginaw* and *Home Rule* released her.

The *H.J. Jewett*, loaded with grain and flour, ran aground below the Bar Point Lightship about noon on Tuesday, the water being very low. The *Swain* went to her assistance but was unable to release her and on Wednesday afternoon she began lightering the cargo of the *Jewett*. About 200 tons of her cargo was lightered onto

the *Swain* and *Wales* and the *Saginaw* pulled her off yesterday (Thursday) afternoon.

The river with its numerous craft presented a very fine sight on Monday morning and was witnessed by many. The wreck of the *Lockwood* has been a bonanza for the wrecking tugs and they are as thick here as march hares on a sunshiny spring day. Two of S.B. Grummond's tugs - the *Swain*, Capt. Ed. Tormey, and the *Champion*, Capt. Jas. Jarmin, with steam pumps on board - have been here along with the *Saginaw*, *Home Rule* and *Wales*. Smith's tug *Gregory* has also been taking a hand in the work.

The schooner *Senator Blood*, loaded with 300,000 feet of lumber for Tonawanda, was run into by one of the D. & C. boats when two miles below Colchester yesterday (Thursday) morning at 3 o'clock. The schooner was struck on port side about the main rigging and cut almost in two. The crew, except the captain and mate, were taken off by the steamer and the tug *Gregory* went out and brought the schooner and its officers to this port. The vessel is valued at \$4000, uninsured; the cargo is valued at \$6000, insured. The vessel is lying at the dock here waterlogged.

On Thursday night of last week, during the thick weather, the large steam barge *Thomas Cranage* and her consort, the *Marion W. Page*, went aground on Shickluna Reef near Pelee Island. Both vessels were loaded with hard coal and were coming up the south passage when they got off their course. The *Cranage* worked herself free in a short time but was unable to release the schooner. The wrecking steamer *Saginaw* was sent to the assistance of the *Page* on Friday and released her on Saturday morning after lightering 300 tons of her cargo. She was brought here on Saturday night, leaking some, and taken to Detroit.

A disaster, which would probably have been far more serious than the one at the crossing on Saturday night, very nearly took place as the *Owen* and her consort, the *Nicholson*, were passing the foot of Wayne Street, Detroit, on Sunday afternoon. The *Nicholson* was lashed to the port side of the *Owen* and at the point named, the timberhead to which the bow line was fastened pulled out. The schooner's bow at once sheered away from the steamer and she was making a straight aim for the *City of Cleveland*, which was lying at her dock only a few lengths away. Had the stern line of the *Nicholson* parted, nothing could have averted a most disastrous collision. Fortunately it was a good new line and withstood the tremendous strain to which [it was] subjected while the *Owen* was pulling to stop the schooner's headway.

November 24, 1893

The *Senator Blood*, wrecked by being run into by the *City of Detroit* on Thursday morning of last week, was taken from here to Detroit on Sunday by the tug *S.S. Stone*. She was in a very bad shape and, being an old boat, will no doubt be a total wreck.

The *A.A. Parker* and consort *B.W. Parker* lay to here on Sunday night and the consort went aground so hard that the steamer could not release her. She was on just outside of Wigle's mill. The *American Giant* lightered a quantity of her cargo of coal and she was released at 6 o'clock Monday night.

A scow with seven men on board caught fire in Georgian Bay on Sunday and burned to the water's edge. The vessel left Waubashene for Toronto in tow of the tug *Minnie Martin*. When several miles from shore the vessel caught fire from sparks from the tug and soon was a mass of flames. The crew escaped to the tug and all were thus saved. The loss on the scow and contents is \$7000.

A consolidation of lake interests involving nearly \$50,000,000 is on the tapis for next season. It has been brought about by the hopelessness of the lake marine situation, so far as the vessel owners are concerned, when the owners and managers of the ore, coal and grain fleets are hustling for business, and there is not business enough to go around. Every owner and manager in Cleveland, the majority of those in Detroit and Buffalo and the steel barge company of Duluth have all agreed to go into a scheme for next year whereby one central agency shall fix freight rates, apportion tonnage and keep vessels running according to the demand.

The masonry for the new lock of the new U.S. canal at the "Soo" was completed November 10th. The amount was 80,000 cubic yards and the contract was for a round \$1,000,000. The gates for the lock are under contract to be in place by the close of navigation next fall, and Gen. Poe expects the new canal will be wholly completed by the spring of 1896. The Canadians have also just completed the masonry of the lock for their new canal on their side of the river, and have nearly completed such portion of the approaches as are underwater. They expect to have their canal ready for the passage of vessels by July 1st next. The lock of the canal is 900 feet long and 60 feet wide, while the lock of the new American canal is 800 feet long and 100 feet wide. The approaches are about the same.

THE LIME-KILN CROSSING.-The Past Week's Mishaps- *Lockwood* the *Cause-Immense Fleets in Amherstburg's Harbor*.-The wreck of the *C.B. Lockwood* at the crossing continued to give no end of trouble, scarcely a day passing without some large boat going on the rocky bottom and that, too, sometimes when

they were being assisted over by many of the small tugs that were reaping a harvest at this dangerous place by aiding up-bound boats past the wreck. As the reciprocity in wrecking permits American tugs to work in Canadian waters and vice versa, the Canadian tug *Home Rule* and the American tugs *Thos. Spears*, *S.S. Stone*, *Joe Gregory* and *Fanny L. Baker* have all been taking a hand in the work. The tugs received \$25 for helping each boat over the crossing and some days they have each assisted as many as eight across. Even some of the down-bound craft have been glad to have a tug assist them, especially where the steamer had a consort. The boats continued to tie up here or anchor in the river overnight and every morning there has been a continuous procession up the river. Four steam pumps were put on the *Lockwood* on Saturday after the holes had been patched up by the divers and by Sunday night all the water had been pumped out of her. On Monday the stern swung down the river, thus changing her position from northeast and southwest to north and south. This caused the current that was such a terror to captains of large steamers and the cause of the recent grounding to resume its proper course and steamboats passed up on Monday without a tug's assistance. About 200 tons of the cargo of ore was lightered onto the *Saginaw* and the steamer was floated, almost regaining her former shape. At 7 o'clock Tuesday morning she left the crossing in tow of the tugs *Balize*, *Saginaw* and *Favorite* for Detroit, where she was to be put in the dry-dock. The cost of raising the *Lockwood* was not as great as was at first supposed it would be and, considering the shape she was in, a remarkably quick job was done. The wrecking bills will amount to about \$5000, but the cost of putting her in good shape will not be known until a survey is held on her.

On Friday morning at 9 o'clock the steamer *America*, bound up and loaded with hard coal, went aground just below the *Lockwood* to the east of the channel. The tug *Home Rule* was assisting her over the crossing and the wheel of the *America* being put the wrong way caused her to take a sheer so that the tug could not right her in time and might have been upset had not the towline been cut. Considerable of the cargo was lightered onto the *American Giant* and the steamer was released at 3 o'clock in the afternoon.

On Saturday morning the big steamers were nearly all taking tugs. The *Scranton* got over alone, but when the *Matoa* ventured up alone, she grounded at the same place as the *America*, the current carrying the boats to the east in spite of themselves unless they had a good headway on and obeyed their helms quickly. The majority of the steamers went alone slowly and were thus carried by the current. The *Matoa* was loaded with hard coal and part of the cargo was lightered onto the *American*

Giant, after which the *Home Rule* and *Thos. Spear* released her. While she was aground, the tug *Spear* was assisting the *Wm. H. Wolfe* over, when the *Wolfe* ran into the stern of the *Matoa*, loosening some of her plates and causing her to leak so that when she was released she was taken to Detroit and a steam pump put on her and she left for Chicago. The *Owego*, *Samuel Mitchell*, *Schuylkill* and *C.W. Elphicke* were lying at the dock here when the *Matoa* grounded and Mr. McLeod, agent for the underwriters, warned them not to attempt to cross until she was released, under penalty of cancelling their insurance risks. They remained here until noon. On Saturday night up-bound boats accumulated at Amherstburg till there was hardly room for the fleet, which included no less than eleven whalebacks. The continuous three hours' upward procession of boats which began at daylight on Sunday was a sight seldom witnessed, even in the Detroit River.

There was another wreck on Sunday morning, this time the *Cadillac* being the unfortunate boat. The tug *Thos. Spears* was assisting the *Cadillac* when she took a sheer to the east and was pulled out by the tug, but brought up on the western bank of the channel in about the same place as the *Rust* was on last week. The *Saginaw* went to her and lightered part of her cargo of coal and she was released at 12 o'clock Sunday night.

The whaleback *E.B. Bartlet* with two consorts anchored in the river Saturday night and in some manner got a line fast in her wheel. It was cut out on Sunday afternoon by Robt. Maisey Jr. and the whalebacks were assisted over the crossing.

On Monday morning the steamer *Monteagle*, bound up, went aground on the west side of the channel just below the *Lockwood*, but was released by three small tugs after being detained about three hours. The tug *Spears* was assisting the *Monteagle*, but the steamer was crowded over by another boat coming up and going faster than she was.

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December 1, 1893

The steamers *Jesse H. Farwell* (Capt. D.J. Duncanson) and *F.E. Spinner* (Capt. J. Laframboise) with their consorts are in winter quarters at Chicago.

The steam barge *H.D. Coffinberry*, Capt. Thomas Quinlan, and consort left Chicago on Thursday of last week with grain for Ogdensburg. The boats will likely winter there.

The steamer *Matoa* was placed in dry-dock Wednesday afternoon at Chicago and the survey of her damages sustained at the Lime Kilns was held next day. It is feared that the loss will be heavy.

The tug *Home Rule* went to Wallaceburg on Wednesday to take two of McCrae's barges to Kelly's Island for stone. The tug will tow the barges back to Wallaceburg, then likely return here and lay up for the winter.

The last Western Transit boat to leave Chicago will be the *Mohawk* on Saturday, and the Lehigh Valley will end its season Sunday with the *Saranac*. The *Susquehanna*, the last boat of the Anchor Line, will leave Chicago today (Friday).

The *E.C. Pope*, *R.P. Fitzgerald* and *A.P. Wright* were aground at Bar Point on Tuesday morning on account of low water, but were released. The schooner *Monguagon*, coal for Detroit, was also aground at Bar Point but was released by the *Home Rule*.

The last round trip of the season from Chicago will probably be the *City of London*, which got away from that port on Wednesday and will take coal back from Buffalo. All of the crew, except the captain, mate and engineers, struck Tuesday and were replaced with new men.

Among the few boats that fought their way through the gale to Duluth on Wednesday of last week were the *Fayette Brown* (Capt. D. Girardin) and *Livingstone* of Detroit. The *Brown* loaded ore and the *Livingstone* flour. The *Brown* left Duluth on Saturday and passed here on Wednesday.

The *Wyandotte Herald* thinks the Lime-Kiln Crossing should be abandoned and a channel cut from Wyandotte to Lake Erie. It is too late now to even think of such an idea. It is not, never was and never will be feasible. The Lime-Kiln Crossing is all right now and will be better if the U.S. will spend a couple of hundred thousand more to widen the cut. Canada is not kicking.

A brisk southeast wind and heavy sea compelled the steamer *A.A. Parker*, Capt. J.T. Hutton, and consort *B.W. Parker*, both bound to Chicago with coal, to put in Milwaukee for shelter on Sunday. It took thirteen hours to cover the last thirteen miles before reaching port. After unloading their cargoes at Chicago the two *Parkers* will be re-caulked throughout and then placed with grain for winter storage.

At the next meeting of the Laker Carriers' Association the question of widening the channel at the Lime-Kiln Crossing will be taken up, and it is probable a request will be sent to the U.S. Government to have the present channel widened to 600 feet. The present width of the channel is 440 feet. W. Livingstone Jr. of Detroit says he will bring up the matter at the Association's next meeting, and he estimates the cost of widening the channel at \$250,000.

The United States Supreme Court has decided that the waters of the Great Lakes are one with the waters of the high seas. Some years ago, a person was assaulted

on the steamer *Alaska* while in the Detroit River. Robert G. Rogers was indicted in the federal court for the offense and, pleading for the jurisdiction of the court, the case went to Washington. The Supreme Court decided that the waters of the lakes are as truly under the maritime law of the nations as is the Mediterranean Sea.

The steamer *Tom Adams*, Capt. D. Nicholson, called here Saturday night with coal for Milwaukee, where she will probably winter. Extensive repairs will be made to her bottom. It will be remembered that some time ago, while coming down the St. Mary's River, she was run on the rocks to avoid a collision with the *Castalia*, which was aground in a narrow channel where she could not be seen until descending boats were quite close to her. Temporary repairs were made to the *Adams* upon her arrival at Buffalo the same trip.

The steamers *Delaware* and *Pabst*, with flour and corn for Buffalo from Chicago, were aground in the channel at Bar Point, having gone on Thursday night of last week. The *R.P. Flower*, with coal for Milwaukee, went on at the same place Friday morning but was released at 7 p.m. and proceeded on her way up. The *Delaware* was released quite easily when the water raised on Friday night, but the *Pabst* was not pulled off until Saturday, the tugs *Swain* and *Champion* being required to free her.

The *Lockwood* was got into the dry-dock Friday night and a large force of ship carpenters were put to work stripping off the temporary patches put on by the divers, preparatory to placing the boat in condition so that she could be taken to Cleveland. When placed on the blocks the humps pretty much disappeared, but the hull is in exceedingly bad condition, and it will require the expenditure of a large amount to put her in condition for service again. She will have to be entirely refastened. The *Lockwood* was anything but a well-built boat.

L.P. & J.A. Smith's dredges were towed to Cleveland and Sandusky on Saturday by the tugs *Gregory* and *Stone*. The tugs returned here and took the scows to the same places on Sunday. Messrs. Smith intend having five dredges at work on their contract here next spring. Eli J. Morin, steward on dredge No. 8, went along with them and will be employed this winter on the dredge. The family of Capt. C. Kreiger of Smith's tug *Gregory*, who have been residing the past summer in Wm. Borrowman's house on Gore Street, moved back to Cleveland last week. The dredges have some work to do in Cleveland and they will do some of it this winter.

~~~~~  
December 1, 1893

The steamer *Cranage*, which had been aground at Grosse Pointe for several

days, was lightered off Saturday by the *Wales*.

The Put-in-Bay Steamboat Company has been incorporated at Toledo with a capital of \$40,000. The company will own the steamer *Shrewsbury*.

An amicable settlement has been made between the D. & C. Steam Navigation Company and the owners of the schooner *Senator Blood* for the damages to the schooner by the collision with the *City of Detroit* a few weeks ago.

A Duluth despatch on Friday says:-"Ice formed in the bay from three to seven inches thick last night. Two tugs worked four hours getting the *Livingstone* away from the Pennsylvania & Ohio docks. There are 250,000 barrels of flour here to be moved before the close of navigation. With the thermometer at 3 degrees below zero last night, it would look as though the close was much nearer at hand than vesselmen had expected.

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December 8, 1893

The Sault Ste. Marie Canal locks closed for the winter on Tuesday.

The steamer *Cadillac* cleared from Marquette on Saturday with the last iron ore cargo of the season.

Capt. Varner's two schooners, *E. Bailey* and *Maple Leaf*, are laid up for the winter at the C.S.R. slip.

The lightships at Bar Point, at the Lime-Kiln Crossing and at Ballard's Reef were taken from their moorings on Tuesday by the U.S. steamer *Hayes* and towed to Detroit, where they will remain the winter.

The steamer *Manola* is laid up at Cleveland for the winter, and the mates, Theo. Young and Louis Bellecure, have returned to their homes. Captain H. Bassett of Detroit commanded the *Manola* the past season.

The steamer *Fayette Brown*, Capt. D. Girardin, left Buffalo on Monday with a load of cargo for Chicago. She called here on Tuesday night. She will winter at Chicago. The captain expects to eat his Christmas dinner at home.

The *Home Rule* arrived at Kelly's Island on Saturday last with McCrae's barges. Owing to the amount of ice that was being formed, the tug returned here the same night, having considerable difficulty in making her way the last five miles.

On going to the wreck of the steamer *F.W. Wheeler*, ashore near Michigan City, the tug *W.R. Crowell* foundered six miles from the Indiana shore in Lake Michigan in fifty feet of water Sunday evening. The boat was owned by the Dunham Towing Company and was worth \$16,000, but was not insured.

On Wednesday morning Andrew Hackett received a telegram from Capt. Geo.



McKay of the Lake Carriers' Association, Cleveland, that the old lightship be placed on Bar Point reef or that some stakes be placed on the shoal, until all boats pass. This was impossible, as the mouth of the river was full of ice, but Mr. Hackett arranged to place a tug on the reef to let boats locate the shoal, when notified to do so.

The steamer *Waldo A. Avery*, Chicago to Buffalo with grain, burned in the straits Tuesday. The burning boat was beached at McGulpin's Point, five miles west of Mackinac. Both steamer and cargo will be totally destroyed. The crew all escaped in safety. The fire started in the lamp room. The burned boat was owned by Hawgood & Avery of Bay City and valued at \$80,000. She was built in 1884. Her cargo consisted of 70,000 bushels of corn, which was to be held on board for winter storage at Buffalo.

With their steamer's topmast for a rudder-post and rigging for a rudder, the crew of the steamer *Myles* succeeded in bringing their boat into port at Owen Sound on Tuesday. For over seventy hours they had been adrift. The *Myles* was bound for Owen Sound with wheat from Fort William, and when off Cabot's Head Saturday her rudder was carried away in the gale. She drifted all that night and Sunday afternoon was in sight of Christian Island. With ingenuity born of desperation, the crew took down the topmast and rigged up a temporary rudder. The steamer's progress was slow, but she finally reached port in safety.

**THE ICE BLOCKADE.**-Several boats have been in trouble the past week between here and Colchester, the ice floes being so thick and heavy that none but the most powerful steamers could make any headway. On Tuesday morning an up-bound steamer reported that the schooner *Lem Ellsworth*, coal laden for Detroit, was fast in the ice about ten miles out. Captain Hackett took the *Home Rule* as far as Bar Point, but not seeing any signs of her and encountering more ice than he cared for, returned to the dock here. The tug *C.A. Lorma* of Detroit was despatched in the afternoon to look for the schooner, but the *Ellsworth* had released herself and put back to Cleveland. Up-bound boats reported that there was no ice three miles below Colchester.

The *Fayette Brown* arrived here at 6 o'clock Tuesday night and was followed in by the *Thos. D. Stimson*, light. The *Stimson* had been fast in the ice but was released by the *Tuscarora* loosening the ice from her. She attempted to follow the *Tuscarora* in, but could not and again became fast. The *Brown* released her the second time and she arrived here all right.

The steamer *Weston* with two consorts, *Eleanor* and *Janette*, all lumber laden,

got as far as Bar Point on Monday night, but were forced by the ice floes to return here. They are still tied up at the dock and may have to winter here.

At noon on Tuesday the wooden steamers *Kitty M. Forbes* and *Wotan* rounded out and came to the docks, not caring to venture out. On Wednesday morning at 8 o'clock the *Susquehanna* passed down and the *Forbes* followed in her wake, but they both got fast two miles east of Bar Point. Just after noon the *Yuma*, *Sauber* and *George J. Gould* went down together and loosened the ice so that all five could proceed on their voyage down. The *Wotan* attempted to follow the *Susquehanna* also, but only went a few miles and returned here.

No boats passed up on Wednesday, the continued cold weather making the ice floes much heavier and thicker, so much so that seven boats were reported fast in the ice off Colchester, the *White Star* with schooner *Sweepstakes*, the schooners *Case* and *Adams*, the *Harlem* or *Hudson* and a tug. The *White Star* and consort were reported by the *Fayette Brown* on Tuesday night to be fast, but the other boats only got into trouble on Wednesday.

Yesterday (Thursday) morning, Alex. Hackett at Colchester reported that there were ten boats in the ice in sight of his place, some of them making headway and others were fast. At 11 o'clock four of them passed here. They were the *Sitka*, *City of Berlin*, *Chemung* and *C.W. Elphicke*. The *Robert Orr* passed up at 1 o'clock. The *White Star* and consort are fast in the ice off Colchester and made no progress yesterday. The *Aurora* and her two consorts got out of the floe they were fast in at Colchester but got stuck again about two miles below Bar Point. The steamer left the consorts and attempted to make the river alone, but got aground on the middle ground east of where the Bar Point Lightship had been stationed. The *Saginaw* went out to lighter her. A despatch from Kingsville yesterday morning stated that five boats were in the ice off that place. The ice in the lake was from 6 to 8 inches thick. The *Energy* had been helping those boats at Colchester, but went back to Pelee Island yesterday morning. The *Wotan* and *Saginaw Valley* started out from here yesterday afternoon with the tug *Swain* ahead to open the way for them. The *Harlem* was reported aground off Colchester. She had not moved from where she was on Wednesday noon.

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December 8, 1893

The Detroit & Cleveland Steam Navigation Company's steamer *City of Detroit* made her last trip to Cleveland Thursday evening of last week.

The tug *Balize* accompanied the *Lockwood* to Cleveland last week. There was

no occasion for her services, but she was sent along by the underwriters as a precautionary measure.

The survey on the Minnesota Line's *Matoa* showed that when on the Lime-Kilns a hole in a bottom plate two feet square had been punctured by the rocks. Two frames were broken. An old break was discovered aft which will require three new plates, but no new frames. Repairs will take a week.

The steamer *F.W. Wheeler*, coal laden from Buffalo to Chicago, went ashore three miles east of Michigan City at 2 o'clock on Sunday morning. At first the life-saving crew went to her, but the captain declined assistance and sent for twenty men with shovels to jettison the cargo. He also telegraphed for two tugs with hawsers. The boat was lying easy on sandy bottom and in no danger. At noon the wind shifted from southeast to northwest and blew a gale. The crew of the *Wheeler* signalled for the life-saving crew to take them off. The sea was washing clear over the boat. The life-saving crew launched their boat off the ice banks which lined the shore and made two trips, bringing nine men in the first load and the remaining seven in the second, landing them all in safety. The *Wheeler* was loaded with 2100 tons of coal and left Buffalo Wednesday morning of last week. She was commanded by Capt. George N. Trotter and owned by D. Whitney Jr. of Detroit. She is not insured.

In navigating the Great Lakes in the season just closed, 123 lives were lost and 53 boats, with an aggregate tonnage of 24,258 and valued at \$1,040,400, passed out of existence. Partial losses by stranding, collisions and fire bring the grand total of losses on boats to \$2,112,588. The shallow waters of Lake Erie claimed nearly half the loss of life, while by reason of the *Philadelphia-Albany* disaster, Lake Huron is second. By lakes, the loss of life was: Lake Erie, 59; Lake Huron, 33; Lake Superior, 10; Lake Michigan, 12; Lake Ontario, 4; Detroit River, 5; total 123. The loss of life this season is the largest since 1887, when the total number was 204. The season has not been unprecedented, as has been stated by vesselmen, in the loss of life and property. Nevertheless, the great storm of October 14th finds no equal in all the records of the lake marine in its destructiveness. Not counting cargoes, except on boats which were totally lost, the property destroyed during that storm amounted to \$484,327 and 52 lives were lost. Next in severity was the big east gale of April 18th, when 8 lives and property valued at \$280,000 were lost. The total insurance on hulls of total losses was \$614,260. The aggregate insurance losses on hulls for the season are estimated at \$1,100,000. The losses from collisions were \$377,487; from strandings, \$848,578; from fire, \$247,000; from foundering,

\$509,543; dismantled and disabled, \$130,000. Practically all the losses by collision were due to fog. Many of them are covered by collision liability, and the boats carrying that insurance will look to the underwriters to make up their liability, which the courts may decide. Steel boats have suffered most severely, the percentage of loss on them being much higher than on wooden boats of the same build and class.

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December 15, 1893

**THE ICE BLOCKADE.**-The steamer *Aurora* that grounded on the Middle Ground near Bar Point on Thursday morning of last week was released the same evening and she and the *Saginaw* went to the two consorts, *G.W. Adams* and *J.I. Case*, fast in the ice two miles farther down. At 8 o'clock Friday morning they were got out and the *Saginaw* was towing them in when the *Case* broke away. The *Home Rule*, that was taking the place of the Bar Point Lightship, picked up the *Case* and brought her here, the *Saginaw* towing the *Adams*. The *Aurora* was coming in alone on Friday morning, but owing to several other boats being fast in the ice, went aground about the same place she was on the day previous. She was released on Saturday morning and passed up all safe with her consorts. The consorts were left at Detroit and the steamer arrived at Chicago on Tuesday afternoon, being the last boat to reach that port from Lake Erie this season.

Thursday night about 6 o'clock the steamer *Neosho*, bound up, tied at the dock here. She reported that the *Harlem* was flying signals of distress off Kingsville. She was then three miles from the Erie liner and, having trouble in getting through the ice, could render no assistance to the *Harlem*. The *Neosho* resumed her voyage on Friday morning.

The south wind on Friday caused the ice to block up the passage. The steamers *Wyoming*, *Rochester*, *Olympia*, *Boston* and *Tacoma* passed down together between 8 and 9 o'clock, but all got fast at Bar Point and remained so until about 2 o'clock, when the ferryboats *Promise* and *Excelsior*, going to the *Harlem*, loosened the ice so they got free, but three of them - the *Tacoma*, *Rochester* and *Olympia* - became fast again after going about five miles. The *Boston* and *Wyoming* followed the ferryboats down, but when the latter went to the *Harlem* the other two boats were stopped by the ice.

The ferryboats *Promise* and *Excelsior* passed here on Friday at 1 o'clock to go to the relief of the *Harlem* that had been in the ice since Wednesday. They released her and brought her into the river on Saturday. The *Harlem* sustained no damage and continued her voyage. The ferryboats then started out to release those boats that

were fast - the *Portage* at Bar Point, *Olympia*, *Tacoma* and *Rochester* five miles farther down, and the *Neshoto* and *Wyoming* below Colchester. The *George G. Hadley* that lay here from the previous evening followed the ferryboats out. The ferryboats succeeded in cutting a way for the steamers so that by 6 o'clock on Sunday night they were below the Dummy and in clear water. They all reached their destinations in safety.

John Manson, keeper of the Colchester Lighthouse, left there on Saturday morning and reached Colchester in safety, from whence he was driven here.

The steamer *White Star* and consort *Sweepstakes*, after being fast in the ice off Kingsville for three days, attempted to make the harbor on Thursday but stranded on the sandbar. She got in all right on Friday afternoon and will winter there.

The steamer *Weston*, lumber laden, left here on Monday and returned to Detroit, where she will likely winter. Her consorts, the *Eleanor* and *Janette*, are being stripped and will lay up here.

The *Saranac* and *Livingstone* passed down on Monday morning, but the same evening despatches from Kingsville stated that they were blowing signals of distress. The whalebacks *Pillsbury* and *Washburn* passed them on Tuesday morning near Pelee Island. The *Livingstone* was headed up the lake and fast in the ice. The *Saranac* was making her way all right. The ferryboats *Promise* and *Excelsior* left Detroit on Tuesday morning to go to the *Livingstone*. She was off Kingsville with some of her forward plates loose and she was leaking. About 100 tons of her cargo were thrown overboard and 400 tons lightered on the *Promise*. The *Livingstone* was brought up and reached Detroit on Wednesday afternoon.

#### December 22, 1893

In view of the several accidents that have occurred during the past two seasons at the Lime-Kiln Crossing, Detroit River, the suggestion of Wm. Livingstone Jr. that the cut should be widened from 440 feet to 600 feet is worthy of consideration and the subject will undoubtedly be taken up at the coming general meeting of the Lake Carriers' Association. As many as ten vessels have been known to meet in this cut at one time.

The cases to be tried in the Admiralty Court at Detroit at the coming session are quite numerous, there being no less than 76. They will begin on Tuesday, January 2nd and continue until Saturday, February 10th. For Tuesday, February 6th, the case of Brasell Hoose vs. tug *Home Rule* is set down for hearing. This is an action brought by the owner of the schooner *Bolton* on account of the tug leaving her

during a severe storm over a year ago and before Capt. Hackett purchased the tug. The costs, if any, will not come out of Capt. Hackett, as the former owners of the tug gave him a bond securing him against such trouble.

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 Indexed by Jennifer MacLeod

Glossary

air pump	to increase steam engine efficiency, the steam from the engine is exhausted into a vacuum, thereby using all of the pressure of the steam and most of the heat. This vacuum is created by the use of an air pump connected to the engine's condenser.
arches	as wooden steam vessels became longer (over 200 feet) their hulls tended to sag along their length. This effect was referred to as "hogging." To counter this, "hogframes" or arches were structured into the hull to give it rigidity. They resembled the arched trusses of a bridge and were installed one to each side of the vessel, running nearly the entire length.
barge	a vessel having the hull shape of a regular ship but towed by another vessel, such as a tug or a steamer. Can refer to a schooner barge .
bobstay	part of the forward rigging that holds the bowsprit downward.
bucket	the single blade of a ship's propeller.
bulwarks	the sides of the hull that are built higher than the main deck.
capstan	an apparatus used to raise an anchor or take up slack on a line. Similar to a winch, which lies horizontal, the capstan stands vertical and is man-powered with long wood handles.
centreboard	small, shallow-draft sailing vessels used a centreboard which could be lowered below the keel for stability. This board or plate swings vertically from a pivot through the centre line of the keel and is adjustable. It is still used in some modern sailboats.
consort	a vessel being towed by another vessel. There can be more than one vessel (consort) in a complete tow.
covering boards	short, flat planks fitted flush to the outer edge of the deck between the timberheads (hull frame tops) and stanchions, sometimes thicker than the deck planking.
crosshead	a large, hinge-like fitting on a steam engine that joins together the piston rod and connecting rod to allow the vertical motion of the piston rod to translate itself to the rotating motion of the crank shaft by way of the connecting rod.
deadwood	located at the sternmost part of the keel, those timbers that give strength to where the keel and sternpost are joined.



draft/draught	the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.
fore and after	refers to a type of schooner with two masts. Three and after , three masts, etc.
keelson	the keel of a vessel was often strengthened inside the hull by additional timbers or straps of steel called keelsons, running lengthwise and fastened to the keel.
knighthead	two heavy timbers built vertically deep into the bow to hold the bowsprit from slipping sideways.
leadline	(pronounced <i>led</i>); a lightweight line marked off in fathom (6 feet) increments with a lead weight attached to the end for heaving overboard and "sounding" the bottom for depth of water.
lighter	usually an old barge or steamer stripped down to a bare hull and used to temporarily hold enough of a grounded vessel's cargo to "lighten" that vessel so it can float freely.
lightship	a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. They were anchored in one position at the beginning of the season and were recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.
oakum	material used to caulk or fill the seams between the hull planks for water tightness of the hull.
propeller	refers to a steam-powered vessel driven by a propeller.
rabbit	a small, powerful propeller steamer with all cabins and machinery situated aft. Also known as a shoe pack .
range lights	a pair of tall structures with lights or beacons placed on top, arranged in line with the end of a channel so that a ship keeping these two light towers exactly one in front of the other will be able to navigate within a narrow channel without straying outside the channel and running aground.
schooner	refers to a specific type of sailing craft having two or more masts.
scow	a flat-bottomed vessel of shallow draft. Schooner were often designed with a flat bottom to reach into a shallow port (schooner-scow).

- spiles** most likely refers to the dock pilings which were timbers driven vertically into the riverbed close to the wharf for protection to the wharf.
- steam barge** a large, steam-powered hull designed to carry loose cargoes (grain, stone, etc.). Both rabbits and bulk freighters are sometimes referred to by this term.
- steamer** originally referred to a steam-powered vessel driven by side-wheels. In the latter part of the 19th century the distinction became blurred, as there were more propeller vessels being built than side-wheeler types. The term applies to both freighters and passenger carriers.
- wheel** usually refers to a ship's propeller and occasionally the paddle-wheel of a side-wheeler.





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