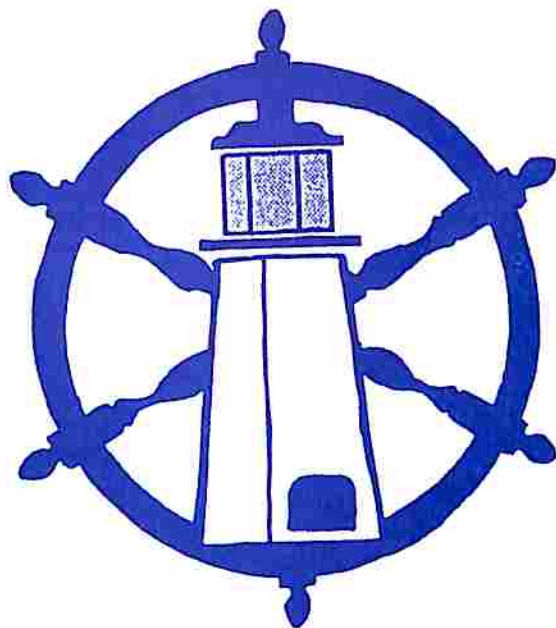


Echo SOUNDINGS

MARINE NEWS of 1894-1895

Excerpts from the
Amherstburg Echo



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Mars

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

January 5, 1894

Disasters on the Lakes.—There were 56 vessels lost on the Great Lakes during the season of navigation which has just closed. These vessels aggregated 25,258 tons and were valued at \$1,240,000. Losses were augmented by the stranding, burning and colliding of vessels which were afterwards restored, bringing the total loss by disaster up to \$2,212,588.

Loss of life was heavier than it has been for half a dozen years, the total this year being 128 persons against 204 in 1887. This year Lake Erie leads the van, as she generally does, because of the great traffic which she floats, in the number of lives lost, 59 people having been drowned in her waters. Lake Huron comes next with 33, then Lake Michigan with 12; after that Lake Superior with 10, Detroit River 5, and Lake Ontario 4. Out of crowds carried on lake steamers during the World's Fair only one passenger was lost legitimately, three others having committed suicide by jumping overboard.

Never before in the history of the lake marine was such a destructive storm experienced as that which occurred on October 14th. During that terrible gale the amount of property destroyed amounted to \$484,323, exclusive of ships which were not totally lost, and 52 lives were sacrificed to the fury of the elements. Property valued at \$280,000 was destroyed on the lakes by the gale on April 18th, which ranks next in severity to the one of October 14th.

Underwriters had to pay \$714,260 insurance on vessels which were totally lost during the past season, and aggregate insurance losses are estimated by official journals at \$1,200,000. Losses from collisions, the majority of which were due to fog, were \$377,487; from strandings \$484,478; from foundering \$609,543; from being dismasted and disabled \$130,000; from fire \$247,000.

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January 19, 1894

The Globe Company will build for L.P. and J.A. Smith of Cleveland, as soon as plans can be completed, three steel tug hulls. The largest will be 80 feet long, 18 feet wide and 12 feet depth. Machinery and boilers now in the tugs *Ida Sims*, *L.P. Smith* and one of the older wooden tugs of the Smith Line will be used in these new steel hulls.

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January 26, 1894

Final arrangements for pooling the issues of the Star-Cole and Red Star Lines were completed at Detroit on Tuesday. Three steamers, the *Greyhound*, *Arundel* and *Idlewild*, will be run between this city and Port Huron on practically the same time as last season, while the *Darius Cole* will be put on the Toledo route.

The committee appointed at the meeting of the Lake Carriers' Association in Detroit to devise a plan for reducing the tonnage during the season of 1894 on Tuesday at Cleveland made public a proposition which will be submitted to the vessel owners for signatures. It must receive the approval of 90 per cent of the carriers to become operative. The proposition in brief is that each vessel shall remain out of commission at least one-quarter of the season of navigation, the owner to elect which part of the season his vessel shall remain idle.

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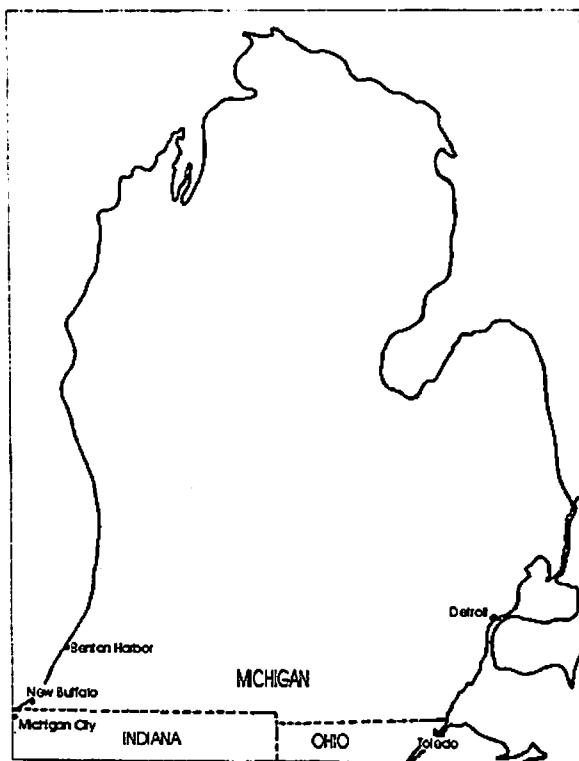
February 23, 1894

C. McElroy of St. Clair, Mich., has let a contract to Marine City parties to build him a boat with a speed of 25 miles an hour, to be finished in June. She will run between Port Huron and Detroit and carry nothing but passengers and light freight.

Lake Superior is to have another shipping port. Port Wing is the name of a town situated on Flag Lake and owned principally by Ashland and Bayfield parties. Flag Lake is located half a mile inland from Lake Superior. It is proposed to make Port Wing a shipping point by securing government aid to dredge Flag Lake so that vessels can enter from Lake Superior. An effort is now being made to have an appropriation for this purpose incorporated in the Rivers and Harbors Bill. In the meantime the proprietors of the enterprise have caused work to be commenced on new piers and a breakwater that are to cost upwards of \$10,000.

Instead of seeking a new appropriation from the U.S. Government for the proposed widening of the Lime-Kiln Crossing from 440 to 600 feet, an effort will be made to have the money left over from the 20-foot channel appropriation applied to this work. The course was decided upon at a meeting of the legislative committee of the Lake Carriers' Association in Buffalo a few days ago, and in view of the general tendency to cut downriver and harbor appropriations it would seem to be a wise policy. The appropriations for the 20-foot channel work were very largely in excess of the aggregate of contract prices at which the work was taken by dredging companies last fall. About \$1,500,000 will, it is thought, be available from the balance on the big channel appropriation.

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February 23, 1894

A NEW CANAL PROJECT.-Which, it is Said, Will Revolutionize the Traffic of the Great Lakes.-A Chicago dispatch says:-“A great canal project, which if successful will entirely revolutionize the traffic of the Great Lakes, is said to be in contemplation by a number of capitalists in Chicago, New York, Boston and London. The proposed canal is designed to facilitate the passage of vessels from Chicago, Milwaukee and other northwestern points to the east, and to render entirely unnecessary the long route through the straits of Mackinaw, Lake Huron, St. Clair River and Lake and thence down the Detroit River to Lake Erie. The plan is to construct a canal directly across the state of Michigan from the eastern shore of Lake Michigan to either Detroit or Toledo. It is stated on trustworthy authority the preliminary surveys of several proposed routes for the canal have already been made, and the feasibility of the project has been vouched for by eminent engineers. One of the plans under construction is to tap Lake Michigan at a point near

Michigan City or at New Buffalo, and run thence to Toledo. Another plan is to strike Lake Michigan at Benton Harbor and thence run in a northeasterly direction to Detroit. Either of these canals would be about 180 miles long. Among those to whom it is stated the plans have been submitted and who are said to have promised substantial support are Nathaniel Thayer, the well-known capitalist of Boston; John D. Rockefeller of New York; Gen. Thomas W. Palmer, C.P. Huntingdon and Frank Sturgis of the New York Stock Exchange; A. Sturges of the Cordage Trust and a number of others connected with various railway enterprises in the east.”

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February 23, 1894

The Dominion Government has decided that no change will be made in canal tolls this season.

There are now 4,916,000 bushels of corn afloat at Chicago, against 1,248,000 bushels at the corresponding date a year ago.

A Duluth despatch says:-“Already there is a demand for tonnage to carry wheat from Duluth to Buffalo. Last week contracts were made sufficient for 500,000 bushels at 2½ cents. The winter has not been severe and the expectation of an early opening has prompted early charters. The overstock of coal here is estimated at 300,000 tons and nothing yet has been done in charters from Lake Erie ports. In ore nothing has been done from Duluth.”

The *Milwaukee Wisconsin* says:-“The outlook for lake business during the season of 1894 proves very perplexing to vessel owners, and they are undecided what to do. It is altogether likely now that, with a few exceptions, the entire fleet of grain, ore and coal carriers wintering at Lake Michigan ports will take cargoes of grain out of Chicago on the opening of navigation if the present rates are maintained, but a scarcity of coal cargoes and the prospect of low freight rates for what is moved may be the means of keeping a majority of the large vessels now laid up below out of commission until the 15th of May and possibly until the first of June. As far as known, only one corporation whose steamers are wintering at Milwaukee has reached the conclusion not to fit them out until assurance is afforded that they can be started without danger of running in debt. Just what the large grain fleet which will leave Chicago on the opening of the straits will do for return cargoes after reaching their destinations is another puzzling matter. The indications are that there will not be enough coal for them all and that therefore a number of them must either be held in waiting or permitted to return to Chicago in light trim. While there seems to be no mutual understanding among them, vessel owners

apparently are unanimous in the conclusion that the outlook necessitates a curtailment of expenses which will involve a marked reduction in the salaries of captains and engineers - something that is seldom done except as a *dernier* resort. The people who usually are made to suffer when business slacks up at all embrace the mates, wheelmen, stewards, lookouts, watchmen and deckhands. "I shall cut the salaries of captains and engineers with the understanding that should the season turn out fairly well in the end the wages of last season will stand," was the reply of one Milwaukee owner when approached upon the subject. Other local owners are quietly arranging to cut also, each after his own ideas. At lower lake points some owners who feel satisfied that their vessels will have to lie idle during a portion of the season are preparing to hire their captains by the month, and thus effect a marked reduction in their salaries.

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March 2, 1894

Grummond's passenger steamer *Atlantic* will probably be converted into a barge during the coming summer.

Capt. Harry Zealand has been engaged for the steamer *Simon Langell* and Capt. George Robarge will have command of the big steel steamer *S.S. Curry*.

During 1893, grain received under bond from United States ports was transhipped at Kingston, as follows:-Corn, 8,520,780 bushels; wheat, 3,660,331 bushels; oats, 356,073 bushels; rye, 66,121 bushels; total, 12,603,305 bushels. Transshipments during 1892 totalled 6,649,618 bushels, showing an increase for 1893 of 5,953,687 bushels.

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March 9, 1894

The passenger steamer *Mary* is running between Marine City and Port Huron. The Isaac Watt Wrecking Co. is having the tug *Saginaw* repaired to be ready for use when navigation opens.

The railroad companies are opposing the proposal to start a line of steamers between Toledo, Cleveland and Montreal.

It is stated that the syndicate who have secured the Erie & Huron Railway have also purchased the *Campana* to run as a passenger and freight boat between Cleveland and Rond Eau. The price paid was \$50,000.

Work was resumed at West Superior, Wis., on Tuesday at the barge works, with a crew of 200 men. The whalebacks will be repaired and put into shape for the opening of navigation. The *Christopher Columbus* will be fitted out to run between

Chicago and Milwaukee.

A Cheboygan, Mich., despatch says:-"The prospects are that the ice will be soon out of the Straits of Mackinaw, a week more of the present warm weather being all that is needed to open the passage. All the lumber camps have broken up and snow has almost completely disappeared."

Supt. Kirby of the Wyandotte shipyard has written to the shipbuilding company at Newport News, Va., offering to send on a number of skilled workmen from Wyandotte, who will be provided with personal letters setting forth their qualifications. The Newport News people wrote back that they will be glad to take on the men recommended whenever there is an opening. Mr. Kirby says there are no orders in view yet for the Wyandotte yard this summer.

Marine underwriters are confronted with a novel situation, in that they are receiving a great many applications from vessel owners to insure their hulls for a single trip, whereas heretofore hulls were insured for the entire season. There are 200 vessels loaded with grain lying in Chicago River, and the owners of one-fourth of them wish to send their boats to Buffalo, unload their grain and then tie up for the season. Such a thing as insuring a hull for one trip was unheard of before, and the underwriters have not determined what they will do about it.

The new composite steamship on the stocks at the Wyandotte shipyard has been christened the *Harvey H. Brown*. The boat is practically finished, the scaffolding has been taken away from the side nearest the slip, and the launch will occur as soon as the water raises and the ice gets out of the river. At present the water is two or three feet below the normal level. This is the steamer Capt. E.C. Gatfield will command this season, and she has been chartered to carry 40,000 tons of iron ore to Lake Erie ports from Lake Superior. Joseph Powell will be mate of the *Brown*. The launching will take place here Wednesday, weather and circumstances permitting. The *Brown* is 342 feet keel, 362 feet over all, 42 feet beam and 25 feet deep with a double bottom.<sup>1</sup> The new boat is a straight back on centre lines, but with one foot rise aft and two feet rise forward in order to make her straight to the eye. She is a duplicate of the *Pope* and *Maryland* in machinery. She has two pole masts forward, without sail. She carries 500 tons more than the *Pope*, or 5000 tons

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<sup>1</sup> Refers to a hull constructed with ballast tanks below the cargo floor, which could be filled with water to maintain proper ballast, rather than the old method of stowing rocks in the cargo hold. This method of construction began in the 1880s and eventually became standard.

through a twenty-foot channel. A novelty will be a "tell-tale" at each end of the ship, which will enable the deck-watch to report to the captain every half-hour the exact amount of water the vessel is drawing. The boat is furnished with electric lights throughout and the most modern steering apparatus.

March 9, 1894

The bill at present before the U.S. House of Representatives provides for an appropriation of \$8600 for a light station on or near South Bass Island, Lake Erie.

U.S. Lighthouse Inspector Green gives notice that the exhibition of lights on Lake Erie will be resumed March 15th and on Lake Ontario April 1st.

A gold watch and chain have been received by the Dominion Marine Department from the president of the United States for presentation to Capt. Burke of the tug *Reliance* for heroic services rendered to the United States tug *Acme* on the 11th of October last.<sup>2</sup>

The minimum cost of a trip from Buffalo to Duluth on one of the new Northern Line passenger steamers will be:-Ticket, \$19; berth, \$4.50; meals, \$6; total, \$29.50. But a man of means can, if he chooses, have a parlor with bath that will cost him \$33 in addition to his passage and meals.

Capt. Scott, who was in the propeller *Persia* during the past sixteen years, will command next season the steamer *Campana*, trading between Chicago and Kingston. Other officers are:-Propeller *Lake Michigan*, Capt. Robert Chestnut; *Acadia*, Capt. John Clifford; *Arabia*, Capt. O. Patenaude; *Melbourne*, Capt. J. Chestnut; *Ocean*, Capt. Malcolmson.

One Cleveland firm of vessel owners last week notified masters and engineers who had been promised engagements that the conclusion has been reached not to fit out in the spring, and that therefore nothing intervenes to prevent them from accepting positions in another employ. A member of the firm stated that under no conditions would its vessels start out at the rates talked of now. "We cannot carry grain from the head of Lake Superior at 2½ cents or ore at 80 cents and come out even, and rather than run the boats at a loss, as some owners did last year, they will remain idle all season."

Work on the steamer *North Land*, the second of the Great Northern passenger boats, has been actively resumed at the Globe Shipyard, Cleveland, and the boat will

<sup>2</sup> See Vol. IV(1), p. 60.

be pushed on to completion as rapidly as possible. Work on the *North West* is making good speed and she will be out before the first of June, the time when it is designed to put her in service. The *North Land* will be ready for sea before the season is over. The company have leased docks at the foot of First Street, Detroit, for the exclusive use of their boats. The fleet which will use this dock includes the two exclusively passenger steamships *North West* and *North Land*, and the six fast freighters, *Northern King*, *Northern Queen*, *Northern Wave*, *Northern Light*, *North Wind* and *North Star*.

March 9, 1894

**Death of Capt. Alex. Wilcox.**-Capt. Alex. Wilcox, one of the oldest, best known and most highly respected citizens of Amherstburg, passed to the silent majority on Friday evening last after only a three days' illness, aged 72 years. Deceased was born in Rochester, N.Y. in 1822, lost his parents when a child and was brought to Amherstburg before he was four years of age, his grandfather, Mr. Larose, who lived then on King Street next to the place now occupied by M. Dumont, taking him to raise. As soon as he was able he began to look out for himself and at fifteen years of age began sailing. Before this, however, he worked for different farmers throughout the townships of Colchester, Gosfield and Sandwich and was very well known in the County of Essex. When quite a young man he secured captain's papers and for many years commanded tug boats on the lakes. He was in the employ of Wilcox & Trowbridge and sailed the tugs *L.L. Lyons*, *Bob Anderson*, *G.B. McClellan* and others. One season he commanded the passenger steamer *Florence*, plying between Fort Erie and Buffalo, and was also commander for some time of the side-wheeler *Red Eric*. He was mate with Capt. John Duncanson on the tug *Metamora* the first season the captain sailed that tug, sometime in the 50s. He was a shipmate with the late Capt. S.B. Grummond, with whom he also sailed as mate....

March 23, 1894

Navigation opened Saturday at Owen Sound and also at Goderich.

Capt. Ed. Tormey will be mate this season of the wrecking tug *Favorite*, stationed at Cheboygan, Mich.

The *Greyhound*, *Idlewild* and *Arundel* of the Star-Cole Line will run between Port Huron, Sarnia and Detroit during the coming season.

The stock of coal on the docks at Chicago is variously estimated at from



250,000 to 400,000 tons - enough to meet all demands for three or four months.

The tug *Swain* of the Grummond Line is now at Detroit ready for business and the *Crusader* will be at Mackinaw City with a full wrecking outfit aboard on April 1st. Capt. James Tormey will sail the *Swain* and Capt. James Jarmin will have charge of the *Crusader* until the tug *Champion* comes out, about the 1st of June, when the *Champion* will be stationed at the Straits.

Capt. James McMaugh and Engineer S. Brisbon have departed for Owen Sound to look after the fitting out of the steamer *Algonquin*. Capt. James Ewart, master of the steamer *Rosedale*, has gone to Midland, where his vessel is wintering, to oversee repairs which are being done to her wale-strakes<sup>3</sup> and other parts. Crangle & Haggarty of Toronto, owners of the steamer *Rosedale*, have purchased a controlling interest in the big steamer *Algonquin*.

Capt. Thomas McGowan appeared before Judge Swan in Detroit on Wednesday, accused with having effected the fraudulent release of the small steamer *Nelson Bond* on alleged straw bail. The *Bond* is a small passenger steamer and McGowan commanded her last season. The steamer was libelled for a supply bill, but released on bonds furnished by two men who, it now appears, owned nothing, though swearing that they owned valuable property. McGowan will appear in court on April 2nd to show cause.

Among the appointments of masters that have been made are the following:- Steamer *J.H. Wade*, Chas. Swartwood; *Harvey H. Brown*, E.C. Gatfield; *S.R. Kirby*, James Fraser; *E.M. Peck*, C.H. Chamberlain; *Fayette Brown*, David J. Girardin; *Volunteer*, Thos. Hackett; *John Oades*, Timothy Lemay with James Falconer as engineer; *A.A. Parker*, J.T. Hutton; *F.E. Spinner*, Jacques Laframboise; *Jesse H. Farwell*, D.J. Duncanson; *Tom Adams*, D. Nicholson; schooner *Red Wing*, John Anderson; tug *Saginaw*, Thos. Hayes; tug *Onaping*, John E. Tobin.

Breyman Brothers of Toledo and L.P. and J.A. Smith of Cleveland, who took the contracts for cutting the 20-foot channel at Grosse Point, Lake St. Clair and Bar Point, Lake Erie, respectively, have sublet a considerable portion of the work. C.H. Starke & Co. of Milwaukee and Knapp & Dixon of Racine will assist the Breymans at Grosse Point. Each firm has taken 300,000 yards of digging and will furnish a dredge to begin the work as soon after navigation opens as possible. The

Sheboygan Dredging and Docking Company will dig 350,000 yards at Bar Point for the Smiths with a dredge now at work at South Chicago. The price paid for the dredging at Grosse Point is 12½ cents per yard; for that at Bar Point, 18 cents per yard. The work is to be completed in 1895.

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March 23, 1894

The *A.A. Parker* is loading corn at Chicago for Buffalo.

The outlook for lumber freights is not promising, and the quantity to be moved the coming summer will not exceed that of a year ago.

The Straits of Mackinac are not opened and the opinion of Capt. Boynton of the car ferry there is that they will not be till the 1st of April.

At Duluth, out of a probable 1,000,000 bushels taken for shipment on the opening of navigation, Capt. McDougall has between 500,000 and 600,000 bushels to be taken by whalebacks, all at 2½ cents.

M.A. Bradley's steamer *Alva* is to be duplicated by the Cleveland Shipbuilding Company under a contract just closed with Philip J. Minch, Capt. William Gerlach and others of Cleveland. The *Alva*, which was built by the same company last season, cost \$200,000, but owing to the cheapness of metal and wages the new steamer will be built for \$50,000 less. Work will be started at once and completed by September 1st.

A Cleveland ore broker last week placed vessels for 100,000 tons of ore from the head of Lake Superior at 80 cents, the contract to run to October 1st. Some Cleveland vessel owners claim that the outlook is much brighter than it was a few weeks ago and say that they will not tie their boats up for the greater portion of the season at the present rates. The rate on ore from Marquette to Lake Erie ports has been established at 80 cents. On Saturday a block of 150,000 tons was covered at this figure, the contract to run until the close of navigation.

Out of 2,000,000 tons of ore sold, fully one-half has been placed on the basis of 80 cents from Ashland. The contracts are distributed among a dozen different owners. Thus far, M.A. Bradley, one of the heaviest owners, has kept out of the market. He is thus quoted on the subject: "I cannot carry ore from the head of Lake Superior for 80 cents at a profit. With a cargo both ways it cost the big steamer *Alva* \$1.10 a ton to make a round trip to the head of Lake Superior last year. With my boats tied to the dock they are better off than they were when they laid up last fall and I will not fit them out until there is an opportunity to make a little money by running them." It is reported that Capt. McDougall has taken 100,000 tons of ore

³ a thicker hull plank fastened lengthwise to the hull for added strength and serves as a "rub" rail when laying at a wharf

to be carried by the whalebacks at 80 cents.

At the meeting of the Lake Carriers' Association at Cleveland last week, the wages card was fixed as follows:-Steamers of the first class, first engineers \$100, second engineers \$70; steamers of second class, first engineers \$75 to \$90, second engineers \$60; third class, first engineers \$60 to \$75, second engineers \$50; first mates \$50 to \$75, second mates \$35 to \$50, cooks \$35 to \$50, helpers (to cooks) \$10 to \$15, firemen \$25 to \$30, wheelmen \$25 to \$35, lookouts and watchmen \$20 to \$30, deckhands \$12 to \$15, oilers \$25 to \$30, firemen when fitting out and laying up, boarding themselves, \$1 per day. On consorts and sail: First mate \$30 to \$45, second mate (when carried) \$25 to \$35, cooks \$25 to \$30, seamen \$25 to \$30, boys \$12 to \$15. The above is low-water mark on the lakes and how it will be received by the men remains to be seen. The Association will have one shipping master in Chicago with two assistants, one of whom will be located at South Chicago. Buffalo and Cleveland will each have a shipping master and one assistant, and Ashtabula and Toledo one without an assistant. It was decided that times were too hard to place a shipping master at Milwaukee this season. The question as to whether the Association should maintain the private range lights at Point Edward, at the head of the St. Clair River, has not yet been decided.

The *Milwaukee Wisconsin* says:-"According to private advices from Chicago, a majority of the shippers who have cargoes afloat at that port for spring delivery are inclined to favor the request of vessel owners that they may be permitted to defer the start for the lower lakes until May 1st, and permission to that effect has, it is said, already been granted in several instances. The extent of this move of the vessel owners cannot be learned, but it is thought to be quite general because of the uncertainty of obtaining return cargoes during the month of April. Except when their stocks are thoroughly depleted, coal men do not care to begin receiving cargoes until after the assessors have been around, early in May, as the stocks on hand cut quite a figure in the amount of the tax levied against them. Besides, all of the leading years have on hand an abundant supply of hard coal, although in some instances stocks of soft coal have run pretty low. Milwaukee vessel owners are strongly in favor of delaying the start for the season until May 1st, but they will be governed in their action by the action of the largest owners at lower lake points. The indications at the present time are that but a small proportion of the large grain loaded fleet now at Chicago will start out on the 1st of April, when hull insurance goes into effect and lake risks on grain attach. Chicago papers state that the first steamers to get away from that port will probably be the *City of Paris*, *City of*

Venice and *Thomas Cranage*. They are chartered for wheat from Duluth to Buffalo and must get to the head of Lake Superior as soon as possible. The additional statement is also made that some grain shippers are demanding that vessels having their grain on board leave at once."

March 23, 1894

STEAMER IMPERIAL.-Resumes Her Route Tomorrow.-The work of fitting out the steamer *Imperial* commenced at Walkerville on Friday last and the boat is being handsomely painted and improved. Capt. Peter Williams, who gave such general satisfaction last season, will again command her and she will be down to make a trip from Amherstburg to Windsor tomorrow (Saturday) and begin on her regular route on Monday. She will leave Amherstburg for Windsor at 8 a.m. on Mondays, Wednesdays, Thursdays and Saturdays and returning leave Windsor at 4 p.m., except Saturdays, which will be 5 p.m. On Monday and Thursday nights she will leave Amherstburg at 5:30 for Kingsville and on Tuesdays and Fridays will make trips from Kingsville to Pelee Island and return. On Tuesdays she will also go to Sandusky and return. She will leave Kingsville on Tuesday and Friday nights for Amherstburg. The fares are the same as last year, 25 cents each way from Amherstburg to Windsor.

March 30, 1894

It is officially announced that the Welland Canal will open for navigation on April 19th.

Additional appointments made are *Manola*, Capt. C.H. Bassett; *Castalia*, Capt. C.C. Allen; *Robert Vale*, Capt. P. Cuniff.

The steam barge *John D. Pauly* lay at the dock last Friday night on her way from Detroit to Toledo for a load of coal for Marine City.

There are now working in the Wyandotte shipyards only about a dozen men, and the superintendent cannot say when matters will be improved.

The steamer *Atlantic*, which was one of Grummond's Mackinac Line boats, has had her cabin removed and otherwise changed into a freight barge.

The *Business*, recently purchased by F.W. Matthews of Toronto, has been chartered for two trips from Toledo to Kingston with grain. Her capacity is 50,000 bushels of wheat.

The steamer *Roanoke* is loading with flour at the East End Mills, West Superior, and will depart with her cargo this week. This will break the record for early

departures from that port.

During the coming season, 160,500 tons of coal will be shipped to Owen Sound and 140,000 tons to Fort William, Rossport, Huron Bay and Algoma Mills from Cleveland for the Canadian Pacific Railway.

A Duluth despatch on Sunday says:-“An explanation of the premium on wheat in the Duluth market over that at Chicago is given by local grain men, which involves the discovery in the wheat in store on the steamer *J. Emory Owen* of Chicago of weevil. It was claimed that the damage was slight, but Duluth men claim to know that much of the cargo was wormy and that there is reason to believe that of the 20,000,000 or more bushels of wheat in store at Chicago, a very considerable portion has been seriously damaged and that it is the fear of this which has caused the unusual split in the prices on the Duluth and Chicago boards. The most prominent of local vesselmen is authority for the statement that it is on this account that Chicago grain men are endeavoring to keep vessels which have wheat in store as cargoes from moving before the first of May, and the reason why vesselmen are as anxious to get out as early as possible in April.”

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March 30, 1894

The barges *Eleanor* and *Jennette* that laid up at the dock here the past winter have been put in readiness and expect their steam barge, the *A. Weston*, to tow them to Tonawanda, N.Y., the forepart of next week.

A general reduction of 10 per cent in wages has been ordered by the managers of the lake and rail line steamers at Buffalo, to take effect at the opening of navigation. Some of the minor employees of the boats will not be affected by it.

The U.S. steamer *Hayes* placed both lightships at the Lime-Kiln Crossing in position on Tuesday. The Bar Point lightship was also placed in position the same day. The buoys will not be put in their places in the river until after the 1st of April.

The tug *Home Rule* that was taken to Detroit for repairs a few weeks ago has had steel bunkers put in in place of the wooden ones, an iron boilerhouse put up, the engine refitted and some work done to her boiler. She arrived down last night and is ready to tackle any wrecking jobs that may come along.

Judge Swain of Detroit has decided that the steamer *Fred. Mercur* was at fault when it collided with the schooner *J.B. Merrill* in November, 1892,<sup>4</sup> and has

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<sup>4</sup> This accident actually took place April 21, 1892 (see Vol. III(4), p. 28).

awarded damages against the steamer. The *Merrill* was bound up with a load of coal in tow of the tug *Swain* and they met the *Mercur* near the mouth of the Detroit River, just below Bois Blanc [Island]. The *Merrill* was injured so badly that she sank and her owners brought suit for \$16,500. The amount of damages is to be fixed by Court Clerk Davison of Detroit. Capt. Ed. Tormey and John McCarthy Jr. of Anderdon, Andrew and Harry Hackett of Bois Blanc and Thomas Cooper of Amherstburg were witnesses in the case.

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April 6, 1894

The steamer *Germania* and barge *Sprague* left Cleveland on Tuesday night with coal for the Mullen-Gatfield Coal Co. Part of the cargoes is to be unloaded here and the balance at Sandwich.

Howard Weeks of Cleveland has been appointed traffic manager of the L. & P.S.R.R.⁵ and of the line of boats to run between Cleveland and Port Stanley. His headquarters are to be in Cleveland.

The schooner *Hunter Savidge* was the first boat with a cargo to arrive at Detroit this season. She had a load of lumber from Alpena, Mich. On her way down she ran aground in St. Clair River and was released by the steamer *Fern*. After discharging her cargo she went to Lorain for a load of coal.

The screw steamer *Lakeside*, which for two seasons past has run between Toronto and St. Catharines, will be put on the route between Port Stanley and Cleveland commencing May 20th. The *Windsor Record* says, “She is said to be a faster and better boat than the *Flora*.” The fact of the matter is the *Lakeside* could hold her own with anything afloat in Lake Ontario and can run around the *Flora* in every mile run. The *Lakeside* was built for the Pelee Island route.

The tug *Crusader* was the first tug to get a wrecking job this season, having towed the *Arundell*, which disabled her machinery, from St. Clair River to Detroit on Wednesday of last week. Friday, the *Crusader* came here and took on board two of the steam pumps that have been stored in the Lake View pavilion the past winter. She left on Saturday for Cheboygan, Mich., where she will be stationed until the *Champion* comes out, about the first of June. Capt. James Jarmin is in command of the *Crusader* and will sail her until the *Champion* comes out, when the latter tug will be stationed at the Straits.

⁵ London & Port Stanley Railroad

At Chicago the season of navigation for 1894 opened at noon Sunday and boats that were laden with grain and moored in the river were at liberty to start on the trips down the lakes to Buffalo. There was a manifest reluctance on the part of owners to move their craft, for out of the immense grain fleet that filled the river only nineteen boats left the harbor. The first of the fleet to get away was the big steel steamer *E.M. Peck*. The other boats were slower in starting. They started on their course strung out in a long line resembling a naval parade. They were the *Majestic*, *W.H. Barnum*, *Iron King*, *Iron Queen*, *Iron Chief*, *Iron Cliff*, *Iron Duke*, *Iron State*, *Iron Age*, *Iron City*, *John Oades*, *Redwing*, *Minneapolis*, *San Diego*, *John Eddy*, *John Shaw*, *A.A. Parker* and *B.W. Parker*. The boats of the Chicago fleet which sailed Saturday carried 927,000 bushels of corn and 533,655 bushels of wheat.

LAKE DISASTERS.-The steamer *W.H. Barnum* left Chicago on Sunday noon in the van of the grain fleet with 55,000 bushels of corn. She encountered rough weather on Lake Michigan and when she entered Straits of Mackinaw on Monday night it was found that she was leaking badly. Signals of distress were blown and the tug *Crusader*, Capt. James Jarmin, put out from Cheboygan to render assistance. Pumps were put aboard, but to no avail, and an attempt was then made to beach her. This failed owing to the ice, which extended far out from shore, and the boat sank in 11 fathoms of water at the west end of the Straits. All the crew were taken off by the *Crusader* and the boat is a total loss. The steamer was refused rating in Inland Lloyds this spring until some prescribed repairs were made. The owners agreed to make the repairs as soon as she arrived at Port Huron and with this understanding an insurance of \$22,000 was put on her. The boat was not in a seaworthy condition and much severe criticism has been made by marine men for allowing her to sail at all. The corn was insured for \$22,000.

The steam barge *Minneapolis*, one of the grain fleet which left Chicago on Sunday, came to grief in the gale in the Straits of Mackinaw early Wednesday morning. The *Minneapolis* sank in twenty feet of water. The crew managed to escape and were brought to Cheboygan on the *San Diego* and *Red Wing*, consorts of the lost steamer. The *Minneapolis* had a cargo of 48,517 bushels of wheat, which is insured at Chicago. She was 12 years old, owned by A.A. Parker of Detroit and was insured for \$43,750. The vessel and cargo will be a total loss. The owners of the propeller *Minneapolis* had yearly policies on the fleet, which did not expire until April 15th, and this is the reason why the boats were sent out so early in the season. Capt. John Anderson is sailing the *Red Wing*.

The schooner *Theo. Vosges*, bound for Sand Beach, laden with a cargo of coal,

was struck by the steamer *Majestic* at the southeast bend near Port Lambton in the St. Clair River Wednesday morning. Her foremast was broken off and her foregear gone. Hugh McCaffery, brother of the captain, was killed being struck by the spar.

The Grummond Line steamer *State of Michigan* went ashore at North Point, Thunder Bay, Lake Huron, during the gale early Wednesday morning and was released the same afternoon. She did not suffer much damage.

STEAMER IMPERIAL.-The steamer *Imperial* leaves Amherstburg for Windsor at 8 a.m. on Mondays, Wednesdays, Thursdays and Saturdays and returning leaves Windsor at 4 p.m., except Saturdays, which will be 5 p.m. On Monday and Thursday nights she will leave Amherstburg at 5:30 for Kingsville and on Tuesdays and Fridays will make trips from Kingsville to Pelee Island and return. On Tuesdays she will also go to Sandusky and return. She will leave Kingsville on Tuesday and Friday nights for Amherstburg. The fares are the same as last year, 25 cents each way from Amherstburg to Windsor.

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April 6, 1894

Dredging operations were resumed at St. Clair Flats on Tuesday.

James McGuire will again be first mate of the *Fayette Brown* this season.

Ed. Raines of Sault Ste. Marie, Mich., will be mate of the *A.A. Parker*. The steamer will not carry a second mate this season.

The body of Mrs. Albert Meswald, wife of the captain of the steamer *Wocoken* that foundered off Long Point last fall, was found on the beach near Dunkirk, N.Y., on Sunday morning.

The *Home Rule* had her first job of the season on Sunday morning when she released the schooner *Hunter Savidge* from the foot of Fighting Island. The *Savidge* was bound down with a load of lumber.

The following are the masters appointed for the Grummond Line of steamers and tugs for the season of 1894:-Steamer *State of Michigan*, Capt. Fred. R. Dale; *Flora*, Capt. David Brown. Tugs-*Champion*, James F. Jarmin; *M. Swain*, James R. Tormey; *Crusader*, Thomas Carney; propeller *Atlantic*, Robert E. Ferguson.

Cleveland, Buffalo and Detroit vesselmen have closed a deal with the Pittsburg & Chicago Gas Coal Co. for fuel for their steamers, to be handled at Cleveland at the rate of \$1.90 per ton, which is a cut of about fifty cents from other dealers' rates. Both ore and coal shippers at Chicago are fighting for the fueling for the rest of the steamers.

In the River and Harbor Bill presented to the United States House of

Representatives on Thursday of last week, an appropriation of \$30,000 is made for work on the Detroit River, removing shoals between Detroit and Lake Erie, one of \$50,000 for Portage Lake Canal entrance and another of \$235,000 for St. Clair Flats ship canal.

The Canadian "Soo" Canal, which is in course of construction, is by agreement with the contractors to be completed by the 1st of July, 1894, and to admit vessels drawing 20 feet of water. The expenditure on this work during the past year amounted to \$590,000. For the first half of the current fiscal year there has been expended a further sum of \$768,546. There is every prospect of the completion of the canal during the coming summer.

Bussell's docks, Detroit, are to be rebuilt where worn, new ticket offices and waiting rooms fitted up, everything put in first-class order preparatory to the arrival of the Northern Steamship Co.'s vessels. The steamer *Northwest* will make her first trip around the lakes in the first part of June. A reception will be held on board at Buffalo before her departure, with members of the cabinet, Mrs. Cleveland<sup>6</sup> and the wives of the cabinet officers and possibly the president himself on board. Receptions will be held at Cleveland, Detroit, Sault Ste. Marie, Chicago and Duluth. The steamer will remain in Detroit Saturday, Sunday and Monday. A reception will be held Saturday and on Sunday a trip will be made with a party of vesselmen and newspaper people, during which a trial of speed and general movements will be made on Lake St. Clair. Monday, a quick trip to Port Huron and return will be made, and a banquet will be served on board.

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April 6, 1894

Isaiah McKinney will be steward on the tug *Torrent* this season.

On Wednesday the *Home Rule* had her boiler inspected at Windsor by Dominion Inspector John Dodds. She's all right. Her engine, boiler and hull were never in such good shape as now.

Capt. F.B. Hackett has been circulating a petition among the marine men and others at this port asking the Dominion Government to change the Pelee [Island telegraph] cable so as to run to the Dummy Lighthouse, thence to the mainland.

Prior Wilson went to Chicago on Monday to take his position as steward on the *Jesse H. Farwell*. James H. Kirtley and W. Simpson left the same day to take

⁶ First Lady of the United States, wife of President Grover Cleveland

Steamer Newsboy.

AMHERSTBURG TO DETROIT.

The steamer leaves Gore Street dock at 6:45 a.m., calling at Grosse Isle and Wyandotte, arriving at Detroit at 9:00. Returning, leaves Detroit at 4:00 p.m., arriving at Amherstburg at 5:30.

Fare, single trip, 50 cents; round trip, 75 cents. Tickets good for 30 days.

J. HOWARD PRAY, CAPT. GEO. KING,
Clerk. Master

Advertisement in the *Amherstburg Echo*, April 6, 1894.

charge of the cooking department on the *Susan E. Peck*.

The schooner *Benson* took 200 tons of coal from Mullen-Gatfield's coal docks here to Sandwich yesterday (Thursday). Two of the large boats in the Chicago grain fleet coaled at Sandwich on their way down on Wednesday.

The steamer *Newsboy* came down from Detroit on Wednesday evening and began her regular trips yesterday (Thursday) morning. For the present she is landing at the foot of Gore Street, but it is not known yet whether arrangements can be made for her landing there continually. Manager E.N. Clark and Capt. John Desana were in town on Friday last trying to arrange for dock privileges. The *Newsboy* is commanded by her owner, Capt. George King, and J.H. Pray is purser. When the *Wyandotte* comes out on June 1st, Mr. Pray will resume his old position on her. Capt. Desana will again pull bells on the *Wyandotte*. We understand that the *Wyandotte* will not lay at Sugar Island at nights this season but will lay at the dock here.

April 13, 1894

The steamer *John Oades* overran 156 bushels on a wheat cargo from Chicago.

The schooner *Island City* was lost on Lake Michigan on Tuesday and two of the crew drowned.

Improvements to the machinery of the steamer *Wyandotte* are being made at the Detroit Dry-dock Co.'s works at Detroit.

The *Redwing* (Capt. John Anderson) and *San Diego*, consorts of the ill-fated *Minneapolis*, passed down on Sunday in tow of the tug *Onaping*.

Theo. Young and Louis Belcoure left on Saturday for Cleveland to go on the steamer *Manola* as first and second mates, respectively. James Belcoure left on Tuesday to go on the same steamer.

The corn cargo of the steamer *W.H. Barnum*, sunk in 66 feet of water in the Straits of Mackinac, has been sold to the starch works at Brantford, On., and will be removed from the hull with an improved cataract pump.

The schooner *Lottie Cooper* was wrecked at Sheboygan, Wis., Monday morning, dragging her anchor and going ashore in the harbor. Before the life-saving crew could reach her, a sailor named Ed. Christianson, aged 50, was washed off and drowned. The schooner and her cargo of lumber will be a total loss.

At St. Catharines on Friday, Judge Macdougall gave judgement in the case of the owners of the tug *Monro* of Port Colborne against the *Home Rule*. The plaintiffs sued for \$800 salvage and the case was dismissed with costs. In the fall of 1892 the *Monro* and *Home Rule* were chartered to tow the dredge *Niagara* and four scows from Port Colborne to the Detroit River. When near Point Pelee a heavy gale was encountered and the dredge and scows were sunk. The tugs lay for a while under cover of Point Pelee until the storm abated. By this time the *Home Rule* had used up nearly all her coal and the *Monro* had only a few tons left. The two tugs then started for Amherstburg, the *Rule* towing the *Monro* until her coal ran out and the *Monro* towing the *Rule* the rest of the way. The owners of the *Monro* for this service claimed \$800. Capt. F.B. Hackett and Andrew Welsh were witnesses in the case and returned home on Saturday.

The case of Hackett vs. Northern Steamship Co. has at last come to an end, County Court Clerk Marcon filing his reference in the case on Monday, awarding to the plaintiff, Capt. F.B. Hackett, the sum of \$8058. The case arises out of the

wreck of the schooner *Fayette Brown* at Point Pelee in the fall of 1892.⁷ The vessel was loaded with stone and was owned by M.A. Bradley, who abandoned the wreck, but subsequently transferred her to the Northern Steamship Co., and they in turn to Capt. Murphy of Detroit. As the owners made no effort to remove the wreck, the Dominion Government gave the job to Capt. Hackett, he to have what he could save of the cargo. After he had removed several blocks of stone last spring, Capt. Murphy stepped in and secured an injunction restraining Capt. Hackett from removing any of the cargo. The injunction was continued and Capt. Hackett sued the Northern Co. for \$7515 for work and expense he had been put to in removing part of the cargo. The case was heard at the assizes last fall and judgment given for Capt. Hackett, the amount to be determined by a reference to Mr. Marcon. The reference was heard last month, forty witnesses giving evidence in the case. The costs in the case will foot up to about \$3000, which the Northern Co. will, no doubt, have to pay, as a judgment invariably carries costs with it. W.H. Hunter, barrister, of Toronto has been looking after Capt. Hackett's interests and in the first part of the case had D.R. Davis and Henry Clay of Amherstburg associated with him. Capt. Hackett has won three suits since last June and in all of them Mr. Hunter has been his counsel. This certainly speaks well for Mr. Hunter.

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April 13, 1894

The steamer *Macassa* on Wednesday of last week ran the 39 miles from Port Dalhousie to Burlington piers in 1 hour and 50 minutes.

W.H. O'Neill, who acted as harbormaster at Detroit for years, was at the last meeting of the police commission ordered to give up the position and go on patrol duty.

The tug and dredge business of L.P. and J.A. Smith of Cleveland has been incorporated under the name of the L.P. & J.A. Smith Company, with a capital stock of \$200,000.

The steam barge *John A. Eddy* went on the Middle Ground at Bar Point at 10 o'clock on Thursday night of last week and was released at 8 o'clock next morning. She was bound down and so much in the channel that the *A.A. Parker* and consort would not attempt to pass until she was released.

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<sup>7</sup> The *Fayette Brown* sank in the Pelee Passage June 4, 1891. See description of Murphy's injunction against Hackett in Vol. IV(1), p. 37-38.

Andrew Hackett, keeper of Bois Blanc Lighthouse, has furnished us with the dates of the opening and closing of the lighthouse since 1863. As this light is always the first one to shed its rays in the spring and the last to darken in the fall, the dates can be taken as correct for the opening and closing of navigation on this end of the lakes. The following are the dates:-1863, March 24th and December 30th; 1864, April 1st and December 9th; 1865, March 17th and December 16th; 1896, April 1st and December 16th; 1867, April 1st and December 16th; 1868, March 18th and Dec. 9th; 1869, April 1st and December 16th; 1870, April 1st and December 22nd; 1871, March 4th and December 9th; 1872, April 1st and Dec. 9th; 1873, April 1st and Dec. 30th; 1874, March 7th and Dec. 16th; 1875, April 1st and Dec. 16th; 1876, April 1st and Dec. 9th; 1877, April 7th and Dec. 31st; 1878, March 13th and Dec. 19th; 1879, April 1st and Dec. 16th; 1880, March 10th and Dec. 9th; 1881, April 1st and Dec. 31st; 1882, March 13th and Dec. 9th; 1883, April 1st and Dec. 16th; 1884, April 1st and Dec. 16th; 1885, April 1st and Dec. 23rd; 1886, March 24th and Dec. 16th; 1887, March 19th and Dec. 20th; 1888, March 22nd and Dec. 20th; 1889, March 21st and Dec. 31st; 1890, March 1st and January 1st; 1891, March 12th and Dec. 29th; 1892, March 28th and Dec. 22nd; 1893, March 31st and Dec. 15th; 1894, March 18th.

#### April 20, 1894

The steamer *Castalia*, Capt. C.C. Allen, loaded the first iron ore of the season at Escanaba.

All the buoys were placed in this end of the lake and river last week, under the direction of Andrew Hackett.

The steam barge *Owen* from Chatham unloaded a cargo of wood Monday and came to Amherstburg to load with stone for Chatham.

It is now announced that an effort will be made to raise the steamer *William H. Barnum*, at present resting in eleven fathoms of water in the Straits of Mackinac.

The steam barge *Burlington*, which left Bay City Saturday night for Cleveland with four barges loaded with lumber in tow, took fire at 10 o'clock Monday morning while opposite to the mouth of the River Rouge, below Detroit, and was burned to the water's edge. The fire was discovered in the lumber near the boiler and in a few minutes had spread to the entire cargo. The fire tug *Detroit* went to the rescue and in about two hours had the flames extinguished. The remains of the barge and her cargo lie on the bottom of the river near Chappel's on the Canada side, about three miles below Sandwich. The *Burlington* was owned by the

Commercial Bank of Bay City and was commanded by Capt. S.M. Pewrie. She was built at West Bay City in 1890 and was rated at \$10,000.

#### April 20, 1894

The steamer *Frank E. Kirby* started on her first trip from Detroit to Sandusky and the Islands last Monday.

Parker & Millen's fourteen boats which went from Chicago with wheat are laid up at Buffalo to await something remunerative in the way of business.

A dispatch from Port Arthur states that the ice on Thunder Bay is 40 inches thick and that there is little sign of navigation being open there before the end of the first week in May. Last year it was not opened till May 23rd.

The tug *Dave and Mose*, which has been under seizure at Sandwich under a claim against Capt. McGowan, was released Friday, it being shown that the tug is the property of Captains George and Ed. Horn and not of McGowan.

The steamer *O.B. Reed* coaled at Mullen-Gatfield's coal dock here on Thursday of last week. She excited a good deal of curiosity, being one of a class of boats seldom seen here. She is a low-decked side-wheeler with pilothouse between the smokestacks, horizontal engines and in general construction like a Mississippi riverboat. She came from Oshkosh, Wis., and will run on the Maumee [River] between Toledo and Perrysburgh.

#### April 27, 1894

Labor troubles at Cleveland are said to have delayed the work on the Great Northern passenger steamer *North Land* so that she will not be completed this season.

The steamer *Burlington*, which was reported totally destroyed by fire just below Detroit, is to be raised and repaired. The lumber cargo has been taken off by the wrecker *Saginaw* preparatory to lifting the hull.

Representative Vanvoorhis of Ohio has introduced in the United States House a bill for the survey of a ship canal route connecting Lake Erie and the Ohio River by way of the Ohio Canal and Muskingum River. It is to have sufficient depth to transport the largest boats on the Great Lakes.

The steam barge *A. Weston*, which has laid at Detroit all winter, departed for Tonawanda Saturday morning. She had her cabin burned off last fall and unloaded her cargo of lumber to have a new one built. She called here for her consorts, *Eleanor* and *Jennette*, which laid up here the past winter.

In tow of the steam barge *United Lumbermen*, there cleared Tuesday of last week from Chatham the *Dolly Morden*, *New Dominion*, *Mary* and *Stanley*, four schooners engaged in the lake trade, carrying lumber from the north shores of Lake Huron and Michigan. The fleet have wintered at Chatham and after being thoroughly overhauled go out to take advantage of the early opening of navigation.

The new steamship *Harvey H. Brown* made her first trial trip from Detroit on Saturday afternoon with a large party of vesselmen on board. The run was from the Detroit Dry-dock Co.'s landing to Grosse Pointe lightship in Lake St. Clair and back to the starting place. The *Brown* was built by the Detroit Dry-dock Co. at their yards at Wyandotte and the machinery and outfitting were put in at their works in Detroit. Her length overall is 363 feet 8 inches, making her a few inches longer than the *Selwyn Eddy*, but otherwise the two boats are counterparts of each other outwardly. The *Brown* is equipped with a triple expansion engine with cylinders 22, 35 and 56 inches diameter, respectively, and 42-inch stroke. She has two Scotch boilers, each 13 feet 6 inches diameter and 12 feet long. A great saving of fuel is secured with a force draft, the air being heated by passing through the smokestack before it is admitted to the furnaces. The entire vessel is provided with a complete system of electric lighting. The system is controlled from a handsome switchboard of Tennessee marble, from which lights are turned on to any part of the ship, inside and out, and a powerful arc searchlight is placed on the front of the pilothouse. Several large portable lights are also provided, which can be connected in a moment and carried about the vessel, or hung up wherever needed. The current is generated by a powerful dynamo. The great ship ran with a degree of smoothness that surprised all the vesselmen on board. Capt. E.M. Peck, for whom she was built, declared himself perfectly satisfied with her before she had travelled three miles. Her carrying capacity is 4000 tons of iron ore or 160,000 bushels of corn. Her coal bunkers for fuel will hold 200 tons of soft coal and can be filled in twenty-five minutes from a coal chute. The officers of the vessel are:-Captain, E.C. Gatfield; first mate, Jos. Powell; chief engineer, John Hand. The rest of the officers have not yet been appointed.

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April 27, 1894

A large fleet of vessels was blocked at Port Dalhousie on Sunday, owing to the delay in opening the Welland Canal.

The large steamer *Hudson*, from Chicago to Buffalo, loaded with wheat, ran ashore near Point Edward in a fog.

It is expected that the steamer *Harvey H. Brown* will start for Two Harbors on Saturday to load with ore.

The reports that the Canadian steamer *Seguin* was aground at Long Point were not true. The steamer passed here on Monday afternoon on her way up.

Capt. D. Girardin left on Monday morning for Chicago to begin fitting out the *Fayette Brown*, which will start out about the 1st of May. David C. Girardin, Arthur Bailey and Forrest Maloney accompanied him and will sail on the *Brown*.

The first result of the great strike among the soft coal miners was felt in Buffalo on Tuesday, when the price on the dock advanced to \$2.75 per ton. If the strike be continued it will completely cripple the lake steamers, as the supply on hand is quite limited. It is calculated that it will be exhausted within two weeks.

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May 4, 1894

There were fifty-three Canadian vessels chartered and cleared from the port of Toledo in April.

The steamer *Peerless* is quarantined at Marquette, Mich., with a case of smallpox on board.

The steamer *Harvey H. Brown* (Capt. E.C. Gatfield) started on Saturday from Detroit on her first trip to Lake Superior for iron ore.

The Detroit and Cleveland steamers commenced daily trips to Cleveland on Monday. The first Sunday trip will be on May 20th.

The little schooner *Nina*, in which Capt. Frietsch is to make the trip across the Atlantic, sailed from Milwaukee, Wis., last week. She goes to Buffalo and thence through the Erie Canal to New York City.

Supt. Clinton of the Detroit, Belle Island & Windsor Ferry Co. has been up to Bay City inspecting the new ferryboat now being constructed there. He says that to say she is perfect does not express it, and that she will be a revelation to patrons of the Detroit River.

The fish tug *Grace*, owned at Sandusky, was captured last week by the Canadian steamer *Dolphin* 10 miles from Port Colborne and the entire crew and boat held for trespass on Canadian fishing grounds. It is probable that the tug will be confiscated by the commissioner.

The test of hard coal in the furnaces of the Union liner *Owego* on its trip up the lakes was satisfactory. Steam was readily kept up in the boilers and the chief engineer claims that even better results would have been secured had the coal used been of furnace size.



The matter of fuel for steamers has become so serious that the Union Steamboat Co. have ordered the captains of the *H.J. Jewett*, *Tioga*, *Owego* and *Chemung* to decrease their speed in order to make the pull on the coal bunkers as light as possible. Other line managers have followed suit.

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May 4, 1894

The United States gunboat *Michigan* has been ordered to Detroit to make a survey of the Detroit River.

The cargo record for wheat at the head of the lakes was broken last week when the steamer *S.S. Curry*, drawing 14 feet 3 inches, steamed out of West Superior for Buffalo with 115,000 bushels of wheat.

Reynold Bros. of Toledo loaded five Canadian vessels with corn for Liverpool on Friday last. They were the *Glengarry*, *Bannockburn*, *Winnipeg*, *Minnedosa*, *W.B. Hall* and *Queen of the Lakes*. They took about 350,000 bu. of corn, which will be transferred from Montreal to Quebec and from there direct to Europe. This is fulfilment of Col. S.C. Reynolds' visit to Europe a year ago. The fleet will return for other cargoes just as soon as the trip can be made. About 3,000,000 bu. of corn will be shipped right away, and later 5,000,000 bu. of wheat.

Now that the coal strike is on, all sorts of alarming reports are being sent out. At Buffalo, a despatch claims vesselmen predict that the strike will result in tying up nearly all of the steamers at lower lake ports; that many of the lines are preparing to lay their boats up; also that the railroads are seizing coal as fast as it reaches their lines for use in their locomotives. One line manager claims that the Lake Shore [Rail] Road confiscated fifty cars of coal intended for his steamers. A Cleveland dispatch states that vessels holding coal cargoes at that port will in all probability discharge them again for local consumption.

The Mullen-Gatfield Coal Co. have been selling lots of coal to steamers the past week and more, their day's sales averaging about 500 tons at Amherstburg and at Sandwich. When the coal strike commenced, the firm had 2800 tons at Sandwich and 1700 tons on their docks here, but they do not expect to have any of it left by the beginning of next week. They have refused to coal several boats, as they decided to take care of their regular customers first. Many of the boats came from Buffalo, where they could get but enough to bring them here. O.W. Shipman has had about 800 tons on his docks here and he too is disposing of it quickly, so that in a short time, if the strike continues, there will be no soft coal at either Sandwich or Amherstburg. The *E.H. Prince* took 150 tons and the *Walter Vail* took 100 tons

on Wednesday. The *S.S. Curry* took 250 tons on Wednesday night and the *Yuma* 160 tons on Thursday.

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May 11, 1894

The name of the steamer *Susan E. Peck* has been changed to the *Lewiston*.

Tonnage of the steel steamer *Harvey H. Brown*, latest boat built by the Detroit Dry-dock Company, is 2673.60 tons gross and 1874.43 net; official number, 96,261.

The steamer *Manistique* ran on Fighting Island Saturday and was released by swells from the *City of Detroit*, which was passing by. The tug *Wales* went to her for the purpose of pulling her off, but was not needed.

Soft coal has advanced in Chicago from \$2.75 to \$4 a ton. Assistant General Manager Wood of the Chicago & Alton [Rail] Road says that the Ohio coal operators had stored in the Lake Erie ports 655,000 tons last winter and early this spring. It appears that as soon as these ports had been well filled they cut their miners' wages to the lowest limit. This action naturally brought on the strike in Ohio, which was followed by the general strike, which was known to be inevitable from the start. The Ohio combination are now marketing their supply at the advanced rate and thereby netting a handsome profit. The situation is serious, while the Ohio people are selling out and coining money on the Lake Erie supply.

Plans have been made for a whaleback tug to be operated as an outside boat at Chicago. The craft will be 100 feet long and will have a compound engine, 40 and 20 by 36-inch stroke, and a boiler to carry 175 pounds of steam. The machinery will all be below deck and all the projections above the deck will be a turret for a pilothouse, the smokestack and a companion aft. A rail will be run around the deck to keep the crew from slipping off. A passageway will be made from the aftercabin to a companionway entering the pilothouse, so that the crew can go from one end of the boat to the other without going outside in rough weather. The boat will be lighted by electricity and will have steam steering gear.

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May 11, 1894

AMERICAN VESSELS SEIZED.-Off Pelee Island on Tuesday-Charged with Violating Fishery Regulations-Towed to Amherstburg by the *Petrel*.-The Dominion steamer *Petrel* arrived here on Tuesday night at 11:30 with the steamers *Leroy Brooks* and *Visitor* in tow. The *Brooks* is owned and commanded by Capt. Wm. Rehberg of Middle Bass [Island] and valued at \$18,000. The *Visitor* is owned by Hass & Dooler and commanded by Capt. Hass of Put-in-Bay, Ohio. She is

valued at \$11,000. The boats had on a party of about 48 sportsmen and members of the Dayton-Pelee Club of Cincinnati, Dayton and Springfield, Ohio, and Decatur, Ill., who were out for a day's black bass fishing near Pelee Island. They had 19 small boats and on arriving near the island got them out and the sports had begun fishing when the *Petrel* bore down and seized the two steamers. The steamers were about a quarter of a mile from the east shore of Pelee Island, near the Dummy, and had cleared from Put-in-Bay. In each of the small boats were some bass. The charge is for violation of the Canadian fishing laws, for fishing without a permit or license and also for fishing last year during the close season. Capt. Rehberg says that the members of the club have fished at that place for the past seventeen years without being molested. Mr. Peebles, the wealthy liquor dealer of Cincinnati, was in charge of the Cincinnati party and Mr. King, millionaire "Roofing King" of Dayton, in charge of the Dayton party. Both parties and their small boats were put off at Pelee Island and were taken to Put-in-Bay by the *American Eagle*. The *Visitor* has a speed of 16 miles an hour and could easily have escaped from the *Petrel* had there been any desire to do so.

From the master of the *Visitor* it is learned that the *Petrel* was to have gone down on Monday, but for the mishap caused by the *Azov* running into her and damaging the railing of her bridge on Sunday. The Americans had gone to Pelee Island and asked if the law would allow the party to angle there, but being unable to get any satisfaction as to what the law was until the *Petrel* should arrive, they left for Kelly's Island to fish. On Monday the *Leroy Brooks* again visited Pelee Island and found the *Petrel* had not yet arrived, but they were informed by an officer that they were quite welcome to fish there, and on Tuesday they all came over. The *Brooks* with the master of the *Visitor* on board went to report and clear, when they were refused a clearance. When the *Petrel* arrived, it took nearly three hours to decide whether to seize the steamers or not. After a long consultation with Collector McCormick and Fishery Overseer Quick, it was decided to gather the visitors in.

The "Dayton-Pelee Club" have no connection with the "Pelee Club". The latter is composed mostly of Chicago people. The Dayton-Pelee Club have visited Pelee Island for the past thirteen seasons and made their headquarters with Dr. McCormick, the sub-Collector of Customs, and have gone on fishing without any trouble. This year they are stopping at Put-in-Bay - not that they like the Pelee Islanders less, but that there is better hotel accommodation for so large a party. They claim that if they had been able to obtain the necessary information, they

would not have attempted to fish. Affidavits have been prepared and forwarded to the Government and it is hoped that by tomorrow the matter will be arranged.

The following is the statement of Capt. Dunn of the *Petrel*:—"We left Amherstburg at 6 a.m. On arrival at Pelee Island we took on Fishery Officer Quick, who said there were three American boats fishing in Canadian waters. One was the *Ina* and was fishing near Middle Island. They had some small boats out and men were fishing with rods for bass. They were only one-half mile from the dividing line and as soon as they saw the *Petrel* they took up their lines and the boat steamed into American waters. We went to Pelee and took on Customs Officer McCormick and went around to the south end. The *Visitor* was anchored in fourteen feet of water and the small boats with fishermen were nearer shore. The men of the *Visitor* said the other boat had gone to the north end. The *Visitor* was in Canadian waters, three miles from Pelee Lighthouse. The men of the *Petrel* took the throttle off the engine of the *Visitor*. Capt. Dunn said he was under orders of Quick and McCormick, and he would not have taken them, only McCormick said the boats were there for illegal purposes and Quick said they violated the fishery laws last year by catching in the close season. The captain of the *Visitor* was on the *Brooks* and on their return the *Brooks* steamed right up to the *Petrel*. The men of the *Petrel* were armed with revolvers in their belts. The men on the tug did not offer any resistance, and no weapons of any kind were used or flourished. Dunn says he knew the men of the steamer would be armed, and he was determined to be prepared for any attack. Mr. King, one of the party, said they knew they had made a mistake by not being domiciled on the island. They brought their tackle and supplies from Put-in-Bay and returned there at night. The captains of the tugs protested against seizure, but Dunn took the throttle from one boat and the link of the other. The party was fishing between two sets of nets for which Canadians had paid a license of \$150 each."

Capt. Rehberg of the steamer *Leroy Brooks* says he was at Pelee Monday night and cleared from there for Put-in-Bay. When he took out clearance he told sub-Collector Walters, who was acting for McCormick, that he would be back next morning with a fishing party. "All right," said Walters, "you can get clearance." When the tugs went on Tuesday morning the *Visitor* anchored at the south end of the island. The *Brooks* with both captains went to the north end to report. Rehberg was told that he could not get a clearance, as McCormick was on the *Petrel*. Rehberg told Walters he would go back, pick up the small boats and return to Put-in-Bay. When he got back the *Visitor* was tied to the *Petrel*. The *Brooks* went to

the *Petrel* and the captains discussed the situation with officers McCormick and Quick. While so engaged two Canadians jumped aboard his boat, armed, and took out the throttle. He told the engineer to be ready, as he was going to steam away. The engineer said the throttle was taken. Capt. Rehberg says he did not violate the fishery laws last year. He has not been at Pelee for two years.

The captain of the *Petrel* gave the seized vessels over to the Collector of Customs here and he placed men in charge until the matter is adjusted at Ottawa. The owners are here and feel they are detained on a very frivolous charge.

The 46 gentlemen who were broken up in their little pastime of fishing for bass included such individuals as Mayor Kelley of Springfield, O., the richest and most prominent citizen of that place and a man who made his money out of *Champion* reapers; Harvey King, a leader in politics, society and money at Dayton, O.; Jos. Peebles, rich and influential of Cincinnati, member of the board of administration there; George B. Sterritt, ex-president of the board of administration; Dr. Thomas W. Graydon, ex-colonel of the First Regiment, O.N.G.⁸; Wm. B. Smith, leading citizen of Cincinnati; and a long string of others whose wealth runs away up into the millions.

U.S. MAN-OF-WAR.-To be Stationed Here All Summer.-On Wednesday afternoon, the U.S. man-of-war *Michigan* anchored in the river off the head of Bois Blanc and sent a launch ashore with an officer to call upon U.S. Consul Patton and to interview the customs authorities. Everyone in town immediately connected their visit with the seizures made by the *Petrel* and nothing less was expected by many than an immediate declaration by war and a naval battle. It was soon learned, however, that their mission was a peaceful one and had no connection with the *Petrel* seizure, and that the charge of the work of clearing the bed of the Detroit River from the lighthouse at its mouth to the foot of Turkey Island will, this year, be carried on by and under the officers and crew of the *Michigan* with such other working help as may be necessary from time to time. They will also re-survey the boundary lines. The preliminaries having been arranged with the customs, the *Michigan* was rounded to and brought into the dock at the foot of Murray Street, where she now lies. She will make Amherstburg her headquarters most of the summer and well on into the fall, until the work is completed. She is in charge of Commander Berry with First Lieutenant Reece and five other naval officers and has

⁸ Ohio National Guard?

a crew of 75 blue jackets and 15 marines.

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May 11, 1894

The *F.E. Spinner* (Capt. J. Laframboise) passed down on Sunday with grain for Buffalo.

The *Fayette Brown* (Capt. D. Girardin) called here on Wednesday morning on her way to Two Harbors for iron ore.

The *Jesse H. Farwell* (Capt. D.J. Duncanson) that has been laid up at Buffalo, is under charter for a load of coal to Duluth at 15 cents.

Wm. Gates, lightkeeper at Neebish, near Sault Ste. Marie, while out duck hunting on Tuesday accidentally shot himself in the leg. He signalled a passing boat, which took him on board. He died before reaching the Soo.

The *Northern Queen* and the *Northern Wave*, two of the freight fleet of the Northern Steamship Co., have been fitted up with steerage accommodation for immigrants and on Monday morning a number of immigrants arrived at Detroit over the Michigan Central and were taken to Duluth by the *Northern Wave*.

For violation of the customs laws, the steamer *G.L. Colwell*, owned by J.H. Farwell of Detroit, was fined \$400 at Port Colborne. The *Colwell* let go of her consort at Port Dalhousie, allowing teams to tow the consort through the locks. The *Colwell* resumed her tow again at the head of the lock at Thorold and towed her to Port Dalhousie. The customs officials claim that it was an infraction of the customs laws and fined her accordingly.

The whaleback *109*, loaded with wheat from Duluth to Buffalo, was beached in Callam's Bay about midnight on Wednesday. She was in tow of the steamer *Gladstone* and struck when opposite the lower lightship at the Lime-Kiln Crossing. She began to make water so fast that she was run aground. Her forward water compartment was filled, but it was not thought that the wheat forward would be wet. Men were put to work yesterday (Thursday) morning to remove some of the wheat from forward to aft and the *Home Rule* then released her. Capt. F.B. Hackett thinks the obstruction struck is a 1400 lb. anchor lost by the *Sir S.L. Tilley* last fall. She was brought to the dock here and 10,000 bushels transferred to the *Gladstone*.

The worst collision in the Soo Passage for two years occurred on Wednesday at the foot of Little Lake George. The big steel steamer *S.S. Curry* of Cleveland, bound down with ore, and the whaleback steamer *A.D. Thompson*, bound up light, came together with a tremendous crash at 6 a.m. The *Curry's* bow was crushed in and her forward compartment was filled with water. She did not sink, but her

damage is about \$30,000. The *Thomson* was very seriously damaged and had to be run aground. The *Curry* returned to Sault Ste. Marie, Mich., and is having a wooden bulkhead put in. The *Thompson's* stern lies in 16 feet of water with her nose on the bank. Each boat has a hole in the bow large enough to admit a yawl boat.

An Ottawa despatch says:-"A deputation made up of Senator Sullivan of Kingston and the following members of Parliament: Messrs. Taylor, Northrup, Corby, Carscallen, Craig and Bergin, waited upon Sir Charles Hibbert Tupper and asked for the establishment at Kingston of a Government school for the purpose of imparting technical instruction in inland navigation. The Minister of Marine, in reply to the deputation, said that the Government were fully aware of the great importance of a matter so vitally connected with the navigation of the Great Lakes as the establishment of such an institution as that which the deputation had asked for, and held out the hope that although nothing could be done in that direction this session, the matter would in all probability be dealt with next year." It is the general opinion among vesselmen that this scheme is a heap of nonsense. What the sailors want is trade for Canadian vessels. Few Canadian boats can do more than just grub out an existence. Out of hundreds of sailors leaving this port few, if any, have berths on Canadian bottoms. Our sailors are the equals of the best of them, and none of them have a college training, but have obtained their education in the school of practical experience, and commenced at the foot and climbed to the top, taking the hard-knocks on the way up. Give the mariners freer trade and they are all right.

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May 18, 1894

At Collingwood dry-dock Tuesday afternoon, the launching of the Buffalo Fish Company's new steamer *John J. Long* took place in the presence of several hundred people.

At Collingwood there is being built a tug 110 feet long for the Buffalo Fish Company; a steam yacht 100 feet long, with 14½ feet beam and 6½ feet depth for a Mr. Pratt of Parry Sound; also three large tugs for service in Georgian Bay and Lake Huron.

The Northern Line passenger steamer *Northwest* made the run from Cleveland to Buffalo in nine hours and twenty minutes, the engines making as high as 104 revolutions per minute and forcing the boat through the water at a speed of twenty miles an hour.

Joseph Walker, scowman for Dunbar & Sullivan, went over the rapids at Sault

Ste. Marie, Mich., and was drowned on Tuesday morning. He was on a scow just above the rapids, which sank, with the above result. He was unknown there and had only been working a day or so. It is thought he hailed from Canada.

In the Admiralty Court⁹ at Detroit on Monday, Judge Swan gave his decision in the *Davis-Savage* collision case. On November 15th, 1891, the schooner *Minnie Davis* was sunk on Lake Erie a short distance below Bois Blanc Island by the schooner *Hunter Savage*. The fault was with the latter in disregarding sailing rules, and the judge held her responsible.

Early Friday morning last, while picking up her consort off Kingsville, the steam barge *H.B. Tuttle* got her towline caught in her wheel. After vainly trying for hours to remove it, word was sent here for a diver and the tug *Scotia* with diver R. Maisey Jr. left on Friday evening for the *Tuttle*. Maisey removed the line and the *Tuttle* passed up on Saturday morning.

The Canadian tug *Kittie Haight* was seized on Saturday night by the custom house officials at Port Huron for violating the laws by trading from one United States port to another without stopping at a Canadian port in the meantime. The U.S. Government officers have been instructed to compel the Canadian boats to comply with the law in every respect and to seize all vessels violating it.

The steamer *Thomas Adams* passed up on Sunday morning with hard coal for Duluth and will bring back iron ore to South Chicago. She will then load with grain for Buffalo or go to Escanaba for ore. The *Jesse H. Farwell*, with hard coal from Buffalo for Duluth, passed up Tuesday. She will load at Two Harbors with iron ore for Ohio ports. The *F.E. Spinner* and consorts, with hard coal, have left Buffalo for Duluth and coming back will bring iron ore for Ohio ports.

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May 18, 1894

The steamer *Spinner* (Capt. J. Laframboise) and her consort *Godfrey* have gone into ordinary at Buffalo until there is an improvement in the freight business.

The steamer *Tom Adams* (Capt. D. Nicholson), after having been laid up for about a month, went into commission on Thursday, she having been chartered for coal to Superior at 15 cents per ton. She called here on Saturday night. She went to Fairport for 200 tons of fuel, which was obtained after great trouble and delay.

The surgeons of the Marine Hospital, Chicago, have commenced the work of

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<sup>9</sup> maritime court

vaccinating and examining the crews of boats leaving the harbor and giving the boats clean bills of health. Surgeon Woodward has been ordered from Washington to assist in the work and it will be continued day and night for 60 days or more.

On Sunday the tug *Starke* left South Chicago for Sheboygan with one of the Sheboygan Dredging and Dock Company's dredges. The tug *J.P. Clark* is en route from Detroit to South Chicago to tow another of the same company's dredges to Bar Point, Lake Erie, for work on the 20-foot channel. The dredge now en route to Sheboygan has about one month's work at that place and then will also be towed to Bar Point.

The whaleback *109* did not get away from here until Saturday morning. After she was brought here on Thursday afternoon men were set to work shifting some of the wheat and transferring some of it to the *Gladstone*. About 8000 bushels were transferred on Friday and Friday night. On Friday diver Robt. Maisey Jr. went down and examined the vessel's bottom. He could find no hole, but one of the seams was opened up. The two forward compartments were filled with water.

A Cleveland despatch says: "If there is to be any coal brought down from the well-stocked docks at Duluth to relieve the famine on account of the great strike, vesselmen will hold out for a freight rate of 80 cents a ton, free in and out. The coal companies do not expect that any of this coal will be brought back from Duluth if the strike is settled this week. If no compromise is reached by that time, they will be compelled to bring back the coal or the railroads in this vicinity will have to stop running, as the supply of coal will be exhausted by that time."

J.A. Redington, one of the pioneer vessel captains on the lakes, died at Cleveland on Friday. He began his career in lake marine in 1842, when he became clerk in the old *North Star*. Later he was part owner of the old schooner *E.C. Roberts* and the barge *William Jones* and soon after he built the schooner *Nellie Redington*. He was also interested in the propeller *Manhattan*, the first boat that sailed in Lake Erie and Lake Superior. It was in the days previous to the construction of the "Soo" Canal, and the *Manhattan* was transported around the rapids in the St. Mary's River a distance of half a mile over land, and then launched into Lake Superior.

The work of erecting the four range lights at Grosse Isle and Ecorse is to be commenced at once, under the superintendence of C.C. Bartlett, chief engineer of lighthouse construction in the Tenth Michigan District, which includes the portion of the lake system below the west bank of the River Rouge. A gang of men from Cleveland have arrived at Wyandotte and will perform the work under J.P. Bumpus,

lighthouse engineer. The foundations for the Grosse Isle lights have already been built and an appropriation of \$5000 by Congress will allow the work of completion to proceed. A beacon light will also be constructed on a foundation already built in front of the Mamajuda Light. Mr. Bartlett expects to have the lights finished by July 1st.

The United States Circuit Court in session at Cincinnati has affirmed the decision of the lower court in the *Sheffield-North Star* collision case.<sup>10</sup> The decision ordered a division of damages and found the *North Star* at fault. The commissioners fixed the *Sheffield's* damage at \$175,128.43 and the *North Star's* at \$6737.05, so that the *North Star* has to pay about \$90,000 without interest. The collision occurred June 14th, 1889, in a dense fog to the northward and westward of Whitefish Point, Lake Superior. The *Sheffield* was bound from Chicago to Two Harbors. The *North Star* struck the *Sheffield* at about right angles and near the port mizzen rigging, cutting into her six or eight feet, sinking her within five minutes. No lives were lost. Capt. C.C. Allen, formerly of Amherstburg, now master of the steamer *Castalia*, was in command of the *Sheffield* and was the last man to leave her. The *Sheffield* was owned by Charles Sheffield, Harvey H. Brown of Cleveland and Capt. E.M. Peck of Detroit. The *North Star* is owned by the Northern Steamship Company.

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May 18, 1894

The Petrel Seizures.-Although over a week has elapsed since what the Detroit papers style the "Battle of Lake Erie, 1894," the seizure of the American steamers *Visitor* and *Leroy Brooks* has not yet been settled and the two boats are still tied up alongside of the Dominion cutter *Petrel* at the dock here. The reports from Collector of Customs Gott, the officers of the *Petrel* and Fishery Officer Quick were sent to Ottawa on Wednesday of last week and it was fully expected that a report on the matter would be received on Saturday last. The report was not received and on Monday it was stated in an Ottawa despatch that the question was referred to the Department of Justice for a legal opinion. It does look as though there is a good deal of red tape about the whole affair. The American captains have been losing valuable time by being tied up here and have been very anxious to have the matter settled. If a fine is to be imposed, they would like to know the amount and they

¹⁰ See Vol. III(2), pp. 20, 22-24 etc.

would pay it and go home. The captains think that they have been the victims of spite work and state that if the Canadian officials at Pelee Island had given them the information they asked for, they would not have brought the fishing party from Put-in-Bay. From the captains it is also learned that some person or persons on Pelee Island have been collecting what is termed "rod money" by granting American fishermen permission to fish with hook and line on payment of \$2 each. As the report of the Minister of Marine and Fisheries contains no account of receipts for "rod money," it looks as though some persons are taking advantage of the ignorance of the Americans as to our fishery laws. Trouble is expected to be made by some of the parties.

The *Toronto World* says:-"The Americans who were surprised the other day by the sudden appearance of the Canadian revenue cutter *Petrel* near Pelee Island, Lake Erie, were not fishermen by trade, but gentlemen who had left different American cities to have a day or two's entertainment in true Izaak Walton¹¹ style. If these are the facts, the Canadian authorities ought to deal leniently with the offenders. The vessels that were seized should be returned and a nominal fine imposed, or better still, there should be no fine at all."

The *Toronto News* says:-"It may be all right, as the World urges, to relieve the United States vessels captured in Lake Erie from the extreme penalty of forfeiture. But the owners should at least be subject to a fine sufficiently heavy to prevent a repetition of the offence. There is no more reason why we should breed fish for American sportsmen than there is that we should open our valuable preserves to aliens who fish for a living."

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May 18, 1894

It is understood that the matter of the two American steamers *Visitor* and *Leroy Brooks*, seized at Lake Erie in Canadian waters for illegal fishing, has been referred to the Department of Justice for an opinion as to the validity of the seizure.

The tug *Champion* (Capt. James Jarmin) coaled at Shipman's dock on Thursday night of last week and from here went to Cheboygan, Mich., where she will be stationed for wrecking purposes in place of the tug *Crusader*, that Captain Jarmin has had charge of since navigation opened.

The steamer *Newsboy* returned to Detroit on Saturday evening and on Sunday

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<sup>11</sup> author of *The Compleat Angler*; or, *The Contemplative Man's Recreation* (1653)

morning brought an excursion from Detroit to Sugar Island. The *Newsboy* will continue the Sunday trips until the *Wyandotte* comes out. It is expected that the latter steamer will begin on the route on Sunday, June 3rd. The clerk of the *Newsboy*, J. Howard Pray, was laid up for a few days with erysipelas but is on deck again.

It is expected that as soon as the matter of the seizure of the American steamers is settled, the Government cruiser *Petrel* will leave Amherstburg for Port Dover to look after the fisheries near there for awhile, after which she will go to Lake Huron for a time. She will return to Amherstburg, however, later on. When at Port Dover it is understood that the crew will be measured for their uniforms and they will be sent to the crew here.

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May 25, 1894

It is believed that the schooner *Lem Ellsworth* has foundered on Lake Michigan. She had stone from Portage, Lake Superior, for Chicago and passed the straits on Monday or Tuesday of last week. Since that time nothing has been heard of her.

Mr. McElroy, the owner of the new riverboat to ply between Port Huron and Sarnia and Detroit, is making arrangements in connection with his boat. The new boat is called the "*Unique*" and will make two trips a day to Detroit. She will land at Longhead's wharf, Sarnia. It is expected she will be ready for the route on the 15th of June.

Wednesday's *Detroit Free Press* says:-"V. Doller, owner of the yacht *Visitor*, which was seized by the *Petrel* and is now at Amherstburg, is in the city. He is having a hard time trying to get a little satisfaction out of the Canadian authorities. The agent of the Admiralty Court made application for him to the Admiralty Court at Ottawa for permission to bond the vessel, but can get no answer. In the meantime, the yacht is lying at Amherstburg with two men on board at a salary of \$45 per month each."

The schooner *William Shupe* was struck by the storm on Friday night when near Lakeport, six miles from Port Huron, and driven ashore. Several attempts were made by the tug *Thompson* to reach her and release her crew, but they were ineffectual. On Saturday morning a volunteer life-saving crew was formed and made an attempt. The crew consisted of Capt. Henry C. Little, nephew of the captain of the *Shupe*, Barney Mills, Angus King, William L. Lewis and Daniel Lynn. They reached the wreck safely and in about five minutes had a line attached to it and were about to take off the crew when the yawl was capsized by a large

swell. All the men were thrown into the water and, the sea being so heavy, all efforts to regain the boat were futile and a desperate battle with the waves began. All the men were drowned except Lynn. The life-saving crew of Sand Beach were notified and they released the crew of six persons of the *Shupe* on Saturday afternoon. The boat has gone completely to pieces. A public reception by the council of Port Huron was tendered Lynn, the survivors of the *Shupe* and the officers of the *Thompson* on Sunday.

The question of fuel for steamers has reached a most acute stage, as there is no coal to be had at any of the wharves on the Detroit River, and the outlook for the near future is altogether discouraging. The only supply available at Detroit now is what the Detroit Gaslight Company have stored at their works at the eastern end of the city. They have 3000 or 4000 tons of lump, which is, however, stored in sheds, and there would be an expense of 40 or 50 cents a ton to place it on boats. A number of steamers are experimenting with anthracite coal¹², some of them with quite satisfactory results. The new steamer *Harvey Brown* on her last trip used this description of coal with entire success, both in an economic point of view and for its steaming qualities. On the run from Erie to the Sault she consumed 41 tons or one ton an hour, the engine making 85 to 90 turns and the pressure being maintained uniformly at 160 pounds. The *Brown* passed down on Monday evening, left Erie for Ashland on Wednesday and will burn nothing but hard coal during the trip. Her ability to use this coal is doubtless owing in great part to the fact that her furnaces are fitted with the Howden draft.¹³ The *City of Chatham* has used hard coal with good results, excepting for the expense, the price paid, \$6, being too high to admit of its use.

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May 25, 1894

There were 6500 bushels of wet wheat in the cargo of the whaleback 109 when she reached Buffalo.

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<sup>12</sup> also known as "hard coal," it contains little of the volatile hydrocarbons and burns almost without flame. Pound for pound it has more heat value and less ash produced.

<sup>13</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.

Last Friday's storm on Lake Michigan was the fiercest experienced on that lake in two years and many disasters are recorded. The schooners *M.J. Cummings* and *C.C. Barnes* tried to enter Milwaukee harbor early in the day and failed to make the piers and were soon drifting toward the beach on Jones Island. An unsuccessful effort was made by the life-saving crew to rescue all of the crew of the *Cummings*, but they were nearly drowned in the attempt, the lifeboat being overturned, the crew escaping almost miraculously. The crew of the *Barnes* escaped and the vessel can be released, as she is light and on sandy bottom. The life-saving crew managed to reach shore safely by clinging to the boat, which was washed high and dry. Six thousand people lined the piers and the shores of Jones Island and the mainland in the afternoon when the tug *Knight Templar*, towing a scow bearing the life-savers, left the pier to make the rescue of the crew. Five men and a woman perished before the life-saving crew reached the wreck. One of the crew and a life-saver were rescued.

During Friday's storm eight vessels were driven ashore within the city limits of Chicago. Out of their crews ten men are known to be drowned and in every instance boat and cargo are utterly lost. One schooner, the *Myrtle*, was wrecked just outside the Government pier within a half-mile of Michigan Boulevard, and six men of her crew went down to death in plain view of the hundreds of people who lined the boulevard's walks or watched the awful storm from the windows of the big hotels which overlook the harbor. The wrecks extended from Glencoe on the north, where the *Lincoln Dall* went to pieces, to South Chicago, a distance of forty miles. Following is the list of wrecks: Schooner *Lincoln Dall*, 196 tons, driven ashore at Glencoe, eighteen miles north of Chicago, one drowned. Schooner *Myrtle*, 197 tons, wrecked at the foot of Harrison Street. Schooner *Jack Thompson* of Chicago, 199 tons, wrecked off Twenty-Fifth Street, one drowned. Schooner *Evening Star* of Milwaukee, 203 tons, wrecked off Twenty-Seventh Street, crew rescued. Schooner *Mercury* of Grand Haven, 218 tons, wrecked off Twenty-Seventh Street, crew rescued. Schooner *J. Loomis McLaren* of Chicago, 272 tons, wrecked off Twenty-Seventh Street, one killed. Schooner *Rainbow* of Milwaukee, 248 tons, wrecked off Twenty-Second Street, crew rescued. Schooner *C.G. Mixer* of Chicago, 279 tons, wrecked off One Hundredth Street, crew rescued.

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June 1, 1894

The Canadian steamer *Cambria* ran aground about four miles north of Kincardine Friday night and was released on Sunday after all her freight had been

lightered. The steamer makes weekly trips between Sault Ste. Marie and Windsor.

The new Northern Line steamer *Northwest* departed from Detroit for Cleveland Friday morning, using one wheel, the port engine being disabled by the breaking of the Joy valve gear.¹⁴ A duplicate can be obtained at Cleveland so the big boat will not be seriously delayed. She passed here about 9 o'clock and was viewed by half the people in town.

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June 1, 1894

The Calvin Company of Kingston has contracted for 1000 tons of soft coal to be brought from Scotland. The first consignment has arrived at Garden Island. The company is getting the coal cheaper than the American soft coal.

The Welland Canal authorities are laying for the steamer *Robert Holland* for running through that canal at an illegal rate of speed. They say that she went through the long level in one hour and fifty minutes, when three hours is the shortest time allowed. She made the entire trip from Port Dalhousie to Port Colborne in nine hours, which is about half the usual time.

An Admiralty case has been decided by the United States Court of Appeals at Cincinnati. In July, 1891, a collision occurred in St. Mary's River between the schooner *J.F. Card*, bound down, and the steam barge *Iron Chief* with the consort the *Iron Cliff*, bound for Duluth and coal laden. H. Wineman Jr., owner of the *Card*, libelled the *Chief*, claiming \$7500 damages. In October following, Judge Swan dismissed the libel on the ground that the *Chief* was not in fault, and Wineman appealed. The action of the court of appeals is a reversal of the decision and is important as affirming the right of way of sailing vessels over craft propelled by steam.

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June 8, 1894

The steamer *Cynthiana*, which arrived at New York on Monday, brought 4000 tons of Cardiff soft coal.

A telegram from one of the largest companies of Duluth reports that there is no more coal for steamers there.

M.A. Bradley, the largest vessel owner on the lakes, telegraphed orders Tuesday

¹⁴ Invented by David Joy in 1880, this system did not use eccentrics to open and close running valves on steam engines, but instead operated on a link and rod principle and was more suited to locomotive use than marine engines.

to lay up every ship of his fleet. Three of them on Lake Michigan have fuel enough to come down, but they are included in the order and will await the ending of the coal troubles.

A northerly wind caught the schooner *H.G. Cleveland* at the west dock of Pelee Island, Lake Erie, taking on a cargo of limestone, and she pounded and filled with water. A steam pump freed the vessel on Saturday when a tug towed her to Cleveland for repairs.

The steamer *Tokio* passed down Monday morning and brought as far as Detroit the yawl of the lost schooner *Lem Ellworth*. A bunch of keys belonging to Captain Wilson was found in the yawl, which leads to the belief that the crew had taken to the yawl before the schooner sank. She has not been heard of since the storm of May 18th. Her crew consisted of six persons.

In the Dominion House of Commons on Monday, the Sabbath observance bill being under consideration, the clause providing for closing the canals was adopted. It provides that the canals shall be closed on Sundays between the hours at 6 a.m. and 5 p.m., providing that in case of urgent necessity the clause may be suspended by order in council for a term not exceeding four weeks. Efforts to have the Sault Ste. Marie Canal exempted from the clause were unsuccessful.

The strandings in open water reported during the month of May numbered 38; groundings in rivers and passages, 17; vessels damaged by collision in passages and open water, 9; destroyed or damaged by fire, 4. Estimates of the property damage during the month foot up \$280,000, of which \$205,000 is credited to the storm on the 18th. Not including fatalities resulting from boating accidents, the lives lost during the month numbered 38, of which 35 are credited to the great storm.

On Saturday afternoon last, the barge *Fostoria*, in tow of the steamer *W.P. Thew*, was beached just above Duff & Gatfield's. She was loaded with stone from Kelly's Island to Saginaw and when leaving the island had a hole knocked in her side. It was thought her pumps would keep her free, but the water gained so much on them that she had to be beached. Diver Robert Maisey Jr. was secured and he put a patch over the hole. The water was then pumped out of her and she continued on her way.

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June 8, 1894

The steamer *City of Windsor* carried away four gates of the lock at Port Dalhousie on the old Welland Canal on Thursday of last week. The engine stuck on its centre and the engineer was unable to reverse when given the signal to do so.

The vessel was swept out into the harbor, where she struck a pier to which the crew succeeded in fastening her. Her rudder and wheel were badly damaged and she has had to go into dry-dock.

The steamer *Brittania*, Capt. Ira Mansfield, went on White Shoals near Cross Village, Mich., early Wednesday morning of last week. She had the schooner *Mattie C. Bell* in tow and the latter succeeded in clearing the rock. The *Brittania* was a foot out forward and much of her cargo of pig iron had to be lightered. The wrecking tug *Favorite* went from Mackinac with a large force of men to do the work and she was released the following day.

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June 15, 1894

The wrecker *Roanoke* on Saturday raised the hull of the *Waldo A. Avery*, burned at McGulpin's Point, Straits of Mackinac, last fall.

James Kelly is visiting at his home here as Dunbar & Sullivan's drill at Sault Ste. Marie, Mich., has been forced to lay up on account of the scarcity of coal.

Harvey D. Goulder, solicitor, of Cleveland and John Green of Buffalo, owner of the steamer *Susan E. Peck*, were here on Sunday, taking the run of the currents at the Lime-Kiln Crossing for use in the *Peck-Nelson* collision case.

A decision rendered on Monday by Judge Nelson of St. Paul settles an interesting point that was raised in the case of Ossian Eckstrom against the steamer *City of Naples* for damages. Eckstrom was a state grain inspector and while engaged in the duties of his office fell into the hold of the vessel and was badly injured. He sued the owners of the vessel for negligence, based on leaving the hatch open. The defense raised the point that his duties as grain inspector ended in the elevator and that he had nothing to do with the grain after it entered the elevator spout; that he was on board without being invited and had no official business there. Judge Nelson decided that the state grain inspector had more than a right on board a vessel that was loading, and awarded damages in the sum of \$2000, which was one-tenth of the amount asked.

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June 22, 1894

The Detroit & Cleveland Steam Navigation Co. resumed service between Detroit and Cleveland Friday night. They have secured a plentiful supply of coal and expect no further trouble from scarcity of fuel.

The Canadian steamer *St. Magnus* went ashore Wednesday of last week in a fog on the north shore of Lake Superior, thirty miles north of Two Harbors. A wrecking

expedition was sent out. The *St. Magnus* is one of the better class of Canadian freight propellers; was built at Hamilton, where she is owned, in 1880. She registers 853 gross tons. She was released on Friday, undamaged.

A new wreck chart of the lakes, compiled by Norman B. Conger and issued by the U.S. weather bureau, is being distributed. It resembled former issues in most respects, but is accompanied by a wreck report in pamphlet form of twenty-two pages, giving a history of every wreck on the lakes from December 17th, 1885, to November 15th, 1893. The number of wrecks during that period was 227, involving an estimated total loss of \$4,951,000 and 420 lives. The compiler assumes that a large proportion of the above might have been saved had the weather conditions been known and studied in advance of the storms. The total estimated loss in the years 1892 and 1893 was \$1,995,509, of which \$1,193,800 occurred from ten wrecks, causing a loss of 99 lives. Seven of these wrecks are shown to have occurred during stormy weather conditions, of which timely warnings had been given by the weather bureau.

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June 29, 1894

The old superstition of sailors about starting anything on Friday was to some extent shaken by the fact that the schooner *Myrtle*, which was built at Milan, O., was commenced on Friday, was launched on Friday, started on her first trip on Friday, and sailed the lakes successfully on Friday. The superstition was strengthened again, however, by the fact that she was wrecked on Friday in the big storm at Chicago. But the superstitious sailors overlook the fact that several other vessels that had not braved the fates by beginning anything on Friday were lost on the same day as the *Myrtle* and some of them had not sailed half as many years.

Stories of hidden treasures in sunken wrecks have a peculiar interest for the average writer on daily newspapers. The papers of Superior are again telling, without names, of a company formed and a famous diver selected to explore the deep waters of Lake Huron for the wreck of the steamer *Pewabic*, lost more than a quarter of a century ago in collision with the *Meteor*. Of course, the usual fiction about trunks of gold carried by army paymasters, barrels of silverware and other treasures going down with the wreck are repeated, but it is almost needless to add that both Capt. McKay and Capt. Thomas Wilson, who reside in Cleveland and who were in charge of the two boats, have repeatedly stated that a large quantity of copper is all that might be recovered, in event of the wreck being located.

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June 29, 1894

The tug *Wales* of Sarnia has been hired by the Saginaw Bay Towing Association to help out the latter's log towing contracts. They have nearly a score of tugs engaged in this business at present.

Grummond's tug *Champion* (Capt. J. Jarmin) has joined the raft towing fleet of the Saginaw Log Towing Co. at Georgian Bay and will pull rafts from that region to Bay City. The tug coaled here on Tuesday.

The schooner *Penokee* ran aground on the lower end of Fighting Island early Tuesday morning and the steamer *J.H. Pauly*, which was coming up, pulled at her awhile without success. The tug *Saginaw* released her in the afternoon.

The Millen fleet, which went from Chicago to Buffalo early in April and which have all been laid up there ever since, have all been chartered for coal and left that port Tuesday. The *Iron King*, *Iron Queen*, *Iron Chief* and *Iron Cliff* all go to Duluth; the *Iron Duke*, *Iron State*, *Iron Age* and *Iron City* to Chicago.

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July 6, 1894

The steamer *A.A. Parker* (Capt. J.T. Hutton) has been in Detroit Dry-dock getting a new wheel. She left Detroit on Saturday for Duluth.

A good deal of interest in the working capacity of the steamer *Harvey H. Brown* (Capt. E.C. Gatfield) has been manifested by numerous vesselmen ever since she made her trial trip last spring. She is the latest big steel ship turned out on the lakes and is consequently in advance of all the others in many respects, several new ideas and principles having been embodied in her construction. When she passed on Monday, bound for Ashtabula with a cargo of ore, she was boarded by a corps of experts in charge of George C. Shepard of the Detroit Dry-dock Co., who placed on board an outfit of instruments and will make a round trip from Ashtabula to Lake Superior and return, the purpose being a scientific test of several points pertaining to the operations of the big steamer. All the water used on the trip will be measured with a water meter, the coal will be weighed and the horsepower of the engines found to a nicety. The main points brought out will be: How much water will be turned into steam with one pound of coal; how much coal will be consumed per horsepower per hour; and how much power is used to move a ton of freight? This boat being equipped with Howden's hot blast draft and all the latest devices for the perfect combustion of fuel and utilizing power, the result of the experiments and calculations will be received with a good deal of interest by vesselmen of a scientific turn of mind. Of course the economic question involving dollars and

cents will show itself at the culminating point of the investigation.

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July 13, 1894

The steamer *J.C. Clark* has been sold to parties at Courtright and will ferry between Courtright and St. Clair.

The appropriation for Cleveland harbor will be increased from \$40,000 to \$50,000 and for Toledo harbor from \$60,000 to \$75,000 by the Senate Committee of Commerce. Of the Sandusky appropriation, \$5000 will be used to remove the shoal from the outer harbor.

At Benton Harbor, Mich., at 4 o'clock Tuesday morning, the steam barge *Myrtle M. Ross* burned while lying at her dock in South Haven. Frank, son of Capt. John Smith, owner of the vessel, with the engineer and one of the crew, were burned to death in the cabin. The watchman had fallen asleep and before they discovered their danger they were completely hemmed in their bunkrooms in the aft part of the cabin and escape was impossible, though every effort was made. The city fire company turned out and poured water on the fire that imprisoned and was slowly roasting the imprisoned men. Several sailors tried chopping through the deck to relieve them, but their efforts were futile. When the fire was gotten under control it was found that Smith was burned to a crisp. The fireman, with his legs burned off, was still conscious, but the other men, whose names are unobtainable, were unconscious but lived only a short time. The watchman was seriously burned about the legs but will recover.

A rather unusual diversion was enjoyed on Monday by the people on the boats and along the docks at Detroit. The Grummond tug *Crusader*, Captain James Cuniff, passed down about 2 o'clock towing a large raft of telegraph poles for W.C. Sterling from Au Gres to Monroe. As the tow passed the city, the head raftsman, John Clookey, gave an extraordinary performance by walking the tow line, about 1000 feet in length, from the raft to the tug, varying the feat by sitting and lying down on the rope after the manner of profession rope-walkers. The middle of the rope was underwater and a considerable sea rolling, but he stuck to it all right and as the tow passed the lower part of the city he made the return trip. The feat was witnessed by many hundreds of people and the general verdict was that it far exceeded any feat of rope-walking that has ever been seen there. While he was walking the line when passing Port Huron, the tug suddenly changed her course, slacking the rope and letting him fall into the strong current, but he soon caught the line and held on until the lifeboat came and picked him up.

In addition to the conditions already noted in connection with the railroad strike and its effect on the vessel business, some new features have appeared that intensify the seriousness of the situation. There is a strong feeling of sympathy for the Pullman strikers manifested among vessel loaders, and in the event of a general labor strike it will be nearly certain to include them. Yard hands and crew have already quit work at Huron, O., and the steamers *Onoko*, *Forest City* and *Continental* are detained there as a result. The coal supply at Lake Erie ports is again cut off and steamers will be unable to obtain either coal cargoes or fuel. At Chicago every business transaction in marine circles is made with reference to the conditions dependent on the railroad strike and a probability of it extending to the vesselmen. Knowing the temper of the crowd at that city, the managers of several lines have advised the owners of several lines to keep their vessels on the lake as much as possible, as it might be unsafe to have them on the river. Nearly all the lumber vessels have been placed in ordinary under guard and their crews discharged. Grain elevators are closed and will neither receive nor discharge grain until after the strike is settled. Detroit vessel interests are less affected than those elsewhere, but they are suffering considerably nevertheless, and it is likely that the fleet in ordinary there will be augmented as fast as cargoes are discharged.

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July 13, 1894

A Cleveland dispatch says: -"There is not a thing doing in either the iron ore or coal trade. In the absence of business vesselmen are figuring what the rates would be if there was anything to do. Thus the time passes in the dullest season lake traffic has ever seen."

A shipment of potatoes to Chicago from Detroit was made Saturday on the steamer *Henry A. James*, being the first time on record that potatoes have been shipped to that port from Detroit by water. The railroad strike is making some queer changes in transportation matters.

The schooner *Smith & Post* from Lorain, O., with coal bound up was lying at anchor just below Amherstburg Tuesday evening of last week about 9 o'clock when some large steamer coming up took a sheer and struck the schooner on her port side, breaking stanchions and planking and causing her to leak badly. She was towed to Detroit by the tug *Dave & Mose*. The steamer that did the damage is supposed to be the *Vega*, as she went up light a short time after the accident.

July 20, 1894

American Tug vs. Canadian Tug.-Last Saturday's *Detroit Evening News* contained a lengthy despatch from their Washington correspondent about some trouble that they say the L.P. & J.A. Smith Co. have had over the hiring of a tug for one of their dredges at work at the mouth of the river. The despatch is badly mixed up. Collector of Customs Gott gives the following information regarding the trouble. In the first place, L.P. & J.A. Smith had nothing to do with the tug matter, neither have they been embarrassed or troubled at all by the customs authorities at Amherstburg. Messrs. Smith sublet a portion of the work to the Sheboygan Dredging Co. of Sheboygan, Wis. That company hired the Canadian tug *Home Rule* to tow their dump scows from the dredges to the dumping grounds. Capt. Hackett was informed that the U.S. Government would not allow him to work. He took a letter of introduction from Collector Gott to the Collector of Customs at Detroit. The latter told him he had no power to allow a Canadian tug to work on the contract. The collector at Amherstburg then said if a Canadian tug could not work on the contract, he would not allow an American tug to work in Canadian waters, other than the plant authorized by the Dominion Government of L.P. & J.A. Smith of Cleveland, who had that privilege granted by the Canadian Government, although the dredging to be done is wholly in Canadian waters. When Gen. Poe heard of the interference of the collector at Detroit, he called upon the U.S. collector. After the conference with Gen. Poe, the Detroit collector condescended to allow a Canadian tug to work in Canadian waters. The Amherstburg collector referred the whole matter to the Dominion Government and Gen. Poe referred it to the United States Government. Capt. Hackett then refused to do any more work with the *Home Rule* and the American tug *Leathem S. Smith* was hired and, pending an answer from the Governments, the American tug was granted a permit for eight days, which permit is renewed from time to time.

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July 20, 1894

The steamer *J.H. Farwell* (Capt. D.J. Duncanson) is laid up at Erie, Pa.

G.F. Williams of Saginaw and J.M. Jones have made a survey of the damage to the schooner *Smith & Post*. She was struck by a steamer, supposed to be the *Vega*, while lying off Amherstburg about two weeks ago.

It is announced that a steamer 230 feet overall, 35 feet beam and 12½ feet hold will be built at Cleveland by the Jenks Shipbuilding Co. It is further stated that she is to go into the copper and ore trade between Lake Superior and Lake Erie ports.

The U.S. Lighthouse Board has recommended a \$20,000 light on North Manitou Island and a \$21,000 light at Death's Door passage, two of the most dangerous passages in Lake Michigan. They refused to recommend a similar light for Crisp's Point, Lake Superior.

The steamer *Dove* arrived at Detroit Saturday from Saginaw. She looks bright and saucy, with new white paint from stern to stern. She is engaged in the upriver excursion business, running from Detroit to the North Channel, St. Clair Flats. She will be sailed by Captain Harvey McSween of Algonac, who recently purchased her. The *Dove* is a handsome side-wheel boat and was built at Trenton in 1867 for the Detroit and Amherstburg route, on which she ran for several years, and then for several years between Bay City and Alpena.

The schooner *L.L. Lamb*, coal laden for Port Huron, was coming to an anchor on the east side of Bois Blanc, opposite Fraser's old dock, on Sunday morning when she fetched up on a boulder. In the evening the *Home Rule* tried to pull her off, but failed after breaking a towline and pulling out one of the *Lamb*'s timber heads. About 40 tons were lightered onto the scow *Maple Leaf* when the latter capsized and the coal went into the river. A quantity was then put in the *Home Rule* and that tug released her on Monday morning. Before the *Lamb* got away she lost her anchor, but it has since been recovered. The *Maple Leaf* has been towed to Fraser's old dock and raised.

On July 16th a fixed white lens lantern light was established in each of two structures recently erected on the east side of Grosse Île, nearly abreast of the south end of Fighting Island, Detroit River. Each light illuminates 90 degrees of horizon, lying between W.S.W.  $\frac{5}{8}$  W. and S. by E.  $\frac{5}{8}$  E. or 60 degrees to eastward and 30 degrees to westward of the range line. The range line marks the line of best water from the intersection with the line of Grosse Île lower range upriver to a point from which Mamajuda range (front) light becomes visible and bear W.  $\frac{3}{4}$  N. The range line passes about 750 feet to eastward of Mamajuda light, about 350 feet to eastward of the curve of 18 feet depth abreast of that light. Each structure is of square pyramidal open framework of wood, painted brown with small white house with red roof in its base and is surmounted by a white octagonal lantern with black roof. The focal plane of the front light will be 45 feet above the mean level of the river and the structure from which the light will be shown stands on a platform on piles in about  $3\frac{1}{2}$  feet of water, about 175 feet from the easterly shoreline of the island and about 1350 feet N. by E.  $\frac{1}{2}$  E. from rear light. The focal plane of the red light is 75 feet above the mean level of the river and the structure from which the light is shown

stands about 455 feet to westward from easterly shoreline of island and its lower part is obscured by trees.

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July 27, 1894

The steamer *J.H. Farwell* (Capt. D.J. Duncanson) that has been laid up at Erie, Pa., for some weeks has gone to Toledo to load coal. R. McMullin, mate of the steamer, will join the boat when she passes here.

A large hydraulic dredge is being built at Benton Harbor, Mich., by F.A. Blackmer, which is something new to the lake region in the way of dredges. It will carry the excavated matter 2000 feet from the machine, thus enabling the contractor using it to excavate and build up the land on each side of the channel at the same time without the use of scows. The pumps and dredging apparatus will be operated by a 50-horse power engine.

The capitalists who went to Detroit on Thursday of last week in connection with the St. Clair and Erie Ship Canal scheme held a meeting at the Russell House parlors Friday which occupied nearly all the afternoon and evening. It is understood that several delegates were called before the board to hear a presentation of the scheme and that as a result their money will be invested in the project. The directors, however, refused to give out any information as to what transpired in the meeting.

The steam barge *H.J. Johnson*, ore laden and bound for Ashtabula with the schooner *Helvetia* in tow, went aground about $1\frac{1}{2}$ miles from the Dummy lighthouse last Friday night. When she grounded, the schooner was allowed to go by in the hope that her force would swing the steamer off, but it failed. The tow post is on deck and the weight of the schooner was so great that the line tore out the chalk [chock], some of the stanchions and the after part of the cabin. On going aft, the captain found the steamer's mate, who lives in Chicago, lying dead between the cabin and the bulwarks. It is not known how he was killed, but he must have been struck by some piece of timber from the cabin, as there was a large cut in his head. Early Saturday morning, word was sent here for a tug and at noon the *Home Rule* left. After parting a towline three times, the steamer was released about midnight on Saturday. There was quite a heavy sea and she was leaking considerably, but continued her trip to Ashtabula.

At Racine, Wis., Capt. John Crangle on Friday shot his wife twice, once in the back of the head and once in the right shoulder, and then turned the smoking revolver to his right temple and pressed the trigger. He died instantly. His wife may

recover. Capt. Crangle was one of the best-known navigators of the chain of lakes.

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July 27, 1894

The tug *Champion* has been at Port Huron in a leaking condition and was docked for repairs.

Charles Cameron, a deckhand on the steamer *Caledonia*, fell overboard when off Whitefish Point and was drowned. Cameron shipped at Port Huron.

The steamer *Roman* has been fined for not carrying her lifeboats in the proper place. It is likely that other freighters that carry passengers will get into trouble through the same cause.

The Minnesota Steamship Company is to have two steel schooners built by the Chicago Shipbuilding Company, each 300 feet long and 24½ feet deep. They will carry 3000 tons in the present channels, will be finished in time to go into commission next May and will be the first steel sailing vessels on the lakes.

At Chicago, Collector Russell on Friday levied a fine of \$339.50 on the Canadian steamer *Erin*. The *Erin* is owned by Thomas Conlon and hails from Thorold, Ont. For two seasons the steamer has been towing the schooner *F.L. Danforth*, owned by Patrick Finn of Chicago. The latter had been trading largely at Alpena, Mich. The *Erin* would drop the schooner on the American side of the imaginary line running up through Lake Huron and the *Danforth* would sail across the line again and put in at Alpena, while the *Erin* would go to some Canadian port to load. After being loaded the boats would come together near Cockburn Island on the Canadian side, where the *Erin* would pick up the schooner and take her to her destination. In making this deviation from the course each trip, the boats went about 50 miles out of their courses. On the last trip the *Erin* dropped the *Danforth* 20 miles south of Cockburn Island, which spot happened to be in American waters. The case was investigated by the customs officials and it was discovered that the steamer towed the American vessel from one American port to another American port.

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August 3, 1894

SCHOONER SUNK.-The Big Whaleback "Pathfinder" Runs Down the Little Schooner "Glad Tidings" in Detroit River.-Four Men Lost.-The small schooner *Glad Tidings* was run down about 3 o'clock Sunday morning in the Detroit River, a short distance above Ecorse, by the whaleback *Pathfinder*, bound down with a cargo of iron ore, and sank so quickly that not one of the four persons

on board escaped. The crew consisted of Michael Westphal, captain, August Westphal, Joseph Glayska and August Minie, all of Detroit. The *Pathfinder* put about after the collision and returned to Smith's coal docks, taking with her nearly the entire rigging of the *Glad Tidings*, which had been torn away by the force of the collision and left on the *Pathfinder*'s bow. The captain of the propeller stated that he blew his whistle, giving the proper signal, and that the unknown craft sheered as if understanding it, but suddenly tacked and came squarely across his bows when it was impossible to avert the disaster. He had searched in vain for any survivor and also for any name by which the ill-fated vessel could be identified. When the report first reached Mrs. Westphal, wife of the captain of the *Glad Tidings*, she repaired at once to the coal dock and without hesitation identified the sails and spars as those of her husband's vessel. The *Glad Tidings* was a schooner of eighty-one tons and was built by Henry Bundy in Chicago in 1889 as a gospel ship. She was originally classed and designed as a steam yacht but when Capt. Bundy secured a larger steamer for his work, the vessel was sold and has been engaged in bringing stone from Kelly's Island to Detroit.

The tug *Dave & Mose* in coming down the river on Wednesday morning at 11 o'clock picked up a drowned body opposite Wyandotte and brought it here. It was the body of a man about 5 feet 7 inches in height and apparently 150 pounds in weight. He wore a tweed sack coat and trousers, white braces, red and white checked calico shirt and black woolen socks. His hair was dark and thick but he had neither whiskers nor moustache. In his forehead and across the bridge of his nose were deep cuts, as though he had been struck before falling into the river. From appearances the body had not been long in the water. Coroner Hobley was notified and after viewing the remains ordered the body buried. It was thought to be the body of one of the crew of the *Glad Tidings* and was kept till yesterday afternoon. Three bodies were found off Wyandotte on Wednesday.

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August 3, 1894

The steamer *A.A. Turner*, bound up, ran aground at Elliott's Point last Saturday morning but was released in a few hours by the *Home Rule*.

In coming over the Lime-Kiln Crossing on Tuesday morning, the large schooner *Hawgood*, in tow of the *W.B. Morley*, took a sheer and parted the towline. Fortunately the steamer *Curtis* was steaming down closeby and she assisted the schooner.

Edward Grant of Wiarton, Ont., a sailor on the schooner *Aurora*, was drowned

off that boat Monday in Lake Huron, twenty-five miles from Fort Gratiot light. He went out on the main boom to get a pennant that had become entangled and lost his hold. All possible efforts were made to rescue him, but with no success. The unfortunate sailor was 25 years of age and single.

The barge *Uranus*, in tow of the steamer *Mark Hopkins*, collided with the steamer *James Fisk Jr.* a little after midnight Monday morning on the ranges between Bar Point and the lightship, Lake Erie. The *Uranus* sheered out of her tow the length of her line and struck the *Fisk*, tearing away seven stanchions, covering board and shearstreak [shearstrake<sup>15</sup>] and damaging the yawl. The damage was about \$100. The *Fisk* was delayed but a short time at her dock in Detroit.

A number of lake carriers now carry wheat both ways, a considerable amount of it being shipped from Toledo to Chicago. The quantity is said to be 1,000,000 bushels. This is an unusual occurrence and only happens at rare intervals. The *Berlin* arrived at Port Huron on Tuesday with wheat from Chicago and upon being unloaded cleared for Toledo, where she has been chartered to take a cargo of the same cereal back to Chicago at 1¼ c. For bringing her cargo to Port Huron she only received 7⁄8 c. The *Mecosta* took a cargo to Chicago at the same rate.

The *Toronto Telegram* of Saturday, in a write-up of the St. Clair and Erie Ship Canal, says:-“The tonnage annually passing through the Detroit River is between twenty-five and thirty million, much more than through the Suez Canal. At the Lime-Kiln Crossing in the river opposite Amherstburg the greatest depth that can be obtained is but fifteen feet, the river bottom being of the solid rock. Vessels of greater draft have to lighter at this point, thus entailing a very considerable additional cost. In Lake Erie there also is the Colchester Reef, most dangerous to ships, although there is a lighthouse which saves many a disaster.” This is dead wrong. Detroit River is 20 feet deep at the shallowest spot at the Lime-Kiln Crossing in medium stage of water. The bottom of the river is solid rock, but the bottom is so far from the top that no vessel can reach it. The U.S. Government spent over a million dollars in Canadian waters during the last 15 years at this point. There is no less than eight range lights and lightships in 1½ miles. The Lime-Kilns is like a torchlight procession at night and any landlubber could take a 300-footer over the crossing the darkest of nights. No vessel at any time has to lighter to pass the Lime-Kilns. No craft is detained there and is no more liable to get on there than

<sup>15</sup> similar to a walestrake

in any other part of the rivers between Kingston and Duluth, and if they do get in trouble there it is not the fault of the water. Many years ago, before Colchester Reef Lighthouse was built, much trouble was caused by vessels running on the reef, but since the location of the lighthouse everything is changed. It is not the fault of the depth of water at the Lime-Kilns or Colchester Reef that vessels do not load to 18 feet, and when the work now going on is completed, Detroit River, Bar Point and Lake Erie will be all right for anything that floats or is likely to float on the lakes.

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August 3, 1894

The American Vessel's Seizure.-On Saturday evening Collector of Customs Gott, acting under instructions from the Customs Department, released the steamer *Louise*, detained here on the charge of violating fishery laws and the steamer left the next morning for Sandusky. The Department will order a thorough investigation of the whole affair. No expenses for watchmen was entailed while the boat lay at the dock here. Capt. Post is over a \$1000 out over the affair and the Government will be asked to make this amount good.

The *Toronto Telegram* on Saturday had the following from Ottawa in an interview that paper's correspondent had with Sir C.H. Tupper, Minister of Marine and Fisheries:-“As to the seizure of the tug *Louise*, Sir Charles said that ‘on the information of the Collector of Customs, proceedings have not been instituted, but special inquiry is being made into information afforded, as the boat owners set up that they had clearance from the sub-collector issued in blank and that they were not fishing but collecting fish from the fishermen.’ With regard to the cases of the steamers *Visitor* and *Leroy Brooks*, seized in Canadian waters off the Erie Islands with a party of American sportsmen on board, he said, ‘The Government decided to release on payment of a fine and the costs and I think they are going to pay the fine of \$40 and the costs.’ Sir Charles went on to state that a special report had been made to him and that it appeared that the party were misled by an officer of the Customs Department who told them the season was open, so he had decided to allow the case to drop on settlement being made, as per their wishes.” Mr. McMichael of the Customs Department went to Sandusky yesterday (Thursday) and will spend some time there and on Pelee Island investigating the *Louise* matter.

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August 10, 1894

For the rest of the season of navigation the tug *Wales* will be stationed at the Lime-Kiln Crossing in charge of Duff & Gatfield with a complete wrecking outfit

on board.

The tugs *Wales* and *Home Rule* left here at noon yesterday (Thursday) to go to the assistance of the straightback Anchor steamer *Codorus*, aground one mile from the Dummy lighthouse. She went aground the night previous at the same place the *H.J. Johnson* grounded a few weeks since. She was bound up with coal.

Now that the Sault Canal is nearing completion, the question will have to be determined by the Dominion Government before very long as to whether or not the canal shall be free. The general impression is that the Dominion Government, from the fact that the Michigan canal is free, will have to adopt a similar policy with regard to the one on the Canadian side of St. Mary's River. The canal proper at the Sault is entirely complete, the only thing delaying the opening of the canal being the machinery for the gates and valves, which is being manufactured at the Kingston locomotive works.

The *Marine Review* says:—"Preparations are now being made among executive officers of the Lake Carriers' Association to take up at the next annual meeting of the Association in Detroit the matter of urging Congress to provide for the second cut or canal through St. Clair Flats. The present canal is not in keeping with the demands of commerce and will be greatly increased upon the completion of the second lock at Sault Ste. Marie and the 20-foot channel throughout the lakes, and there is no doubt active and urgent support from Government engineers in presenting the matter to Congress. An [missing] will not be required and no [missing] needed on the advantages of this channel as against increased width in the present one. The nature of the soil at the point where it is proposed to make the second cut is understood to be such that no walls will be required. Improvements on an extensive scale in the Detroit River below Ballard's Reef are also contemplated. It is understood that Gen. Poe has recommended immediate action on an increase of width in the Lime-Kilns cut to 600 feet and appropriations amounting to about \$57,000 that are now practically in hand will be used at once in increasing the width of the channel in this part of the river from the cut to 800 feet in width with the 20-foot channel project. The Canadian dredge now at work in the [missing] of Bois Blanc Island is removing [missing] New York shoal and other similar [missing] in this locality will also be removed. In pursuance of the [missing] channel work on Lake Huron, [missing] the entrance to St. Clair River, a [channel] 900 feet in width and 20 feet deep has been dredged and vessels can pass between the dredges at work in that vicinity with safety."

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August 17, 1894

That the limit of speed at which a small craft can be driven through the water has not yet been reached is shown in the recent record of the Thornycroft torpedo gunboat *Daring*. That vessel has set the pace at 29¼ knots and marine engineers are now confident that even this clipping gait will be excelled by some later vessels of the *Daring's* type.

The Anchor Line steamer *Codorus*, bound up with coal, that went aground one mile east of the Dummy lighthouse on Wednesday night of last week, was released on Friday afternoon by the tugs *Home Rule*, *Saginaw* and *Wales* after about 300 tons were lightered onto the two latter boats. The steamer was brought here and reloaded, after which she continued her trip. Her bottom was slightly damaged.

The Salvation Army cruiser *William Booth* of Toronto ran on a reef about four miles off Point Hoover on the north shore of Lake Erie early Thursday morning of last week. She was released next day and taken to Port Robinson to have her rudder repaired. No other damage was sustained. Early Monday morning it was found that the steamer was a mass of flames and all attempts to save her proved futile. The *Booth* was in the dry-dock. The cause of the fire is attributed to the boiling over of paint, which at once ignited. So far as known there is no insurance. The boiler and engine are at least intact. It is likely another cruiser will be built at once.

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August 17, 1894

Minister Bowell said the question of opening the Canadian Soo Canal had not yet been considered by Council as to whether or not the canal would be free. He could not see how the Canadian Government could impose a toll while the American canal immediately alongside of it was free.

Capt. Lon Cox and crew of the burned steamer *Roanoke* arrived at Port Huron on Saturday night. Capt. Cox states that the *Roanoke* caught fire by the explosion of a lamp in the engine room at 10:15 p.m., August 7th. He with the crew fought the fire bravely until midnight and were then forced to take to the small boats to save their lives. They escaped with only the clothes they had on their backs and were obliged to leave behind all the effects of the crew. About an hour after the crew had deserted the ship, she sank in 202 fathoms of water and is a total loss. The men drifted around with the small boats waiting for some passing vessel to pick them up, they then being in the direct line of vessels going up the lake. At 2 o'clock the steamer *Spencer* picked them up and took them to Washburn. The location where the boat sunk is fifty-five miles west of Eagle Harbor and seventeen from

Ontonagon, the nearest shore. After the explosion the engineer was unable to shut down the engine and the flames, fanned by the breeze, made great headway and were soon beyond control. The crew was also handicapped by one of the pumps not working properly.

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August 24, 1894

Ore and coal freights are stiffening up and lumber and grain freights are improving.

Navigation at the lower end of Lake Huron has become very dangerous on account of the dense smoke from forest fires in northern Michigan.

Two and a half million tons of soft coal were shipped by lake to all Lake Superior ports last season. On the first of August the shipments aggregated only 286,785 tons. These are the correct figures from the only reliable source of information, the "Soo" Canal statistics. Shippers claim that fully 900,000 tons of soft coal will go forward to Lake Superior this month and that the requirements as compared with last year will be cut 40 per cent, but, however this may be, it is certain that the shortage in shipments indicated above will necessitate some tall hustling in the coal line for the balance of the season.

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August 24, 1894

It is more than probable that Port Arthur and Fort William, the principal Canadian ports on Lake Superior, will take advantage of the deep water afforded by the 20-foot channel ahead of United States ports on the lakes. Through the efforts of Thomas Marks and others engaged on shipping at Fort William, a dredge furnished by the Dominion Government has begun the work of deepening the channel at that port to 20 feet.

With no trace of the location of the spot where the steamer *Dean Richmond* foundered in Lake Erie last fall with a loss of 20 persons, beyond that given by the wreckage and bodies coming ashore, Captain Thomas Murphy of Detroit has sent the wrecking steamer *Johnson* to lay off the surface of Lake Erie off Dunkirk. The lake will be carefully surveyed and then the *Johnson* will commence dragging the bottom. They will have a hawser 4000 feet long, one tug taking one end of the line and another tug the other end. In this way they will sweep the bottom of the lake.

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August 31, 1894

The steamer *Fayette Brown*, coal laden and bound up, crashed into the tug *O.L.*

Cheney, tied up at the north pier below the locks at Sault Ste. Marie, Mich., on Friday morning. The tug was crushed and sunk in sixteen feet of water. Her owner claims she is a total loss. The *Cheney* was valued at \$6000 and is owned by Hurley of Sault Ste. Marie.

The tugs *Saginaw* and *Home Rule* were off on a wild goose chase last Saturday night. It was reported that the steamer *Norwalk* was aground at North Point Shoal at Middle Sister Island and the two tugs went out about dark. They returned Sunday at noon and reported that, though they searched diligently in the locality mentioned, they could find no trace of any boat being aground. In returning here, the manhole over the boiler of the *Home Rule* began leaking and the *Saginaw* towed her from Bar Point to the dock. In coming down the river on Saturday night the engineer of the *Saginaw* had the end of one of his fingers mashed and the boat stopped here and took on Alfred King, who handled the throttle of the *Saginaw* until her return here next day.

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August 31, 1894

The steamer *Northwest* ran aground at Bar Point on her up trip on Wednesday afternoon about 3 o'clock. The weather was very thick with smoke and one of the wheel chains of the rudder gave out when near the lightship. She was going under check at the time and went on a soft bottom about 500 feet to the westward of the channel and 1000 feet northwest of the lightship. The *Wales* and *Home Rule* went out to her at 5:30, but the former could not release her. The water lowered at dark and it was decided to do nothing more until daylight, when the tugs *Champion*, *Crusader*, *Saginaw* and *Wales* were on hand, but the *Champion* alone pulled on the big steamer and released her at 5:30 o'clock. As the wheel chain was still out of order, the *Champion* took a line from the northwest and assisted her to Detroit. Mayor Bishop and a party from Buffalo were aboard and Mayor Pingree with a party from Detroit came down on the *Champion* about 12 o'clock on Wednesday night and went aboard the *Northwest*. The grounding of the steamer delayed the steamer about 24 hours.

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September 7, 1894

The steam barge *Nahant*, coal laden, went aground at Point Pelee on Friday and was released on Saturday.

George Scott of Leith, On., and a man named Kelley were killed by accident at the new Canadian Sault lock last week. Nine deaths to workmen have already

occurred there this season.

The cargo which the steamer *S.S. Curry* carried when she passed up on Monday was the largest ever carried on the lakes. It consisted of 4500 tons of coal, besides 280 for fuel, and she drew seventeen feet of water. The cargo was for Gladstone.

The steady improvement in lake carrying received no setback last week, but in all lines of traffic the tendency was for higher rates. The keystone of the situation just now is the strenuous fight the Cleveland vessel owners are making for an advance in the soft coal rate from Ohio ports to Duluth and Superior.

In the dense smoke which has hung over the straits for several days the steamer *Alleghany*, bound from Lake Superior to Chicago with lumber, went ashore on Tin Shoals Sunday morning. Her barges were able to keep off the beach. The steamer was released during the afternoon by a tug and lighter from Cheboygan. She is uninjured and reloaded at the dock there. Thirty thousand feet of lumber were lost by the capsizing of a lighter.

The tug *Cheney* of the Hursley Line, which was sunk by the steamer *Fayette Brown* near the Soo, has been abandoned by her owners to the insurance companies. A settlement was arrived at and, as the *Fayette Brown* was insured against accident, her insurance will apply on the tug, as the former was uninjured. The machinery was taken from the *Cheney* and the wreck was pulled to pieces and taken from the water in sections. The Hursleys will receive the full amount of their loss from the insurance companies.

The passenger steamer *City of Cleveland* ran aground last Saturday about noon at North Bass Island, Lake Erie. She had an excursion from Detroit to Put-in-Bay and over 1000 people were on board, but the boat did not reach the island. The steamers *Visitor* and *Leroy Brooks* transferred over half of the passengers from the steamer to Put-in-Bay and in the afternoon the *City of the Straits* and two harbor tugs made a vain attempt to release her. In the evening the *Frank E. Kirby* took off the rest of the passengers, the water was let out of the forward boilers and the steamer was released by the *Kirby* and other boats. She arrived in Detroit about midnight, none the worse for being stuck in the mud, and left at 1 o'clock for Cleveland on her regular trip.

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September 14, 1894

F.W. Wheeler & Co. of Bay City are going to build this winter a large steel steamer for Capt. John Mitchell and W.H. Gratwick of Cleveland. She will be completed early next season and will have the same carrying capacity as the *Curry*.

The schooner *Amboy*, coal laden, in tow of the steamer *Veronica*, also coal laden, had a collision at 1 o'clock Monday morning with the schooners *Corisande* and *Sweepstakes* in tow of the tug *C.D. Thompson*. One or the other of the tows sheered and the *Amboy* struck the foremost schooner and a minute later the other. The *Amboy*, having sustained two collisions, was the worst damaged, having her port bow smashed. The *Corisande* lost her mizzenmast and had her side crushed. The *Sweepstakes* lost her stem and part of her bow. The *Corisande* and *Sweepstakes* were run aground on Belle Isle and the *Amboy* on Pêche Island. The *Amboy* is owned by C.H. Starke of the Sheboygan Dredging Company and was placed in Detroit Dry-dock on Tuesday.

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September 21, 1894

The tug *Home Rule* went to Colchester last Saturday morning to assist the steamer *S.J. Macy*, whose machinery had become disabled there. The *Home Rule* towed her to Detroit Dry-dock.

When the new passenger steamer *Unique*, which started from Port Huron for Detroit on its second trip on Friday, was opposite St. Clair, one of the boiler tubes burst and the fireman, James Primrose, was fatally scalded.

The *Eagle Wing*, bound down with pulp wood, went aground on the lower end of Fighting Island on Tuesday night and was released by the *Home Rule* on Wednesday afternoon after lightering part of her cargo on the *Energy*.

The tow barge *S.J. King*, lumber laden, in tow of the steam barge *Hall*, broke her towline when coming over the Lime-Kiln Crossing on Sunday morning and, in addition to tearing away the two lightships, ran herself aground. She was released by the tug *Home Rule* in a short time.

The *Horace B. Tuttle*, bound up, began leaking when a mile below the Dummy on Tuesday afternoon, caused by the heavy sea. She put in here and diver Robert Maisey went down and patched up the leak, so that she was able to leave here at noon on Wednesday for Portage with her load of coal.

Capt. D.J. Girardin has been transferred from the steamer *Fayette Brown* to the steamer *S.R. Kirby* of the same line, and Capt. Nicholson of Cleveland, O., is in command of the *Brown*. Capt. Fraser, who has sailed the *Kirby* since she came out and who has been in the employ of the N.W.T. Co. for so long, is sick with ulcer of the stomach at Ashland, Wis.

September 28, 1894

Capt. Peter Gerard Drowned.-His Vessel Collided With the *Ohio* in Lake Huron.-Four Other Members of the Crew Also Lost.-The steam barge *Ohio*, owned by Elphicke of Chicago, downbound with flour and feed, Duluth to Ogdensburg, and the barge *Ironton*, owned by Mack of Cleveland, in tow of the *Kershaw*, upbound, light, Cleveland to Marquette, collided at 1 o'clock Wednesday morning ten miles northward of Presque Isle, Lake Huron, both vessels sinking. The crew of the *Ohio* was rescued by the schooner *Moonlight*, also in tow of the *Kershaw*, all without incident, except that Mate Arnel Hodge clung to a ladder after the *Ohio* sank and was in the water two hours before being picked up. The crew of the *Ironton* took to the small boats, two of them, W. Wooley of Port Dover, On., and W.W. Parry of East China, Mich., being picked up by the *Kershaw*. The remaining five have not been heard from, and it is now almost certain they have perished. A heavy south gale was blowing at the time. The *Kershaw* waited until daylight but could see nothing of the missing men or the wrecked boats. The *Ironton* was commanded by Capt. Peter Gerard of Cleveland and it is now almost certain that he is lost, along with four other members of the crew. The mate was Ed. Bostick of Whitebrook, Mich., one of the sailors was a German named John Pape and the other two are not known.

Capt. Peter Gerard was about 36 years of age and was the son of Daniel and Mrs. Gerard of Gore Street, Amherstburg. He began sailing when quite young and has made his home for some years in Cleveland, O., where he leaves a wife but no family. John and Frank Gerard of Chicago are brothers of Peter. The following telegram was received yesterday (Thursday) afternoon from John McDonough of Cleveland by Daniel Gerard:—"Reported Pete's boat is lost; Pete and four men gone; have not got particulars; will wire when we get them."

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September 28, 1894

The schooner *Wm. Howe* was wrecked on Lake Michigan Tuesday night and the crew of six drowned.

The *Iron Cliff*, in tow of the *Iron Chief* and bound down, ran aground owing to the low water on Monday afternoon near Bar Point. The *Home Rule* released her on Tuesday morning.

The water was let into the big lock of the Canadian St. Mary's ship canal on Tuesday. The water was let in gradually through sluices in the west dam and the five big gates were put into place by means of pontoons.

The steam barge *Pickands*, ore laden from Ashland to South Chicago, went ashore on Keweenaw Point near Eagle River, Lake Superior, early Saturday morning. The crew were rescued with the utmost difficulty. A heavy sea was running and the vessel was exposed to the full fury of the waves. The steamer is owned by J.W. Moore and others of Cleveland and has been abandoned to the underwriters. The *Pickands* was built in Cleveland in 1893. Her net registered tonnage is 1319 tons. She is rated A 1 by Lloyds and is valued at \$85,000. She was loaded with a big cargo of iron ore. She is a total loss.

The schooner *Col. Cook*, stone laden from Kelly's Island, was abandoned in Lake Erie on Sunday in a sinking condition. The *Cook* was a small craft, valued at only \$3000, but she had a history. About thirty-four years ago on Lake Michigan she ran down and sank the excursion steamer *Lady Elgin*, causing the loss of nearly 300 lives. The *Cook* was owned by J.A. and L.P. Smith, dredgemen, of Cleveland. She was at first named the *Augusta*, but the name was changed after her disastrous collision. The vessel has gone on the beach near Lorain and an effort will probably be made to release her.

William Power, one of the oldest shipbuilders in Canada, who has lived in Quebec, Montreal and Kingston, speaking of the deep waterway through the St. Lawrence River said the scheme was impracticable. It would take half a century to build it, and millions of dollars would have to be spent. The waste of money would be a hundredfold greater than has already been spent in useless navigation schemes and river improvements between Montreal and Kingston. Capt. John Gaskin says it would take all the money in the Banks of England, the United States and Canada to do the work as suggested by the Deep Waterways Convention, and then it would be impracticable for ocean steamers.

Mr. Kirby, the Detroit marine engineer, has completed a model and plans of two steamers to be built this winter, huge car ferries to transport coal in cars across Lake Erie. The boats are ordered by a company formed of Grand Trunk and Pennsylvania people, and it is proposed to convey coal from Erie, Penn., to Port Dover, to be distributed from that point through Ontario over the Grand Trunk system. Each boat will be 350 feet in length and carry thirty loaded cars. The estimated cost is \$800,000 each and they are to be finished in June or July next. The distance from Erie to Port Dover is some fifty miles, very nearly the same as between Rondeau and Cleveland. About a year ago a Cleveland capitalist was negotiating with the E. & H. Railway authorities with a view of arranging a coal ferry, but the project fell through. If the Grand Trunk scheme at Port Dover is a success, similar ferries will



doubtless be started, and the advantages of the grand harbor at Rondeau should give a ferry at that point a great advantage.

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September 28, 1894

CAPT. THOS. H. HACKETT DEAD.-A telegram was received here on Saturday last stating that Capt. Thos. H. Hackett had died that morning in Detroit. He was one of the best known and most skillful masters on the Great Lakes and died of heart disease aboard his steamer, the *Volunteer*, lying at the foot of Orleans Street, at 5 o'clock. About 11 o'clock the previous evening he complained to his son Norman of a severe attack of what he thought was neuralgia and Dr. Lafferty was sent for. He ministered to the comfort of the sick man, then left him, and later Mrs. Hackett attended. The captain passed a sleepless night and gradually grew worse, complaining of terrible pains at the back of his neck which spread slowly downward until they reached the heart, when he died. Mrs. Hackett was present at the deathbed of her husband. The captain was a large man physically but had suffered from poor health in the last three years, his maladies being catarrh and heart weakness.

He was born on Bois Blanc Island, where his father was lighthouse keeper, on January 6th, 1840, and was a sailor from the age of 14, his early experience being on sailing vessels. He commenced sailing with his brother Henry on the schooner *Conductor* in 1854 and in 1859 sailed the schooner *E.M. Peck*. In 1860 he sailed the schooner *Augustus Handy*, which was lost in Lake Superior on her first trip. He then commanded the schooner *Narragansett* and after that went into tugging and was master of the tugs *Zouave*, *William B. Castle* and *John Prindiville*. Twenty-six years ago he superintended the building of the tug *Torrent* for Alger, Smith & Co. and did his work so well that he was taken into the company's service as master of the tug. Later he commanded the tug *Vulcan* and steamers *Manistique*, *Schoolcraft* and *Volunteer*, the latter the largest raft-towing steamer in the world. It was while in command of the *Vulcan* in 1882¹⁶ that he one day sighted the Detroit passenger steamer *Marine City* on fire off Alcona. He at once let go his raft, steamed to the scene and by heroic efforts, in which he was ably assisted by his crew, he saved the lives of some 70 or 80 people. A few who had, panic-stricken, jumped overboard before the tug arrived were drowned. This would have been the fate of the majority

¹⁶ This event actually occurred in 1880. See Vol. I(4), p. 86.

on board had it not been for the tug, for not another boat was nearby at the moment and the steamer burned to the water and sank. The *Vulcan's* bow was partly burned away. Among the passengers saved were E.W. Voigt, the wealthy Detroit brewer, and his wife, and he presented Capt. Hackett and Engineer McCabe (who has been chief engineer of boats that Captain Hackett commanded for the past 27 years) with gold watches and the rest of the crew were given silver watches. Upon his arrival back at Detroit, Capt. Hackett was given a gold medal by the citizens. Cool-headed, calculating, prudent and well-read in marine matters, Capt. Hackett had no superior as a master and was especially valuable in the raft-towing business. He was married at Amherstburg on Dec. 18th, 1860, to Miss Christiana Honner, a sister of Capt. T. Honner of Milwaukee and E.W. Honner of Malden, and resided on the riverfront below town (on the farm now owned by N.A. Coste) until his removal to Detroit about 11 years ago. He was a saving man and leaves his family in comfortable circumstances. He was a member of the A.O.U.W. and Shipmasters' Benevolent Association. His widow survives, along with four sons and one daughter. The sons are Ralph, Thomas and Norman H. of Detroit and Percy of Alpena, Mich. Thomas and Norman are still at home, as is also the daughter, Augusta M. The surviving brothers of deceased are Alexander of Colchester South, Capt. Francis B. of Amherstburg and Andrew of Bois Blanc Island. Capts. Robert J. and Henry Hackett of Detroit, Dr. James Hackett of Newmarket and Dr. Joseph Hackett of Amherstburg, brothers, have all been dead for some years. Mrs. (Capt.) David Trotter, the only sister to attain womanhood, died some years ago. The funeral took place on Monday afternoon at Detroit and was largely attended, a number of relatives from this vicinity being present.

Gen. Alger, for whom Capt. Hackett sailed so long, said about him on Saturday: "Capt. Hackett's death is a great loss to us. He commanded our steamers from the year we entered raft-towing and was always placed at the head of our list of captains and given the best boats to sail. I feel almost as much concerned over the sad happening as though it had been a death in my own family, for he was an unusually conscientious, careful man and made few mistakes. I have arranged for a general promotion in the line. Capt. William Rolls of the *Gettysburg* will take command of the *Volunteer*; Capt. Currie of the *Torrent* will sail the *Gettysburg*, while Ralph Hackett, a son of the captain and now mate of the *Torrent*, will command her."

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October 5, 1894

The steam barge *Nahant*, bound up with coal, went aground on the Boston Shoal

on the east side of Bois Blanc Island last Friday morning and was released by the *Home Rule*.

The schooner *Eagle Wing*, with coal for Detroit, began leaking when in Lake Erie on Friday last and it was with difficulty that her pumps kept her free. The *Home Rule* towed her to Detroit.

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October 12, 1894

The *Tom Adams* (Capt. D. Nicholson) reported here yesterday (Thursday) afternoon that the *J.R. Benson*, owned by the Mullen-Gatfield Coal Co. and having a cargo of coal for them from Ashtabula, was lying six miles below Rondeau with her foremast blown out. She was not leaking but owing to the heavy seas the steamer could not get alongside of her. The *Home Rule* left last night for the *Benson*.¹⁷

The schooner *Julia Willard*, loaded with pulp wood for Sandusky, came down on Sunday afternoon in tow of the tug *Kittie Haight* and rounded to in the river to take shelter on the east side of Bois Blanc, but in doing so went aground on a lot of boulders. She was released by the *Haight*, but her pounding on the rocks caused her to spring a leak and she had to take men from here on Monday morning to work at the pumps so she could reach Sandusky free.

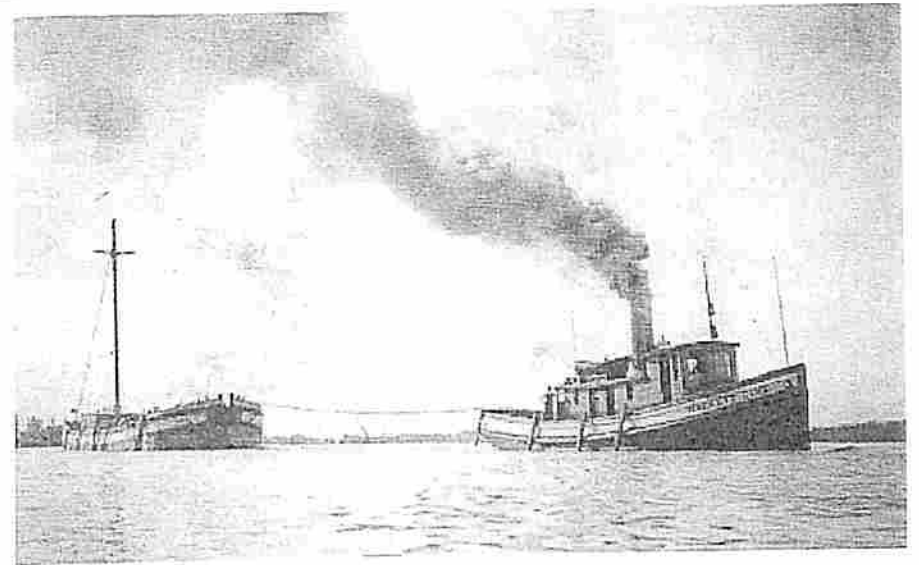
Wm. Smith, Deputy Minister of Marine for Canada, is asking for tenders for the removal of the wreck of the U.S. schooner *R.J. Gibbs*, now lying off Bar Point, tenders to be received up till Saturday, October 20th. The *Gibbs* foundered with 310 tons of coal on board on May 23rd, 1893, and no attempt has ever been made to remove her. She is not directly in the channel. Capt. Pope of New Baltimore, Mich., owned and sailed her when she foundered.

Daniel Gerard of Amherstburg is offering a reward of \$50 for the recovery of the body of his son, Capt. Peter Gerard, who was lost in the collision between the steamer *Ohio* and the barge *Ironton* in Lake Huron off Presque Isle on the 25th of September. Capt. Gerard was about 5 feet 10 inches in height; light complexion; very light hair; light blue eyes; two upper front teeth missing; little finger of right hand crooked; second and third toes of right foot joined together; mole over right eye; smooth face; gold chain and open-faced silver watch; black sateen shirt.

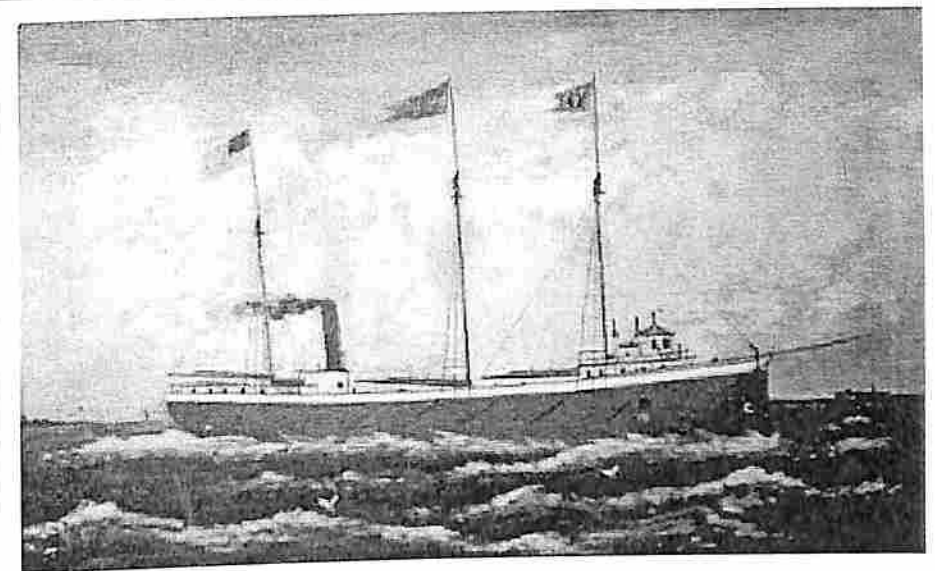
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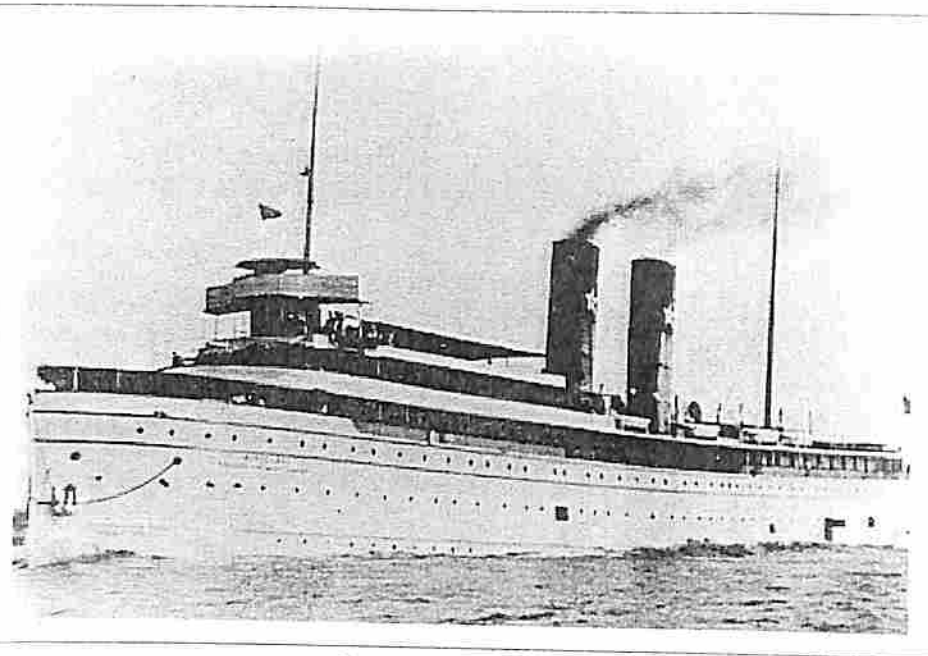
<sup>17</sup> See photo in centrepiece.



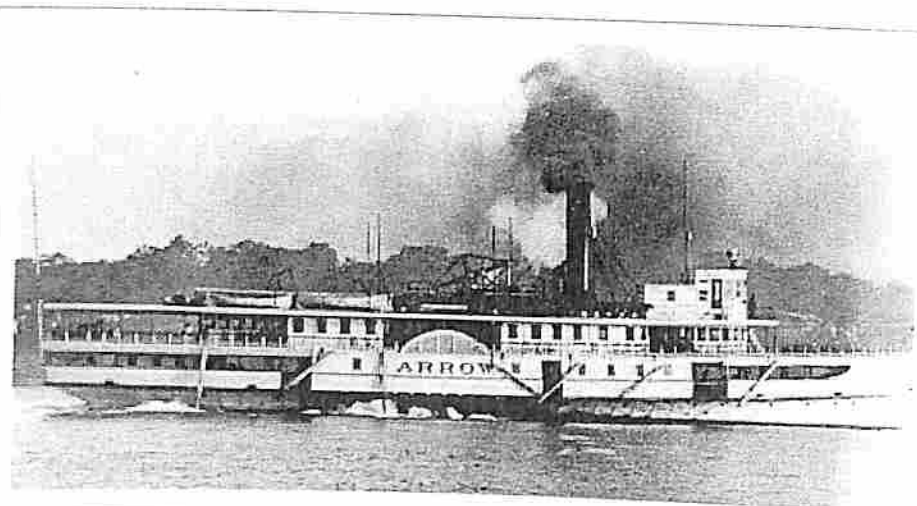
Tug *Home Rule* towing wreck of *J.R. Benson*, 1894.  
Marsh Collection Society, P1827.1



Painting of steamer *Minneapolis*, undated.  
Marsh Collection Society



Steamer *North Land*.  
Dept. of Canadian Heritage: Fort Malden NHS



Steamer *Arrow*.  
Dept. of Canadian Heritage: Fort Malden NHS

October 19, 1894

The whaleback 102, in tow of the *Colgate Hoyt*, was aground on Sunday morning last at Bar Point and was released by the tug *S.S. Stone*.

Dunbar & Sullivan's dredge *Faugh-a-Ballagh* swamped and sunk in the canal at Sault Ste. Marie, Mich., on Tuesday. She slightly obstructs navigation. The dredge is worth \$15,000. She will be raised as soon as the wind moderates.

It has been finally decided that it will be impossible for the *Ontario* to remove the immense, almost solid mass of boulders on the New York Shoal, and the Canadian Public Works Department will endeavor to make some arrangement with the U.S. authorities for the doing of the work with their heavier appliances.

The *Home Rule* arrived here with Mullen-Gatfield Co.'s schooner *J.R. Benson* on Sunday night last, after lying at Pelee Island for a couple of days. The *Benson* was not leaking but her fore and main masts had been blown out. She was taken to Sandwich, to which place her cargo of coal was consigned.

The schooner *Hartford* was lost in the storm on Lake Ontario Thursday night of last week with a bulkhead load of wheat, shipped by J.S. Lapham & Co. of Detroit to Cape Vincent. The extent of the cargo was 22,000 bushels and was valued at \$13,000, fully insured. The names of the persons on board, all of whom were lost, were:-Capt. William O'Toole, wife and child; Richard Seymour, mate; Michael Purcell of Clayton; Dennis McCarty, seaman, of Clayton, N.Y.; William Donaldson, seaman, of Clayton. The body of the child was found on the beach amid a lot of wreckage Saturday morning. The *Hartford* was of 307 tons and was built twenty-one years ago at Linn & Co.'s shipyard at Gibraltar. She was rated A 2 and was valued at \$4500. She was owned by C.H. McKinley of Clayton and her master, Capt. O'Toole.

The bids for the removal of boulders and other materials from the channel in the vicinity of Ballard's Reef in the Detroit River were opened on Friday in Gen. O.M. Poe's office. The bids were ten in number and provided for furnishing all labor, materials and appliances. The entire list and their figures were as follows:-Carkin, Stickney & Cram, Milwaukee, boulders 87c., other materials 87c.; Breymann Bros., Toledo, boulders \$3.50, other materials 98c.; James Rooney, Toledo, boulders \$6.50, other materials 39c.; L.P. & J.A. Smith, Cleveland, boulders \$10, other materials 35c.; R.J. Cram, Detroit, boulders \$3.50, other materials 98c.; Hingston & Woods, Buffalo, boulders \$8.50, other materials 49c.; Dunbar & Sullivan, boulders 98c., other materials 98c.; C.H. Starkey, Milwaukee, boulders \$8.80, other materials 30c.; William May, Detroit, boulders \$4.88, other materials 7c.; Townsend

and Johnson, Somers Point, N.J., boulders \$8.25, no figures on other materials.

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October 26, 1894

The buoys in the rivers and lakes will not be removed this year until December 10th.

The U.S. steamer *Michigan* is in Clark's dry-dock, Detroit, to be overhauled and have some repairs made.

The tug *Hector* stopped here on Monday on her way to Sault Ste. Marie, Mich., to get one of Dunbar & Sullivan's dredges and tow it to Lachine, where the firm have a large contract.

The schooner *Monguagon* was released by the *Home Rule* from Bar Point on Sunday afternoon, where she had gone aground that morning. She went aground on Stoney Island reef west of the upper Lime-Kiln lightship on Sunday night. She was released on Monday morning by the tugs *Wales* and *Home Rule* and towed to Detroit by the latter.

The Canadian ship canal at Sault Ste. Marie was not formally opened on Wednesday as it was announced some time ago would be the case. The electric power machine for operating the gates has just been put in place and the canal is now ready for operation. The tug *A.W. Rooth*, owned by Hugh Ryan & Company, who constructed the canal, has been locked through several times. It is the general impression, however, that the canal will be used for navigation but little if any before next spring, when it will be formally opened.

While trolling in Lake Erie, S.J. Reynolds and Capt. B.F. Whitney about a mile and a half off Raisin Point struck a quantity of old iron scrap rails which were to have been used in construction of one of the first railroads in the West. About fifty-three years ago an unknown bark loaded with this primitive railroad iron ran aground on the bar off the mouth of the river during a dense fog and a part of her cargo was dumped in the water to release her. The iron is not rusted. About 6 tons of the iron has already been removed.

About 11 o'clock on Monday morning the steam barge *Wm. Edwards*, with the schooners *Golden Age* and *Marion W. Paige* in tow and all loaded with coal, were going over the Lime-Kiln Crossing when the *Golden Age* ran aground on the east side of the cut opposite the lower lightship, at the same place where the steamer

Lockwood was aground last fall.¹⁸ The tug *Wales* went to her assistance and she and the *Edwards* tried to release the schooner, but in the attempt the *Edwards* got a line in her wheel and went aground a little north of the *Age*. The tugs *Thompson* of Port Huron and *Hector* of Port Colborne, that were lying at the docks here, went up and at 4 o'clock they and the *Wales* released the schooner. The *Saginaw* arrived a little later and with the *Wales* and *Thompson* began pulling on the *Edwards*. The *Edwards* was released at 8 o'clock on Tuesday morning after part of her cargo had been lightered. The tugs *Wales*, *Saginaw* and *Thompson* released her. The line was taken out of her wheel by diver Robt. Maisey Jr.

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November 2, 1894

The tug *Swain* arrived in Port Huron on Thursday morning with the stranded steamer *George L. Colwell* and schooner *Dobbins* that were ashore at Deer Park, Lake Superior, and were reported to be a total loss by the insurance agents, but in 36 hours Capt. Tormey had both wrecks at the Sault. This is a good mark for Capt. Jim.

Capt. Daniel Monroe of Gibraltar is building a small schooner for the river trade at the shipyard across the river. He has purchased from Capt. Ruelle the rigging of the sunken schooner *Glad Tidings*, with which he will rig his new craft. The remainder of the *Glad Tidings* will probably repose on the bottom of the Detroit River until the end of time, unless the friction of the water wears it out sooner.

The Detroit Dry-dock Co. have contracted to build a wooden steamer for C.R. Jones & Co. of Cleveland, which will give winter employment to a considerable number of men. The new boat will be a wooden single deck steamer, keel 185 feet, beam 35 feet, depth of hold 15 feet. Her motive power will be a compound engine, cylinders 42 and 22 inches in diameter and 36 inches stroke. The work will be done at one of the company's yards in Detroit.

On Saturday afternoon the big steam barge *D.M. Wilson*, loaded with coal from Cleveland to Milwaukee, came in sight of Thunder Bay Island, Lake Huron, in a leaking condition. She sprang a leak out in Saginaw Bay and fortunately was picked up by a couple of tugs and they tried to make the beach at the island, but she suddenly began to fill faster than the pumps could keep her clear and when within a couple of miles of the island they had to abandon her and she went down in forty-

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<sup>18</sup> See Vol. IV(1), pp. 67-68.



two feet of water, northeast of the lighthouse. The crew were taken off and landed by the island crew at the station and were all saved. The *Wilson* was built in 1873.

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November 9, 1894

The steamer *Dove* has been ordered sold by the United States court at Toledo.

The *Italia* was aground at Bar Point from midnight on Friday to noon on Saturday, when she released herself.

Capt. John E. Tobin, master of the tug *Onaping* for the past four years, has taken command of the tug *Swain*, vice James Tormey.

The steamer *Glengarry* had a difficult job in making the harbor at Port Stanley on Friday night, having to let go her consort, the *Minnedosa*.

Capt. F.B. Hackett's tender for the removal of the U.S. schooner *R.J. Gibbs*, near Bar Point, has been accepted by the Dominion Marine Department and Capt. Hackett began work on Monday at blowing up the wreck with dynamite. He expects to have the whole wreck removed by the end of next week.

Owing to the heavy blow on Friday night, the steamer *Sarah E. Sheldon* let go her consort, the *Negaunee*, below Colchester and came into Amherstburg for shelter. The steamer *F.R. Buell* was also forced to let go her two consorts near the same place and come here.

The steamer *Monohansett* arrived at Erie for shelter from the northwest gale Friday night and dragged ashore. The water afterward fell 2½ feet and left the steamer out 5 feet forward and 7 feet aft. A channel will have to be dredged before she can be released. Her consort, the *Grampian*, is lashed to her and both are about 500 yards south of the can buoy on the flats.

Vessel owners are generally preparing to lay up their boats for the winter on their arrival at Chicago. They figured that they could not afford to have their vessels make the voyage down the lakes again with the present low grain freights. Capt. A.A. Parker is in Buffalo from Detroit preparing to load everything in the Parker and Millen fleet and send them to Chicago to hold their cargoes there, or else tie up without a cargo. So far only the *Saveland* has been laid up in Detroit.

The steam barge *Iron King*, bound down, ore laden, collided near Marine City with the steam barge *S.C. Baldwin* about 3 o'clock Monday afternoon, knocking about ten feet of her bow off, the *Baldwin* sinking in thirty feet of water. The crew were saved. The *Baldwin*, lumber laden, bound down, was rounding to with two barges in tow and was almost into the dock. She blew two whistles to the *King*, which cross whistled by answering with one. The *Baldwin* then answered with one

whistle, but could not get out of the big fellow's way. The *King* tried to get by and opened her engines wide, but was so close to shore that she narrowly escaped smashing into another barge lying near the coal dock. The force of the blow and the sheer the *King* took sent her hard aground. The tug *Schenck*, which happened to come along about the time of the collision, pulled the *King* off.

At Sault Ste. Marie, Mich., the tug *Crusader* was burned to the water's edge at 2 o'clock Tuesday morning. Henry Billings of Sault Ste. Marie, Mich., and Charles Whissmen of Port Huron, firemen, were caught like rats in a trap and perished in the flames. They were sleeping on the vessel. When the flames broke out, they spread so rapidly that the unfortunate men were unable to escape from their sleeping quarters. Other members of the crew had narrow escapes from a similar fate. The *Crusader* was tied up at the Spry dock. P. Moran's pile driver, which was tied up near the *Crusader*, was also destroyed. The origin of the fire is a mystery. The *Crusader* was owned by Grummond of Detroit and had been stationed at the Soo for some months for wrecking purposes. She was 20 years old, valued at \$12,000 and registered B 1. Frank Park of Amherstburg was mate on the tug.

There was a heavy blow on Friday night last, but the greater part of the craft had warning and were in port or in sheltered places. Some wrecks are reported, however. The steamer *Seattle*, bound down with telegraph and cedar posts for Tonawanda, was near Rondeau when the gale struck her. She made the harbor all right but turned around and tied up at the piers outside, when the heavy swells from the harbor carried her from the piers, knocked out her stem, causing her to upset her deckload of posts and run aground. The tug *Wales* left here on Sunday evening with a steam pump to go to the steamer's assistance. The steamer is owned by H.M. Loud of Oscoda, Mich. The tug *Hector*, that was sheltered from the storm in the harbor with the drill *Pulverizer*, assisted the *Wales* and the *Excelsior* also went to the steamer. The tugs *Wales* and *Excelsior* have been at work on the wrecked steamer *Seattle* near Rond Eau. They succeeded in dragging the wreck on the bottom to the side of the piers, where the *City of Dresden* lies. The tugs and two steam pumps are unable to lower the water any, and a diver has been unable to discover the leak. It is probable she will have to be unloaded before the seat of the difficulty can be located.

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November 9, 1894

The tug *J.R. Worswick*, owned by Captain Ed. Dahlke of Cleveland, foundered Thursday afternoon of last week about three miles east of the piers at Cleveland.

The three men composing the crew clung to the wreckage and were picked up by the tug *Penola*. The *Worswick* lies in twenty-five feet of water.

Commander Gridley, inspector Tenth District, has given the following notice:- "The buoys west of Erie and those at the islands will be taken up between the 12th and 30th of November and winter buoys substituted. The buoys of Detroit River and the light vessels at Bar Point, Lime-Kiln Crossing and Ballard's Reef will remain as late as the season will permit, probably December 3rd."

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November 16, 1894

Dunbar & Sullivan's dredging contract on the Lachine Canal is said to be one of the largest they have ever undertaken.

In picking up her barges on the east side of Bois Blanc on Wednesday morning, the *Garden City* went aground on the Boston shoal. She was released in a couple of hours by the *Home Rule*.

A whaleback steamer 361 feet long, 42 feet beam, 26 feet deep and with a carrying capacity of 4800 tons has been launched at Everett, Wash. It is by far the largest vessel of this type yet built.

The Lehigh Valley Line steamer *Tacoma* started from Chicago last Friday night with 65,000 bushels of barley, but had to turn back, and an examination revealed that the storm had strained her and caused a considerable leak. The cargo of barley will have to be unloaded.

The steamer *Wawatam*, which went aground on Saturday in the heavy storm at Scammon's Cove, fifteen miles below Detour Lighthouse, was released on Monday by the steamer *W.P. Preston*, tug *Gladiator* and lighter *Monitor*. The *Wawatam* is one of the Lake Superior Iron Co.'s big steamers and is valued at \$160,000.

The steamer *Oscar T. Flint*, bound down with iron ore, during the thick weather on Tuesday night went aground to the east of Bar Point. The water lowered and the steamer would not allow the *Home Rule* and *Wales* to pull on her that day. The water came up yesterday morning and the *Home Rule* pulled her off.

The docks here on Tuesday were lined with boats waiting for fine weather. The boats tied up were the *Corsica*, *C.H. Starke*, *H.B. Tuttle*, *Milwaukee*, *Petrel*, *H. Cottrell*, *Garden City*, *D.F. Rose*, *A.P. Gowan* and tug *C.D. Thompson* with a dredge and four scows belonging to Rooney of Toledo, besides the tugs and dredges belonging to L.P. & J.A. Smith and to the Cheboygan Dredging Co. Across the river the consorts of the *Garden City* and the *D. Rose* were anchored.

The wreckage which came ashore near East Tawas remains a mystery. The

cedar ties which came ashore about the same time are accounted for by the fact that the steamer *Bay City* lost 500 tons off her deck after the storm had driven her away from Oscoda Friday. C.A. Chamberlain believes that the wreckage is part of the upperworks of the steamer *D.M. Wilson*, which sank in forty feet of water in Thunder Bay, October 27th. Others say that the *Wilson* was painted differently from the pieces that have been found.

The scow *Faugh-a-Ballagh*, owned at Port Clinton, Ohio, was near Pelee Island at 8 o'clock Monday night and at daylight next morning she was on the beach below Wigle's Mill on the Detroit River at Amherstburg. The wind was so strong that the scow lost both of her anchors near the island and was carried up to the river with only her jibs up. In coming over a reef her centreboard was broken, so that she was at the mercy of the storm. The captain telegraphed to Port Clinton on Tuesday for the tug *Christie* to come and tow him over.

The steamer *W.L. Wetmore*, coal laden for Milwaukee, was driven ashore in the gale at 6 o'clock on Tuesday morning near Cleveland ten miles south of Manitowac, Wis. The Two Rivers life-saving crew arrived by special train at 1 o'clock on Tuesday afternoon and saved the crew. The schooner *Brunette*, which the *Wetmore* had in tow, was sighted off Manitowac and the tug *Arctic* went and brought her in. The *Wetmore* is owned by J.H. Palmer of Cleveland, was built in 1891, measures 819 tons and is valued at \$35,000. The bottom where she lies is supposed to be rocky and she is in great danger of going to pieces if the storm continues. The *Wetmore* has since been abandoned to the underwriters.

The schooner *Westside*, loaded with wheat from Toledo to Ogdensburg, has been in trouble the past week near Pelee Island. The *Home Rule* went to her on Saturday, but the captain would not pay the tug \$50 for towing the vessel out and the tug returned here. On Sunday the *Imperial* went to her, but the vessel had both anchors out and, as the steamer has no stern towpost on account of the rough weather, she could not tow her out. On Monday morning, Capt. F.B. Hackett received word from the lightkeeper at Pelee Island that the vessel, in trying to get away that morning, went hard aground on Pelee Island reef and was flying distress signals. The *Home Rule* left at noon for the schooner and on Monday night the tug *Wales* with Capt. Geo. McLeod, inspector of the Underwriters' Association, left Detroit with steam pumps aboard, also for the wreck. After throwing overboard about 3000 bushels of wheat, the two tugs released the schooner on Tuesday afternoon and the *Wales* took her up to Detroit that night, her own pumps keeping her free.


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November 23, 1894

The steamer *Tom Adams* is on her way from Duluth to Buffalo with wheat. She will likely take a load of coal to Chicago and there go into winter quarters.

The fishing sloop *Gazelle*, which left Oswego ten days ago for Kingston, has been given up for lost. Patrick Vance of Oswego and a man from Fairhaven were on board the boat.

The wrecked steamer *Neosho* was sold at Milwaukee by the United States Marshall and it is said that nearly every shipyard on the lakes was represented. The lucky bidder was C.H. Starke of Milwaukee, who took the wreck for \$24,500. Capt. C.W. Elphicke of Chicago was the principal bidder against him. The bills for getting the wreck afloat and bringing it to Milwaukee were about \$20,000. The companies had about \$70,000 on the steamer, toward which they can apply the balance of \$4000.

The drop of six degrees below zero at Duluth on Sunday night covered the harbor by Monday with ice three inches thick. But while this impeded navigation, it did not block it, and if the temperature moderates in a few days the harbor will be kept in a condition to be navigated. A good deal of freight is yet to be moved and should this kind of weather continue a few days, shippers will find the harbor closed with considerable of it on their hands. There are still on the docks or in warehouses 1,600,000 bushels of wheat, 500,000 barrels of flour and about 25,000 tons of ore. Little more lumber will yet be moved by boat.

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November 23, 1894

The steam barge *Africa* reported missing, was sheltered at Parry Sound.

The steamer *North Land* is to be launched January 5th, which will be the first Saturday in the month. The *Northwest* was launched on the first Saturday in 1894 and it is intended to bring out the new steamer for her first trip on the day of the year on which the latter came out.

During a heavy southwestern gale, the schooner *Antelope* of Chicago, in attempting to make Grand Haven harbor Thursday morning of last week, capsized and went to pieces on the north shore. The *Antelope* left South Chicago the previous night, light, bound for Muskegon. Her crew of three men, Capt. John Larson and his brother and a Swede known as "Chris" were drowned. They all lived at Whitehall, Mich. The disaster came so quickly that the life-savers could do nothing. The schooner went to pieces and the wreckage soon began to float ashore.

The *Antelope* was 16 years old and measured only 32 tons.

The schooner *John Shaw*, bound from Buffalo to Chicago with coal in tow of the steamer *John F. Eddy*, foundered off Au Sable, Lake Huron, Wednesday morning of last week. Capt. Gustafson and his crew of seven men abandoned the *Shaw* in a yawlboat early in the morning. They drifted around the lake in the gale for two hours, when they were picked up by the steamer *H.E. Runnels*. There were seven feet of water in the hold when the crew abandoned her. The *Shaw* had on board 1759 tons of coal. It was insured through Smith, Davis & Co. of Buffalo. The underwriters having insurance on the boat state that the *Shaw* was insured for \$35,750 on valuation of \$38,000.

In going up Lake Michigan during the storm on Wednesday of last week, the *Red Wing* and *San Diego* broke away from the steamer *John Oades*. The *Oades* went to Milwaukee for fuel and returned to look for her vessels, which were found anchored off Port Washington. The steamer and tow started for Milwaukee and in rounding South Point on Friday the *Oades* and *San Diego* ran aground, while the *Red Wing* kept clear and came to anchor. The grounded vessels were five miles south of Milwaukee and a large force of men jettisoned the coal as fast as possible. The revenue cutter *Andy Johnson* and some tugs succeeded in pulling the *Oades* off and she took her consorts to Milwaukee. The vessels belong to the Parker & Millen fleet of Detroit.

The engineers sent out under Congressional authority to make a preliminary survey of a route for the proposed 22-foot ship canal from Lake Superior to the Mississippi River near St. Paul or Minneapolis have completed their work. The total length of the proposed canal is about 162 miles. The cost, it is thought, will not exceed \$90,000,000.

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December 7, 1894

Navigation is closed at Port Arthur.

The steamer *Tom Adams* (Capt. D. Nicholson) has arrived at Chicago with hard coal and is being stripped there for the winter.

The *Jesse H. Farwell* (Capt. D.J. Duncanson) has arrived at Milwaukee with coal. She will unload there and go to Chicago to lay up.

Three cents a bushel down freight on corn and 75 cents a ton up freight on coal are keeping a good many steamers out later than usual this season.

The steamer *S.R. Kirby* (Capt. D.J. Girardin) arrived at Detroit on Monday morning from Ashtabula and went into the Detroit Dry-dock to have her stern

bearings put in order and some caulking done. When the work is completed she will be placed in winter quarters in Detroit.

A syndicate of Buffalo and Chicago vesselmen organized by Capt. M.M. Drake, general manager of the Lackawanna Line, have contracted with the Cleveland Shipbuilding Company for a steel steamer of the largest size to be ready for service early next season. The new steamer will be of the 4000-ton class and will be a duplicate of the *J.W. Nicholas*, which was constructed by the Cleveland company the present season for the Minch estate.

The *Marine Review* of Cleveland, O., says:—"Some poor work from an engineering standpoint is plainly evident in the walls of the Canadian canal at Sault Ste. Marie, Ont., but the damage on this account to the canal and lock as a whole is not by any means sufficient to warrant the publication of a sensational dispatch like that which appeared in the *New York World* of recent date. The canal will be open for business next season and there need be no fear of the walls falling in."

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December 21, 1894

The remains of the steam barge *Burlington*, which have rested on the bottom of the river in front of Chappel's hotel on the Canadian side since last spring, are being removed by order of the Dominion Government by U. Grant Grummond of Detroit, who has a wrecking outfit and large force of men at work to raise the vessel. The work is being done by means of the wrecker *Young America*, a sand scow, a set of hydraulic jacks and a submarine diver. Her hold contains about 100,000 feet of good pine lumber, a steel boiler only about three years old and a good compound engine, so that the property is worth raising, and the hull below the waterline is all right, while the forward part is as sound as ever. Mr. Grummond will rebuild her upperworks during the winter, but has not decided what kind of a craft he will make of her. He has the boat for removing her.

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December 21, 1894

Lake navigation is near an end. The steamer *Elphicke* was the last arrival from Buffalo at Chicago on Sunday morning. The steamers *City of Glasgow*, *Aurora* and *Nicaragua*, the last boats to take grain cargoes, sailed on Sunday night at 9 o'clock in company, to keep together until they reached Port Huron, where the *Nicaragua* stopped. The *City of Glasgow* and *Aurora* passed here yesterday (Thursday) at 8 a.m. They will keep together on to Buffalo. The *Aurora* will come back to Detroit before going into winter quarters.

The tug *C.L. Boynton*, owned by C.L. Thompson of Port Huron, left Buffalo last Saturday night after towing the *Wyoming* into that port. When off Marblehead in Lake Erie Sunday night, the tug was discovered to be on fire in the rear of the pilothouse. The flames gained so fast before the pony was started that Capt. R.P. Thompson was driven from the wheel and the overcoats and other clothing of the crew were nearly all destroyed. As soon as water was turned on, the fire was extinguished, but not before the pilothouse was badly wrecked. The tug called in here on Monday morning and has gone to Detroit for repairs. The damage will amount to several hundred dollars.

The Craig Shipbuilding Company of Toledo, Ohio, has been awarded the contract for building the two large ferryboats which are to carry the Pittsburg, Shenango and Lake Erie cars between Conneaut on the American side and Port Dover on the Canadian side. They will be similar to those in use on the Ann Arbor line to carry cars across Lake Michigan. They will have a capacity of 24 loaded cars each and will cost about \$200,000 each. They are to be provided with ice crushers so they can run winter and summer. The chief traffic of these boats will be the transferring of coal from the American to the Canadian shore and bringing back lumber, ore and copper. The purpose of the plan is to cut off the long haul of cars from Conneaut round by Buffalo and thence through Canada via the Suspension Bridge. The ferryboats will make a saving of over 250 miles in the round trip.

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December 28, 1894

The owners of the steamer *City of Venice* have filed a libel against the steel steamer *Spokane* to recover a towing and salvage claim of \$15,000. The *Spokane* became disabled in Lake Michigan and was utterly helpless when the *Venice* happened along and took her in tow. The claim is based not strictly for towing, but partakes of the nature of salvage, as the cargo of the *Spokane* is valued at \$225,000.

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1895

January 11, 1895

In the presence of thousands of enthusiastic spectators, the new palatial steel passenger steamship *North Land* was successfully launched at the Globe Shipyards, Cleveland, Ohio, Saturday. The vessel is, with the exception of a few minor points,

an exact duplicate of the steamer *North West*, which was launched by the Globe Company a year ago. She will carry 442 cabin and 211 steerage passengers and a crew of 150 men. The *North Land* will run with her sister ship, the *North West*, between Buffalo, Cleveland and Mackinaw and Duluth. She cost about \$750,000.

The new steamer which is to take the place of the *City of Sandusky* was launched on Saturday afternoon in the Detroit Dry-dock Company's yard at Wyandotte. The *Arrow*, as the new steamer will be named, is 176 feet long overall, 28 feet beam and 10½ feet deep. She will be a side-wheeler. The machinery of the steamer *Jay Cooke*, which was afterward placed in the steamer *City of Sandusky*, is being rebuilt at the Dry-dock Engine Works for the *Arrow* and when completed will be better than ever, and the boiler outfit will have much greater capacity than that of either of the boats named. The steamer will be owned by A. Wehrle of Sandusky, who was present to see her slide into the water.

Referring to the 20-foot channel through the waters between Chicago, Duluth and Buffalo, among other things, the *Milwaukee Wisconsin* says:—"The work which was commenced in 1893 is now more than two-thirds completed. The work is divided into eight sections. The first four sections include the excavation needed in the Sault Ste. Marie River, through which there will be a channel 21 feet in depth and 300 feet in width. The remaining four sections will complete the channel from the foot of Lake Huron to deep water at the head of Lake Erie. Section 8 is a channel 21 feet deep and 800 feet wide through the bar at the mouth of the Detroit River. The material consists of about 1,086,000 cubic yards of sand, clay, gravel and boulders, for which the contract price is 18 cents per yard. Up to date about 496,080 yards have been excavated. The rate of progress on this section is not as great as that required by the specifications, and it is expected that the number of dredges will be increased next season. One of the causes of the delay has been the prevalence of bad weather during the past season. To recapitulate, three of the sections have been completed, and it is probable that four will be completed at the contract time next fall. But it is possible that the section comprising the bar at the mouth of the Detroit River will not be finished until 1896.

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January 11, 1895

One hundred and three boats, having an aggregate capacity of about 175,000 net tons, are wintering in Cleveland on Lake Erie. The number of boats is less than a year ago, but the capacity is greater.

It has transpired that the American Steam Barge Co. of West Superior was the

successful bidder for the construction of the two oil tank barges for the Standard Oil Co. The tanks will each be 170 feet long by 30 feet beam and 14 feet moulded depth. Each will have a capacity for about 1000 barrels of oil. The contract calls for the delivery of the barges at the port of New York as early in the spring as navigation will permit. The company has for some time been considering the advisability of using this kind of tank for the transportation of oil on the lakes and some more may be built for that trade. It is also possible that they may be tried for trans-Atlantic trade.

The engines for the two car ferries the Craig Shipbuilding Company of Toledo are building will be constructed in Detroit. The Frontier Iron Works have the contract for outfitting one boat and the Riverside Iron Works the other. Each of the boats will have two fore-and-aft compound engines, the cylinders 23 and 46 inches by 36-inch stroke in the after end, with one fore-and-aft compound engine, cylinders 20 and 40 inches by 36-inch stroke, in the fore end. The steam will be furnished by four Scotch boilers, each 12 feet long and 12 feet in diameter, 135 pounds steam pressure allowed. The engines are to be completed by June 1st.

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January 18, 1895

Plans are being made for a new tug to be built in Port Huron on the same model as the *Jim Pullar*. The boat will be built at the Wolverine Dry-dock and work on her will start in a few days. The new engine which arrived for the tug *Jim Pullar* will be placed in the new boat and the *Pullar* will retain her old engine.

The Peshtigo fleet of barges, consisting of the *Nocque Bay*, *Alert*, *Advance*, *Mantenee* and *Active* and the tug *Boscobel*, have been transferred to F.W. Wheeler & Co. of Bay City. The Bay City firm have agreed to build a new steamer this winter, which will have a carrying capacity of 700,000 feet of lumber. The steamer is to be delivered May 1st. The barge fleet and tug are taken in trade by the Bay City firm, but a large cash consideration is also involved. The steamer is to cost \$75,000 and the barge fleet and tug are valued at about \$50,000. The Peshtigo Company is the first mill company there to trade its sailing craft for a steam lumber carrier. Capt. J. Nicholson, master of the tug *Boscobel*, will superintend the construction of the new steamer at the Bay City shipyard.

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January 25, 1895

The Inter-Lake Shipping Co. of Cleveland have let the contract to the Chicago Shipbuilding Co. to build a steel steam freighter for them. The dimensions of the

new steamer are to be made as follows: Keel length, 380 feet; length overall, 405 feet; moulded depth, 28 feet. Her carrying capacity is estimated at 4200 tons on 14½ feet draft and 6000 tons on 18 feet draft. The water bottom is to have a depth of 4 feet. She is to be supplied with a powerful triple expansion engine and a battery of Scotch-type boilers. The estimated cost of the huge craft is \$225,000. The expectation is to have her ready for launching by the 1st of July next, so that she can enter upon the early fall trade.

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January 25, 1895

It was announced at the Cleveland Chamber of Commerce on Saturday that a project is now on foot by which the proposed canal from Lake Erie to tidewater will be built by private capital. A charter has already been secured from the Canadian Government incorporating the company as the North American Canal Company and the present Congress will be asked for rights as far as American property is concerned. The intention is to use the Welland Canal as far as Thorold and from there to build to Queenstown<sup>19</sup>, a distance of eight miles with two locks, doing away with the 25 locks of the Welland Canal. The plans call for locks 500 feet in length, 65 feet wide and the least depth is 13½ feet. The proposed route to the sea uses the Welland Canal to Lake Ontario, the St. Lawrence River, a canal 40 miles long from Lake St. Francis in the St. Lawrence to Lake Champlain, a canal 25 miles long to the Hudson River and thence to the sea, making a total length of 91½ miles. The distance from Lake Erie to New York is 720 miles, or 803 miles from Cleveland. In the entire distance there are to be but five locks.

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February 1, 1895

Though considerable wreckage has come ashore near Benton Harbor, Mich., no further trace has yet been found of the lost steamer *Chicora*. A dog known to have been on the boat when she left on her ill-fated trip has turned up at Benton Harbor and is believed to be the only survivor.

Not satisfied with putting 246,603 bushels of oats aboard the big steel steamer *S.S. Curry*, Chicago elevator people gave her an additional jag of a few thousand bushels before she was finally removed from the elevator to her winter quarters. Up to this time the *Onoko* held the record with 187,657 bushels.

¹⁹ Queenston, a village on the Niagara River at the base of the Niagara Escarpment

The big steel schooner *Marcia*, sister ship to the *Malta*, built by the Chicago Shipbuilding Company for the Minnesota Steamship Company, was launched on Saturday. The dimensions of the *Marcia* are 302 feet keel, 320 feet overall, 40 feet beam and 25 feet moulded depth. On a draft of 14½ feet she will carry 3000 tons and when the 20-foot channel is completed her capacity will exceed 4000 tons.

Another contract for a leviathan²⁰ steel steamer has been awarded to the Chicago Shipbuilding Company of South Chicago. This second steamer is to be an exact duplicate of the one contracted for a week previous - 380 feet keel, 405 feet overall, 48½ feet beam, 28 feet moulded depth and 5½ feet water bottom. Her speed will be at a rate of 14 miles an hour. Her carrying capacity will be 4200 gross tons on 14½ feet and 6000 gross tons on 18 feet. The cost complete is figured at \$225,000.

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March 8, 1895

The steamers *Pearl* and *Gazelle*, belonging to the Crystal Beach Steamboat Co., have been seized for debt at Buffalo and will probably be sold at auction. The coal bill alone against the company is \$26,039.80 and the total indebtedness over \$50,000. The boats should bring \$40,000. The boats will probably be bought in and put on the old routes.

Alex. McArthur, president of the firm which owned the *Tecumseh* and fleet, died somewhat suddenly on Saturday, 23rd ult.<sup>21</sup> Mr. McArthur left some weeks ago to spend the season at Asheville, N.C., and died at that place. He leaves a widow and four children. His firm was one of the most widely known in the world, having branches in England, Ireland, Scotland, Quebec and the United States.

D. Magone of Ogdensburg, N.Y., accompanied by Dr. Bergin, M.P., had an interview with Ministers Bowell, Ouimet, Angers and Daly in reference to canal tolls on westbound freight. Magone is interested in the forwarding business and represents that all branches of business would benefit were the canal tolls reduced on freight destined for the West. Many vessels now make trips up the lake in ballast after discharging cargoes of wheat at Montreal, Kingston or Ogdensburg. Apropos of Mr. Magone's representations, the impression is general that a radical change must take place in the Government's policy in reference to canal tolls soon. Although no formal order has been passed, it is well understood that the Soo Canal

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<sup>20</sup> of immense size and power

<sup>21</sup> of the previous month, i.e., February

will be free, simply because the Michigan Canal on the other side of St. Mary's River is free. It stands to reason that if tolls are charged for passage through the Canadian canal there would be little or nothing to do for the lockmen. As it is, with free passage our canal will serve to relieve the congested state of business on St. Mary's River during the navigation season.

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March 8, 1895

The steamer *Magnet*, belonging to the Richelieu & Ontario Navigation Company's fleet, is being rebuilt and will have her name changed to the *Hamilton*. Next season she is to ply between Toronto, Kingston and Montreal.

The *Marine Review* says:-"Vessel brokers and iron ore shippers in Cleveland are in receipt of inquiries from other parts of the lakes relative to contracts for carrying ore during the coming season, but there is nothing more definite in the situation than there was immediately following the close of navigation."

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March 15, 1895

Among the appointments made for the season of 1895 are the following in the N.W.T. Company:-Steamer *Harvey H. Brown*, Capt. E.C. Gatfield; *S.R. Kirby*, Capt. D.H. Girardin; *E.M. Peck*, Capt. C.H. Chamberlain; *Fayette Brown*, Capt. Jos. W. Nicholson.

W.G. Brown has just purchased the steamer *Cormana* [*Carmona*], which is to run between Windsor and the Sault as a companion to the *Cambria*. The boat was bought from Smith & Keighley of Toronto and will start on the route about June 1st. She used to be the *Manitoba* of the Beatty Line. Her capacity is 400 tons. She is to be repainted and decorated.

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March 22, 1895

TROTTER VS. LAFRAMBOISE.-The Case Heard in Detroit.-Judgment for the Defendant.-An Appeal Entered.-A case of considerable importance to vesselmen and one in which there was much interest taken was on trial in Detroit the past week. Both parties to the case are well-known here and most of the witnesses were from town. In 1876 Capt. Laframboise purchased one-quarter of the steamer *Lake Breeze*, then plying on the Pelee Island, Lake Shore and Amherstburg route, for \$3000, of which \$1000 was paid in cash and a mortgage given for the balance. He sailed the steamer that season and for two seasons after. On October 28th, 1878, the steamer burned to the water's edge at Leamington and was a total

loss, the books and papers being destroyed. She was insured for \$5000, which was paid to Capt. Laframboise and Felix Jones, the engineer, who also owned an interest. Capt. Laframboise states that only his and Mr. Jones' interests were insured. The mortgage was transferred to Capt. Trotter and in 1879 he commenced suit against Laframboise for the amount of the mortgage with interest. In June, 1880, judgment was given for Trotter for \$1457.76, the judge having allowed Laframboise \$700 on a claim against the boat for wages. In December, 1893, Trotter garnished the wages of Laframboise, who was captain of the *Spinner*, an American boat, for the amount of judgment, and the case began on Friday last.

Detroit Evening Journal of Wednesday says:-"A case of considerable importance was decided by a jury in Judge Donovan's court this morning, the question at issue bearing upon the statute of limitations. In 1880 David Trotter obtained a judgment in an Ontario court against Jacques Laframboise for \$1457.76, but it was not satisfied. Laframboise now resides here and this suit was brought upon the verdict in Canada. Foreign judgments remain in force in this state for six years. The plaintiff claimed that the defendant had resided at Amherstburg for many years; that he was not there in summer, but his home was there and he resided there in winter. For the defense it was shown that he had for several years past sailed during the season of navigation, either in the capacity of master or mate, upon vessels owned in Detroit; that he was at Amherstburg only in winter and only a portion of the time then. It was contended that he had been a resident of Detroit ever since he entered the service of Detroit vessel owners, and the jury arrived at that conclusion."

In his charge to the jury the judge made the following statement of the case:-"The real contest is not where defendant spent every day or every hour of the past 12 years, but was he in Michigan as openly living, working, sailing, touching Detroit and other lake ports with boats, tugs and vessels that had a right to land here. The law does not require a sailor to live on land, nor to sleep on land, nor to go home at night. It does not require an impossible thing. If the defendant was here in this state, or on an American vessel most of the 12 years or six out of the 12 years, the verdict of the jury must be no cause of action." The plaintiff has appealed to a higher court.

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March 22, 1895

On March 22nd last year the schooners *Arthur* and *St. Peter* left Toledo for Erie with corn.

The steam barge *Juno*, Capt. Wm. Allen, which is being lengthened at Walkerville, is almost ready for launching. The boat had 35 feet added to her length.

Capt. Robert A. Hamilton of Hamilton is dead in his 73rd year. He came from Glasgow in 1854 and sailed many crafts, both on the lakes and ocean. He leaves a widow, son and daughter.

Capt. John Robertson of Marine City says he expects soon to have the steamer *Unique* ready for the Detroit River route. It is expected the boat will make two trips to Detroit daily from Marine City.

The *City of Detroit* of the Detroit & Cleveland Line is all ready for the season's work. The *City of Cleveland* and *City of Mackinaw* of the same line are still in the hands of the carpenters and painters, but will be ready for business by April 1st, on which date the officers and crews have been notified to report for duty.

The U.S. Lighthouse Board have issued a notice to mariners that beginning March 20th the lights which mark the line for running the main channel of the Detroit River from the Lime-Kiln Crossing to its intersection with the line marked by the lights of the Grosse Île north channel range will be exhibited each from a square white pyramidal, inclosed in a wooden tower with a gallery with a black handrail at the top of the square part and surmounted by an octagonal lantern having three sides glazed and a copper roof. The characteristics of the lights and their geographical positions will not be changed. The focal plane of the front light will be thirty feet and of the rear light fifty feet above the mean level of the river.

Judge McDougall of Toronto has delivered a judgment in favor of Capt. Symes against the steamer *City of Windsor* for \$1326 and costs. He condemned the vessel to be sold unless the amount is paid within 30 days. The judge also decided that a master's disbursements and liabilities incurred in a home port constituted a maritime lien against the vessel, the owner being domiciled in Ontario, but not easily accessible by mail or wire. The *City of Windsor* used to run between Windsor and Sault Ste. Marie. She was then called the *Roberts*. Her owner was C.W. Gauthier. He sold her to Stephen Reeves of Windsor. In passing through the Welland Canal two years ago she smashed one of the locks. To meet the damages she was sold by the Admiralty Board.

Ore sellers at Cleveland say that there is little prospect of an early movement towards chartering vessels or beginning business on a big scale, but express the opinion that as the season advances the iron industry is certain to furnish more than its share of the lake business. The main reason why contracts will be delayed is the

determination of the ore sales agents to secure an advance of 10 to 20 cents a ton above the prices at which standard Bessemer ores were sold in 1894. On this point there is remarkable unanimity among the ten or eleven firms that control the business in Cleveland. Vessel owners will find little encouragement in the existing situation. Neither the advance nor the demand for ore is sufficient to warrant an expectation of anything better than last year's contract rates being paid. The change of conditions is one of clearing up accumulated supplies, and benefit from it as regards lake freights need not be expected for the present. Last year's contract freight rates were based on 80 cents from the head of Lake Superior and it is thought that this figure may be shaded on contracts entered into for the coming season.

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March 29, 1895

It is said that the Northwestern Transportation Company paid a dividend of 10 per cent last season.

The steam propellers *Rosedale* and *Algonquin* are being painted and repaired for the summer business at the Yonge Street dock, Toronto.

The ice at the Soo is thicker now than at any time during the winter and everything goes to indicate that navigation will not open before May 1st and probably later. There is three feet of blue ice at Whitefish Point.

The Canada propeller *Enterprise*, which was wrecked last fall on North Point Reef, is now a new and staunch boat, having been rebuilt the past winter at Alpena. Being a new boat, she has been given a new name and will hereafter be known as the *Norseman*.

The Canadian lock at the Soo is all ready for the opening of navigation. The power to be used to operate the gates will be electricity. The plant is already in position. Last fall a number of lockages were made of small tugs, scows etc. There is an available draft of 20 feet of water through this lock. The appointments of the officials to take charge of the locks has not yet been made by the Department at Ottawa.

The ice in the vicinity of Colchester is considerably broken up. East of that point, however, and as far as Bar Point, it still remains one unbroken mass, but is gradually weakening. Outside of Point Pelee the lake is entirely free from ice. It may be a week or more before navigation is open.

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April 5, 1895

Exceedingly low rail rates operate against vessel chartering at Chicago. Sales



of 600,000 bushels of No. 2 oats were made on Friday for shipment to New York via the Grand Trunk route at 10 cents per 100 pounds.

Instead of 100,000 tons as first reported, the amount of iron ore to be shipped from Duluth at a 75-cent rate is 300,000 tons. The ore is to come from the Oliver mine on the Mesaba Range, owned by the Olivers of Pittsburg and the Carnegies, who consume practically the entire product of the mine.

The *Alice B. Norris*, a schooner of 597 tons measurement which was built at Milwaukee by Wolf & Davidson in 1872 and ranked among the finest of her class on the lakes, has been sold by her Lorain owners to the Niagara Falls Paper Company for \$9500. When purchased by the Lorain parties five years ago they paid \$22,500 for the craft.

The *Cleveland Plaindealer* says:—"A contract for the first dock to be erected under the breakwater has been closed. To carry the scheme out will of course require the expenditure of a large amount of money, but will be nothing compared to the benefits received. The first practical evidence of better dock facilities came to light Wednesday of last week and is the action of the Cuddy-Mullen Coal Co. in going out into the outer harbor to seek better facilities for their very large and increasing business of shipping cargo coal and fueling steamboats. The Pennsylvania Railway Co. is now under contract to build for this enterprising coal company a dock in the outer harbor about 100 yards east of the entrance to the river and which will be in the shape of a slip running from the shoreline 600 feet out, where good water will be reached. Work on the new dock will be started at once and according to the contract will be completed and ready for business in forty-five days from this date. The dock will be equipped with the most modern and up to date machinery for the rapid handling of cargoes and fuel coal. The advantages to steamboats in reaching this dock are very apparent, the largest steamer being able to reach the dock without expensive tow bills and waste of time in getting into the river, not to speak of the danger of collision and big damages that are avoided. The Cuddy-Mullen Co. still retains its Valley dock in the riverbed and the docks opposite on Whisky Island. In connection with its fueling business this company operates a large fueling lighter, capable of carrying enough coal in buckets for the fueling of the largest steamer, and altogether it must be conceded has probably the most extensive docks and facilities for handling fuel coal to be found on the whole chain of lakes. With the car dumping machine in operation here, vessels carrying 3000 tons of coal can be loaded in a day and the rush of boats to get cargoes at the Cuddy-Mullen dock will force other operators to put up modern machinery."

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April 12, 1895

Capt. Wesley Brown of St. Clair, Mich., last year master of the *Centurion*, has been appointed master of the *North West* of the Northern Steamship Line.

The Canadian Government has fixed the canal tolls on all Canadian waterways for 1895. Tolls on grain and other food products passing through the Welland Canal will be 10 cents per ton and this will entitle vessels to free passage of the St. Lawrence Canals. This will make the tolls on grain the same to Montreal as to Oswego and Ogdensburg. The new Sault Ste. Marie Canal will be free to vessels of both countries.

The water has been lower at Port Colborne the past week than at any time since the construction of the new Welland Canal. The constant low water is, in fact, causing alarm in marine circles throughout the entire chain of lakes. The rivers and canals are dangerously low at times, the water on the mitre sills at Port Colborne only showing 12 feet 5 inches on Monday morning last, 19 inches lower than it should be at low water. The Welland Canal as a reliable fourteen-foot channel for navigation is fast becoming a thing of the past, owing to the gradual lowering of the water in the upper lakes. There are various reasons assigned for this lowering, but as to the fact itself there can be no two opinions. And when the Chicago canal comes into use, engineers estimate a further permanent lowering of Lake Erie level by from four to eleven inches. The summit level of Welland Canal must be still further deepened or the channel become useless except for light draft out-of-date craft.

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April 12, 1895

It is understood that the Welland Canal will be open for navigation on Saturday 20th inst.

Capt. James Tormey will sail the steamer *Buell* this season. She will make trips to Manistique and Buffalo. She has accommodation for 40 passengers.

Navigation between Port Huron and Detroit opened on Thursday of last week when the steamer *Pilgrim* came down from Port Huron. Considerable ice was encountered in Lake St. Clair.

The St. Clair and Erie Ship Canal Company will apply for an Act to amend the Act of Incorporation of the company by increasing its power to issue bonds from \$5,000,000 to \$8,000,000 and for other purposes.

The executive and finance committees of the Lake Carriers' Association held

a meeting at Cleveland on Tuesday to fix the schedule of wages to be paid on lake vessels during the coming season. After some discussion it was decided that the wage schedule should remain the same as last year.

Everything points to a late opening of navigation at the "Soo," May 1st being the earliest date set, and it may be two weeks later. On March 10th last year small boats were running to the Canadian Sault. At this date the ice is solid, making the probable date of opening much later under similar conditions than it was last season, when it opened April 17th. The present prospects are boats can reach the Sault earlier this year than they can get through to Lake Superior.

The prosecution against Herbert T. McLeod, the young Canadian who was accused of illegal registration before United States Commissioner Fairchild at Buffalo, N.Y., has fallen flat. The United States Grand Jury reported to the court sitting at Utica, finding no bill in the case. The charge was that McLeod illegally counted in the five years of his residence in the U.S., two seasons when he had served on Canadian lake boats. It was proved that Mr. McLeod went to Detroit from Canada over five years ago, was married there subsequently, was hurt in an accident and went home for treatment, after which he shipped for two seasons on lake boats running between Canadian ports and touching at American ports when he moved to Buffalo and has lived there since. When he sought naturalization he went to Judge White to ask his advice. The judge told him he was entitled to naturalization if his intention from the first had been to live here and be a resident and citizen of the United States, so McLeod took out his papers. The contention of DeBarry was that the judge's advice was wrong and that the two years' service on a Canadian boat must be counted out of the time of residence there. It was evident, however, that there had been no deception and therefore no fraud and Mr. McLeod was completely exonerated.

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April 19, 1895

Kingston harbor is clear of ice.

Capt. James Tormey will be mate again this season of the steam barge *F.R. Buell*.

The bay at Hamilton is clear of ice and the Toronto steamers will resume their trips on Saturday.

The St. Clair River is full of running ice and it is very heavy. Reports from down the river state that the river is blocked down to Oak Grove.

The steamer *Alberta* will be placed on the Windsor and Port Arthur route in

place of the *Manitoba*. She will leave Windsor every Saturday and make a round trip every week.

The immense ice field which had been driven up into the lower end of Lake Erie blockading Buffalo harbor is so much honey-combed that it is not expected boats will have any trouble getting into the harbor.

The grain rate at Chicago on both wheat and corn dropped to 1 cent to Buffalo and Port Huron Monday. The cent rate has been reached this spring much earlier than in previous seasons. Vesselmen do not expect any improvement until navigation is fully opened.

Marine Department has issued a notice stating that on the opening of navigation the fixed red light maintained on the outer end of the eastern breakwater at Kingsville will be shown from a seventh order dioptic lantern hoisted on a post. In other respects the light will be unaltered.

A large piece of the forward bulwarks of the wrecked steamer *Chicora* was picked up Monday about fifteen miles northeast of Chicago. The monogram "G. & M." of the Graham & Morton Line was on the portion of the bulwarks. The lake for miles around the spot was strewn with wreckage, but no sign of any bodies was seen.

The Department has been advised by the Lighthouse Board of the United States that on the opening of navigation, 1895, the characteristic of the eight-inch steam whistle at the head of the St. Clair River, Lake Huron, will be changed to sound during thick or foggy weather blasts of three seconds' duration, separated by silent intervals of 17 seconds.

Unfavorable reports from ice on Lake Huron and Lake Erie prevented any of the grain fleet from leaving Chicago. The first boats got away for Buffalo just after midnight on Wednesday night. They were the wooden steamers *C.B. Lockwood* and *New Orleans*. The *City of Venice* got away on Thursday. Shippers are trying hard to get the loaded boats of the winter fleet started. It is expected that a good fleet will get away Saturday and Sunday.

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April 19, 1895

The lightship at Bar Point and also those at the north and south end of the Lime-Kiln Crossing were placed in position last week.

Orders have been issued by the Department of Railways and Canals for the opening of the Welland Canal on April 20th and the St. Lawrence Canals not later than April 29th.

The steamer *J.D. Marshall* passed through the Straits of Mackinaw at 6 p.m. Thursday of last week from Chicago. The *Marshall* encountered no ice whatever. A three-masted schooner painted black also passed Waugoshance Thursday afternoon en route through the Straits. This means that the Straits are open.

Compared with last season, the new Inland Lloyds register shows some important changes in valuations, the reductions in steel steamers ranging from \$10,000 to \$40,000. Last year the valuation of the big steamers *S.S. Curry* and *Merida* was placed at \$240,000, which has been cut to \$200,000. The six small steamers of the Minnesota Steamship Company are cut from \$175,000 to \$160,000 and the big boats *Mariposa* and *Maritana* are reduced from \$200,000 to \$175,000. Other steel steamers are cut in the same proportion. The valuation of a few of the better class of wooden steamers are unchanged, but in the majority of cases they have been cut.

As was the case a year ago, the wheat cargoes of several vessels at Chicago are being discharged for the alleged reason that the grain is worth more in the elevators there for speculative purposes than at the points of delivery. The vessels relieved of their cargoes will be given corn or oats instead. The steamers *Charles A. Eddy* and *G.W. Roby* are among them. The amount of wheat to be returned to elevator is said to be 400,000 bushels.

The following is the wage scale decided upon by the executive committee of the Lake Carriers' Association:—First-class metal steamers having water bottoms and triple expansion engines, chief engineer \$100 per month, second engineer \$70. Second-class metal steamers not included in class 1 and wooden vessels with triple expansion engines, chief engineer \$75 to \$90, second engineer \$60. Third-class, smaller boats covering all boats not included in the two former classes, chief engineer \$60 to \$75, second engineer \$50, first mates \$50 to \$70, second mates \$35 to \$50, cook \$35 to \$50, helpers to cook \$10 to \$15, firemen \$25 to \$30, wheelmen \$25 to \$30, lookouts \$20 to \$30, deckhands \$12 to \$15, oilers \$25 to \$30. Firemen fitting up and laying up, \$1 per day and board themselves. On consort and sail, first mates \$30 to \$45, second mates \$25 to \$35, cooks \$25 to \$30, seamen \$25 to \$30, boys \$12 to \$15.

The steam barge *Juno*, Capt. Allen, of Walkerville called here on Monday. She has the past winter received a thorough overhauling and been lengthened 35 feet. Instead of one spar she now has three spars and looks like a new boat. Capt. Andrew Bellecours of this town is mate of the steamer.

Francis Auffret left on Monday morning for Oswego, N.Y., to take a berth as

mate on the steamer *Quito*.

Capt. John T. Hutton left on Monday morning for Chicago to get the steamer *A.A. Parker* in readiness for the coming season.

Wm. Munro Sr. will be chief cook on the *Harvey H. Brown* this season with George Jones as second cook. They left on Monday for Chicago, where the steamer is being fitted out.

Contractor Wilderspin is rushing right along with the work on O.W. Shipman's new coal chutes at the rear of the customs house. The frame for the chutes is just about completed. Mr. Shipman has also had the lower dock re-planked and is thoroughly rebuilding the Twomey upper dock.

Floor & Babcock commenced work on the Mullen-Gatfield Coal Co.'s new dock on Monday. They brought the steamer *Dominion* down from Sandwich with a quantity of two-inch pine plank and a pile driver and on Wednesday began driving piles for the dock. The shore just below the mill is strewn with logs to be used for the new wharf and the contractors will go forward with all possible speed. T.H. DeCew furnished two car loads of oak timber for the work.

The steamer *Newsboy* came out of Detroit Dry-dock on Saturday last with a new wheel, came down to Amherstburg on Sunday afternoon and on Monday began regular trips to Detroit. She leaves here at 7 a.m. and returning leaves Detroit at 4 p.m. The fares have been placed at 35 cents for one way or 50 cents for the round trip. Capt. Geo. King is in command of the steamer with J. Howard Pray as clerk. The *Newsboy* will continue on the route till Saturday, the 28th of May, when the *Wyandottewill* replace her, the former going to the Detroit and Mt. Clemens route.

The *Home Rule* went to Windsor yesterday (Thursday) to be inspected.

It is expected that the L.P. & J.A. Smith Dredging Co. will begin work on their contract at the mouth of the river about the 1st of May.

The barge *Senator Blood* was the first boat to leave Cleveland this season with a cargo of coal. She left there on Monday and arrived at Sandwich on Tuesday afternoon, the cargo being for the Mullen-Gatfield Coal Co.

The steam yacht *Ranger* brought 5,000,000 young whitefish from the Sandwich hatchery yesterday (Thursday) morning and deposited them in the river just below Bois Blanc Island. She brought another load down in the afternoon and will bring more down today and tomorrow. Altogether about forty million will be deposited in the river near Bois Blanc Island and about one hundred million are being deposited in Lake Huron, Lake St. Clair, River St. Clair, Detroit River and Lake Erie from the Sandwich hatchery.

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April 26, 1895

The St. Mary River is practically open.

The steamer *Dove* will be placed on the Toledo and Put-in-Bay route.

The *City of Chatham* will make her initial trip of the season on the 24th of May to this city, the date of the monster celebration.

The steamer *Mariposa* with 2800 tons of coal left Ashtabula, O., for Fort William yesterday (Thursday). This is the first Lake Superior coal cargo of the year.

Daily service will be commenced on the D.&C. Line between Detroit and Cleveland Saturday night when the steamer *City of Cleveland* will begin her regular trips.

Two boats of the Merchant's Line will ply between Port Stanley and Montreal during the coming summer. They will leave Port Stanley on Wednesdays and Saturdays and returning leave Montreal on Wednesdays and Fridays.

The steamer *W.H. Wolf*, the first of the Chicago grain fleet, arrived at Buffalo on Sunday morning. She encountered some ice in Lake Erie. The *C.B. Lockwood* passed here early Monday morning and the *New Orleans* about noon.

Capt. James Davidson, who has built over three-score of large wooden vessels, will add a plant for the construction of iron and steel vessels to his present yards at Bay City, Mich. He will have facilities for building four vessels at a time. The steel shipyard will be ready for business September 1st.

The steam barge *Kitty M. Forbes*, coal laden, went aground close to the lower lightship at the Lime-Kiln Crossing at 11 o'clock on Saturday night and was released on Sunday morning by the tug *Wales*. It is claimed by some who know the channel well that the lightships at the crossing are too far west of the cut.

The wrecking tug *Favorite* left Detroit for Cheboygan, her season's headquarters, on Sunday morning. Six thousand dollars has been expended in improvements on her during the past winter, and she is now equipped with every modern device for wrecking purposes, the electric lighting plant alone costing \$1000. She will have a searchlight of 850-candle power. Mart Swain is her commander again this season and George L. Simmons, engineer.

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May 3, 1895

Both vesselmen and coal shippers at Buffalo are standing firm in the deadlock over the fueling question and boats are leaving that city without cargoes as fast as the grain is unloaded.

The new steamer *Arrow*, built by the Detroit Dry-dock Company, passed down the river Monday afternoon. The *Arrow* is built on the plan of the *Frank E. Kirby* but is 20 feet shorter. She will ply between Sandusky and the Islands.

Canadian Inspector John Dodds of Toronto has been in Windsor this week. On Monday he inspected the wrecking tugs *Wales* and *Saginaw* and on Tuesday the *Juno* and *Ranger*. He came to Amherstburg on Tuesday evening and inspected the tug *Home Rule*.

The tug *Home Rule* released the schooner *Rival*, coal laden, from opposite Alex. Mickle's at the mouth of the river on Sunday last and also released the *Julia Willard*, coal laden, from the foot of Fighting Island shortly after. The tug will leave here for Georgian Bay on Tuesday next.

The latest engineering and ship canal idea is to dispense with the 24 locks in the Welland Canal, leading from Lake Erie to Lake Ontario, and to make the whole drop of 326 feet between these two lakes in two pneumatic locks, built of steel, operated by compressed air, large enough to admit vessels of ocean draft.

The steam barge *Sakie Shepherd*, loaded with salt from Marine City for Toledo sprang a leak in Lake Erie on Saturday afternoon and sank in 20 minutes. Four of the crew and the captain escaped in the yawl boat and reached Vienna, Mich., safely. Albert Hamlin, the engineer, and a man named Brown, the cook, were unable to get on deck in time to get into the yawl. Hamlin was picked up by the tug *Roy* of Toledo some hours later, but Brown was lost. When the boat began to make water fast, the crew forward became frightened and lowered the small boat and got into it. A heavy sea was running and the boat was nearly swamped. They called to the captain to jump. He pulled the alarm and whistled for the men below and then jumped overboard and was picked up by the yawl. Then an effort was made to return to the fast sinking steamer to rescue Brown and Hamlin, who had now appeared on deck. The yawl was half full of water and the men could make no headway against the sea and were forced to abandon the two men. Hamlin lashed himself to the top of the cabin, which floated when the vessel sank. Brown, however, after fastening on a life-preserver, jumped overboard and was not seen again. Hamlin, who is a man of more than 60 years of age, was nearly dead from exposure when rescued. The *Sakie Shepherd* was owned by John Stevenson and others. She was of 144 tons register and was valued at \$5000. She carried no insurance.

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May 3, 1895

The S.S. "*Campana*," owned by Smith & Keighley, now in Toronto harbor, is to take the place of the S.S. "*Miramichi*" on the route between Picton and Montreal this year. She is a twin screw steamer of 1300 tons, having first-class accommodation for 100 cabin passengers.

The work on the *North Land* is progressing rapidly. Three hundred men are now working on her and there is little doubt that she will be ready by May 20th. The entire electric light plant is completed and will run 1200 lights. The ice-making machines and cold storage apartments have been finished. The monster engines are about finished.

Owing to the low state of water at Grosse Pointe, a number of the large steamers in the Chicago grain fleet have been getting into trouble at that place. On Thursday of last week the S.S. *Curry*, *Harvey H. Brown*, *City of Venice*, *Roby* and *Pennington* were all aground there. The *Curry* and *City of Venice* were released that day and the rest on Friday.

The Canadian marine on the Great Lakes has dwindled away until today there are only seven propellers and five barges upon which we can depend for transportation of grain from Fort William to Kingston, say the *Algonquin*, *Bannockburn*, *Glengarry*, [Sir S.L.] *Tilley*, *Myles*, *Rosedale*, *St. Magnus*, *Kildonan*, *Minnedosa*, *Regina*, *Selkirk* and *Winnipeg*, representing about 500,000 bushels in all. The lumber and package business takes up the rest. The *Arabian* and *Shickluna* sometimes carry small cargoes to Montreal.

The Detroit Dry-dock Company has secured the contract for building the new steamer for the Cleveland & Buffalo Transit Company. The new steamer will be 308 feet in length overall, 296 feet on the water line, 40 feet 6 inches moulded beam and her depth 17 feet. She will be 14 feet longer than the *City of Detroit*, 17 feet moulded, which will make her one foot higher and 4 feet more beam, which will make her 76 feet beam to outside of guards. She is to be completed by the first of April, 1896, and will make 20 miles an hour under easy, economical pressure, and if necessary could be crowded to 21½ miles. She will be built at Wyandotte.

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May 3, 1895

Among those who recently left town to take berths on boats are Capt. John Anderson of the schooner *Redwing*; Theodore Young, first mate, Lewis Bellecoure, second mate, and Henry Bellecoure, wheelsman, of the steamer *Mesaba* of the Minnesota Steamship Co.

The Dominion steamer *Petrel* arrived here on Saturday last from Owen Sound, where she wintered, and will guard the north shore of Lake Erie from encroachments by American fishermen and also enforce the fishery regulations. She will make Amherstburg her headquarters for the coming season.

The Sandusky fish tug *E.C. Oggel*, seized for an infraction of the Canadian fishing laws by the steamer *Joe Milton*, in the fall of 1893 was towed from here to Toledo by the tug *Joe Connelly* on Monday. The *Oggel* has lain here since her seizure and was bought in December last by Mr. Keys of Toledo.

Instructions have been given by the Canadian Department of Marine and Fisheries to the commander of the steamer *Bayfield* to proceed to Lake Erie to take a hydrographical survey of that body of water. This vessel has been engaged for some years in the survey of the Georgian Bay. It will now proceed to Lake Erie to make a chart of its shoals and other places that are dangerous to navigation. The Canadian Government has not hitherto undertaken the survey of Lake Erie.

The steamer *S.R. Kirby* (Capt. D.J. Girardin) that has been in winter quarters at Detroit left that city last (Thursday) evening for the upper lakes for a cargo. Andrew Anderson is first mate and David C. Girardin second mate of the *Kirby*.

The steamer *Newsboy* returned by Detroit on Saturday evening last and on Sunday brought down to Hickory Island about fifty persons from the city who own summer cottages on that island returning to Detroit in the afternoon and to Amherstburg in the evening. It is expected that the steamer will make another trip from Detroit to the Island next Sunday. She will leave here for Detroit about 6:30 on Saturday evening and return here on Sunday evening. These trips will likely be continued until the *Wyandotte* comes out on the 19th of May.

Dunbar & Sullivan's dredge *Killarney* and tugs *Shaughraun* and *Paddy Miles* en route from Sault Ste. Marie, Mich., to Lachine, Que., lay at the dock here from Saturday to Monday on account of stormy weather in the lake. Capt. Joseph Marks is still in command of the *Shaughraun* and a number of those who worked for Dunbar & Sullivan when they had the contract at the Lime-Kiln Crossing are still in their employ.

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May 10, 1895

Buffalo's coal shipments for April were 27,640 tons, as compared with 102,997 tons a year ago. The late opening of navigation and the fight over the fueling agreement were the causes of the light shipments. The grain receipts were 3,729,829 bushels as compared with 9,888,740 in 1894.

The schooner *Maria Martin*, light, which left Toledo Wednesday night of last week, went aground at Point Mouilli early next morning. She was released on Friday morning by the tug *Home Rule*. Three tow lines were necessary to pull her off, as there was only six feet of water on the bar where she grounded.

The steamer *N.K. Fairbanks*, from Chicago to Ogdensburg with 50,000 bushels of corn, ran ashore on Morgan's Point, about nine miles west of Port Colborne, Friday morning. The steamer went ashore at 2 o'clock in the morning in a dense fog. All hands were put at work throwing the corn cargo overboard and it was expected the steamer would be able to release herself at daylight. At 4 o'clock, however, fire started in the forecabin and had gained such headway before being discovered the crew were unable to check it and the steamer was burned to the water's edge. The lifeboat was launched and the captain and crew reached shore safely. It is thought the fire started by an overturned lamp. The *Fairbanks* was built at Marine City in 1872 and registered 980 gross and 834 net tons. She was 205 feet long, 36 feet 7 inches beam and 11 feet deep, was owned by J.W. Moore of Cleveland, rated A 2 and valued at \$30,000. She was insured for \$30,000 and her cargo was insured for a similar amount.

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May 10, 1895

**LAKE FLUCTUATIONS.-Mysteries of the Rise and Fall of the Great Lakes.**-The fluctuations of the levels of the lakes and especially of Lake Erie have been the subject of much comment and speculation. The changes of level are of various characters and are due to different causes. There are periods covering several years when the mean level falls steadily, and then for a number of years rises gradually. The periods are not of the same length and the minimum and maximum reached are not the same for the different periods. The causes of these successive rising and sinking periods have not been definitely established. The prevailing theory is that they are due to changes in the annual rainfall on the lake basin and its watershed, but there are some disturbing elements in this disposition of the matter and it cannot be said that the theory is satisfactorily proven. There are seasonable fluctuations, directly traceable to the snows and rains of winter and spring and the dry atmospheric conditions of the summer months. The third class of variations are temporary, but of greater range and more peculiar and troublesome than the others, and are more noticeable on Lake Erie than on the other lakes, because of its comparative shallowness and susceptibility to wind influences.

Col. Smith of the United States engineer corps says all strong easterly winds

raise the level of the lake in nearly all the westerly half, while lowering it at easterly points, and all westerly winds of violence lower the level of the lake at Ashtabula on the south shore and raise the level at Conneaut and at all points eastward. Supt. Wheeler goes more into detail, giving a set of observations made by Assistant United States Engineer Blunt and his assistants in the destructive gale of Oct. 14th, 1893. In that westerly gale the water at Toledo was lowered 6 feet 8 inches and raised at Buffalo 5 feet 3 inches, making the change of level only one inch less than 12 feet. In other words, the lake water ran uphill nearly twelve feet between Toledo and Buffalo. The minimum of change was at Cleveland, where the fall was 11 feet 2 inches.

Engineer Blunt calculated that the water blown from the district west of Ashtabula exceeded that blown from the district east by 16,000,000,000 cubic feet and it is evident that this water must have caused return currents on the north shore, causing eddies and swirls of great violence.

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May 10, 1895

The steamer *A.A. Parker* (Capt. J.T. Hutton), loaded with grain from Chicago to Buffalo, went aground at North Manitou Island on Friday last. The wrecker *Favorite* went from Cheboygan, Mich., to her assistance and the steamer was released on Sunday. Before the *Favorite's* arrival 20,000 bushels of grain were thrown overboard. She passed here on Tuesday morning.

The steam barge *Africa* took the barge *Severn* to Sandwich on Tuesday and returned here that night. They were both loaded with coal for the Mullen-Gatfield Coal Co., the former having on 400 tons, which was unloaded here, and the latter 500 tons, which was unloaded at Sandwich.

Capt. R. Gavin of the Dominion dredge *Ontario* received orders on Saturday to go to Kingsville with the dredge and make two cuttings through the sand bar that blocks the way to the harbor at that port. The dredge, in tow of the tug *Sir John*, left here Monday morning. There has been only five feet of water over the bar this season, so that the steamer *Imperial* could not enter the harbor. The *Ontario* made a channel through the bar three years ago, but the current continually washes the sand upon it and the latter part of last season the *Imperial* had trouble in getting into the harbor every trip. The work there will probably occupy two weeks, when it is expected the dredge will return to Amherstburg.

The steamer *Wyandotte* was in the lower dry-dock at Detroit being fitted up for the summer's business. The *Newsboy* will continue on the Detroit-Amherstburg

route until Saturday of next week, and the *Wyandotte* will begin the season on Sunday, May 19th, making a trip from Detroit to Sugar Island and coming to Amherstburg that night. She will leave here the next morning at 7 o'clock. Capt. J. Desana will be again in command, with J. Howard Pray as clerk. The *Newsboy* will go on the Detroit-Mt. Clemens route.

The steam barge *Juno* called here on Tuesday and took Capt. John Duncanson aboard. She then went to Pelee Island, where she loaded the grain, consisting of wheat, corn and oats that was bought there last fall and winter by Richardson & Son of Kingston, and took the grain to the Limestone City. Capt. Duncanson went along to act as pilot through Lake Ontario and part of the Thousand Isles to Kingston. J.A.K. Drummond, agent for Richardson & Son, has been on Pelee Island looking after the shipment.

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May 17, 1895

F.W. Wheeler, the Bay City shipbuilder, has practically closed a contract with Buffalo parties to build 20 towboats and four steamers of the regular Erie Canal size, to trade between Ohio ports and New York next season.

The steamer *Jack*, which smashed in several gates in the Welland Canal the other day, reached Port Colborne on Tuesday afternoon and must be taken to Buffalo for repairs, as the steamer was badly damaged when she crashed into the gates.

The *City of Chatham* will reach here on Saturday on her first trip. She has a new wheel put in by the Detroit Dry-dock Company. It is a new style of wheel manufactured by that company and is supposed to greatly increase the speed of the steamer using it.

Attorney General Olney of the U.S. has rendered a decision that foreign marine engineers and pilots who have resided six months in the United States and declared their intention of becoming citizens are eligible to American registry. This will admit several hundred Canadians.

The schooner *Kate Kelly* is believed to have been lost with her entire crew of seven men in the great storm of Monday on Lake Michigan. A fishing tug brought to Kenosha, Wis., pieces of a yawlboat, cabin, water barrel, pail and tubs and pieces

of the monkey rail<sup>22</sup> forward with the name *Kate Kelly* on it.

The little tug *Dave & Mose* came down from Detroit to Frenchman's Creek, across the river, on Saturday morning last for a scow loaded with stone for Detroit, but in coming out of the creek went on a rock and in trying to free herself loosened her rudder. The *Scotia* released her on Sunday morning and towed her to Detroit.

During the fog on Thursday night of last week, the Canadian steamer *City of Owen Sound*, bound down with timber, ran aground on the west side of Fighting Island. The *State of Michigan* tried unsuccessfully to release her on Friday and the steamer then began to lighten her cargo, the timber being thrown overboard and rafted by the tug *Kittie Haight*. She was released on Saturday night.

As a result of the action of the immigration authorities at Washington, Mr. Carter, general manager of the Detroit & Cleveland Steam Navigation Company, has directed that all aliens in the employ of that company be removed and none but citizens be hereafter employed. As this line plies along the Great Lakes which border on the United States and Canada, a number of Canadians will be affected by this order. It is stated as probable that other navigation companies will take similar action to avoid conflict and trouble with the immigration authorities.

The *Unique*, the fast steamer put on the route between Detroit and Port Huron last year by the Rapid Transit Company of Detroit, has experienced another disaster, much worse than that which occurred last fall on her first trip.<sup>23</sup> On Monday night when about six miles past the lightship in St. Clair and therefore some 18 miles from Detroit, one of the coils of her boiler burst. Engineer Thos. Robinson was blown overboard and drowned while one of the firemen was instantly scalded to death and the other so badly injured that he also is probably dead by this time. At 10 o'clock the Watts Wrecking Co. of Windsor despatched the tug *Wales* after the disabled boat and at 4 o'clock landed her in Detroit. The *Unique* is built on clipper lines and was expected to make at least two round trips to Port Huron a day, at a rate of 22 miles an hour. So far she has been a costly and death-dealing experiment, as she killed one man last year by a much similar accident. Engineer Robinson, who was lost overboard, was engineer of the *Excelsior* while stationed at the C.S.R. crossing here; he was five years engineer of the *Majestic* and was a very intimate

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<sup>22</sup> a short pinrail near the bow of a sailing ship to hold belaying pins for the foresails and jibs

<sup>23</sup> See this volume, September 21, 1894.

friend of Engineer Middleditch of the Waterworks.

About 3:30 Friday morning off Skilligallea<sup>24</sup> light near the Straits of Mackinac, when in a dense fog, the steamer *Cayuga* of the Lehigh Valley Line, laden with merchandise, and the *Joseph L. Hurd* of the Lake Superior Line, carrying a cargo of lumber, crashed into each other. Both boats were running under check, continually sounding their fog whistles. On a near approach, a dense fogbank arose, hiding the boats from each other. When close at hand, the *Hurd* sounded a blast of her whistle, to which the *Cayuga* responded, putting her wheel hard aport. The *Hurd* struck the *Cayuga* on the starboard side just aft of the collision bulkhead, staving in a hole about six feet deep and two wide. The *Cayuga* began to fill rapidly and sank in 25 minutes, and the *Hurd* was abandoned in a sinking condition. One life was lost in the collision, that of George Johnson of Chicago, the cook of the *Hurd*, who could not be found when the crew left the vessel. The crews of both vessels took to the lifeboats and were picked up by the Minnesota liner *Manola*, which came that way about an hour later. They were landed at Mackinaw City. The *Cayuga* was built at Cleveland in 1889. She registered 2669 gross and 1939 net tons, was 290 feet long, 40 feet 8 inches beam and 13½ feet deep, rated A 1 and was valued at \$175,000. She is well-covered by insurance. The *Hurd* was built in Detroit in 1869. Her dimensions are: Length 171 feet; beam 29 feet 2 inches; depth 10¼ feet. She registered 759 gross and 592 net tons. She was rated A 2 and valued by Lloyds at \$15,000.

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May 17, 1895

The water in the Welland Canal is so low that even upbound boats are now bound to lighter, the steamer *Denver* being compelled to lighter her cargo of coal last week.

Cleveland vesselmen figure that if the present low stage of water in the rivers and canals continues all season, the carrying capacity of the lake fleet will be reduced about 2,000,000 tons on up and down cargoes, and a man who has been in the business for many years says that the taking away of dams and dredging in the Detroit, St. Clair and Sault Rivers, necessary for the 20-foot channel, has done more to lower the stage of water than the Chicago drainage canal will ever do.

The steam barge *O.O. Carpenter*, bound down with lumber and towing the

barges *W.W. Stewart* and *Dashing Wave*, was rounding to above the Lime-Kiln Crossing during the fog about 10 o'clock on Thursday night of last week when the steamer and the *Stewart* both went aground on Stoney Island reef. The *Saginaw* came down from Detroit and released both the boats and was bringing them to the C.S.R. dock on this side, when the *Stewart* went on the shoal opposite White's old dock. She was lightered and released by the *Saginaw* at about four o'clock Friday afternoon.

The steamer *Jack*, bound up in the Welland Canal, carried away the four gates of Lock 22 and one gate of Lock 21 at 5 o'clock Thursday morning of last week, necessitating a suspension of several days in canal traffic. The *Jack* is a new steamer owned by the Calvin Company of Garden Island and was on her first trip when the accident occurred. The cause of the accident is supposed to be a confusion of signals, the engineer running the steamer ahead instead of backing. The rush of water did considerable damage to the banks and also to the main line of the Grand Trunk, washing out the road bed inside the tunnel badly.

The steamer *George Stone* sunk her consort, the schooner *S.H. Kimball* in a dense fog about 38 miles from Point aux Barques at 4 o'clock in the morning. The towline parted and in trying to pick up the *Kimball*, the *Stone* struck her bow on, cutting completely through the schooner. The vessel sunk in nine minutes. The crew escaped to the *Stone*, but lost most of their clothing. The *Stone* was light, but the *Kimball* had a cargo of soft coal. She lies in 100 fathoms of water and cannot be raised. The *Kimball* was 137 feet long, 25¼ feet beam, 12 feet deep and measured 318 gross and 303 net tons. She was owned by M.A. Bradley of Cleveland and rated A 2. She carried some insurance.

A special trip of the steamer *North West* will be made from Buffalo to Chicago on June 1st with a party of trunk line officers and railroad men, 100 in number. One day will be spent in Milwaukee and sixty hours in Chicago. From both places an excursion party will be taken for the trip from Chicago to Duluth, leaving Chicago on June 7th at noon and stopping at Mackinac Island and the Soo. Duluth will be reached at night on June 9th. The party will then return to Chicago by rail. The *North West* will leave Duluth on June 10th on her first regular trip of the season. The *North Land* will make a trial trip from Cleveland to Buffalo on May 25th and will leave Buffalo June 11th on her first regular trip.

The low stage of the water all around the lakes is causing a good deal of uneasiness among vesselmen, especially the owners of big deep-draft steamers, which are unable to carry full cargoes for fear of sticking on the bottom, trying to

²⁴ Île aux Galets, Lake Michigan

get in or out of the harbors or over some of the shoals that have not yet been cut through by the 20-foot channel. "I don't blame them for being uneasy," said General O.M. Poe to a reporter of a Detroit newspaper. "There is a good reason for the low stage of water and it will get still lower unless there are abundant general rains soon., Since February 1st the rainfall has been four inches short of the normal quantity in the entire lake region. Four inches all over the lakes and the country that is drained into the lakes means a considerable difference in depth. Besides, there is the evaporation and outflow going on, all of which is lowering the lakes constantly."

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May 24, 1895

The bar at the mouth of the River Thames will be dredged to nine feet by the Canadian Government.

The steamer *Bessie* passed up the river yesterday (Thursday) morning with the remains of the steamer *Sakie Shepherd* that was wrecked near Turtle Light over three weeks ago.

The steam barge *New Dominion*, with 250,000 feet of lumber, went to the bottom in the Georgian Bay, eight miles from Parry Sound, on Monday night. The loss will be fully covered by insurance.

The Buffalo authorities are appealing to Washington to have the terrible screeching of the foghorn at Buffalo Harbor abated. The mayor has suggested that a reflector be placed behind it to send the noise out into the lake where it properly belongs.

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May 24, 1895

Solicitors German and Eccles were at Port Colborne last week in re-settlement of the seizure of fishing tug *Grace*. 'Tis said there are yet several stanchions in her not eaten up by costs.

The steamer *Iron Age* ran against a timber at Lake Street bridge, St. Catharines, on Tuesday night of last week, probably causing \$10 damage. Before the boat was allowed to leave Port Colborne next day, the captain was compelled to deposit \$150. This is the kind of management that attracts trade to the canal.

The report of the Minister of Marine and Fisheries, as presented to Parliament, shows that the total number of wrecks in Canadian waters during the last fiscal year was 86, representing a loss of ten lives and \$322,225. The value of the registered tonnage of Canada is \$26,088,720. Last year 326 vessels, having a tonnage of

21,243 tons, were built in the country. There are now on the registry books of the Dominion 7245 vessels, representing 869,462 tons. The navy is thus larger in number than it has been for ten years and smaller in tonnage.

An attempt will no doubt be made to recover the hull of the *Cayuga*, but it is questionable whether the underwriters will enter into any arrangement for its recovery other than the percentage plan, whereby the burden of a failure to recover will rest upon the party undertaking the task. In the opinion of some experienced business vesselmen, none of the appliances now in use will suffice to lift the steamer so that she can be got into shoal water first and then brought to the surface. The nature of her cargo is favorable to wrecking operations they admit, but notwithstanding this fact they claim that the undertaking will be so tedious and expensive as to render it anything but moneymaking. Therefore they think that it will be better to let her rest where she now lies.

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May 31, 1895

The steamer *Carmona* (formerly the *Manitoba*) was put back into shape again at Port Colborne after having had her wings clipped so that she could run the gauntlet of the Welland Canal locks. She will have her headquarters at Windsor this season and will ply between that city and the Soo. She passed here on Sunday afternoon last.

The steam barge *Westford*, bound up with consorts, broke down when at the Lime-Kiln Crossing on Wednesday afternoon and one of her consorts, the *Hanneford*, loaded with coal, went on the shoal above White's dock on the Canadian side. The *Saginaw* came down and, after lightering part of the barge's cargo, released her at noon on Thursday. The steamer was only detained a couple of hours when the engine was fixed up and she continued on her way.

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May 31, 1895

Smith's dredge No. 8 arrived here on Sunday last to begin work on the dredging contract near Bar Point. The tugs *John Gregory* and *L.P. Smith* towed her over from Cleveland.

The tug *Balize* came down from Detroit last Sunday morning and took on 208 tons of soft coal at the Mullen-Gatfield Co.'s dock here. She then went to Georgian Bay, where she will be engaged in the raft-towing business.

The dredge *Ontario*, that has been at work for the past three weeks making a cut through the sand bar outside of the Kingsville harbor, finished there on Wednesday

and will go to Port Stanley to do some dredging.

The schooner *Azov* arrived down from Georgian Bay on Tuesday with a cargo of 240,000 feet of lumber and 100,000 shingles for John Fraser.

The docks of O.W. Shipman at the rear of the Customs House and at the rear of the Park property are being filled in with stone brought down from Ballard's Reef by Carlin, Stickney & Cram's dredge scows. Some weigh 10 tons.

The work of completing the pile driving at Mullen & Gatfield's new dock is being considerably delayed by the sunken wreck of the *Ark* at the lower outer end of the dock. Application has been made to the Dominion Government to secure its removal but so far no action has been taken in that quarter.

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June 7, 1895

The Canadian schooner *Stanley*, loaded with coal, went aground on the east side of Bois Blanc Island last Friday morning and was released in the afternoon by the tug *C.A. Lorman*.

On Friday at midnight the St. Mary's Falls Canal closed the greatest month's business in its history. The total number of passages for the month was 2442, an average of 79 a day. When the new lock is completed, the tonnage will be almost doubled.

The ore rate from the head of Lake Superior to South Chicago and Lake Erie ports was advanced to 85 cents on Monday and about fifty boats were placed at the new rate, making the heaviest day's chartering of wild tonnage in the history of the trade.

During a heavy fog Thursday night of last week, the Canadian steamer *Jack*, bound down with lumber, collided with the steel steamer *Norman* of the Menominee Line, opposite Middle Island in Lake Huron. The *Norman* sank immediately, drowning the woman cook, wheelsman and fireman. The barge *Sicken* was near and picked up the balance of the crew. The *Norman* was valued at \$200,000 and insured for \$175,000. The *Jack* floated but was badly damaged. The *Norman* sank in 300 feet of water. She was a steel propeller of 2304 tons gross, was built in Cleveland in 1890 and owned by Capt. George P. McKay of Cleveland. The Canadian steamer *Jack* is a new boat and the same steamer which damaged the locks in the Welland Canal so badly about three weeks ago that navigation on the canal was suspended for three days. She is owned by Calvin & Co. of Garden Island.

**GARBAGE GALORE.-Detroit Scoundrels Again at Their Villainous Work.**-For the past two weeks, the city of Detroit has again been polluting the

waters of the Detroit River and Lake Erie with tons of disgusting and filthy offal and other garbage dangerous to the health and life of the people of this whole section of country. At first most of it was dumped in American waters just south and west of Bois Blanc, from whence it has been blown over to the Canadian side, and the whole of the lake shores of Malden and Colchester South are now littered with the foul and disgusting stuff. Last Friday night, however, the small tug *Marion Teller* was towing an ice barge belonging to Beaubien of Detroit down the river with a load of garbage in boxes, when men were observed dumping it into the river before Elliott's Point was reached. On Wednesday night it was stormy outside and they dumped their filthy cargo near Fighting Island and all the riverbanks on this side in Anderdon, Amherstburg and Malden were covered with it next morning. The people and authorities of Detroit who allow this business to go on unchecked are a disgrace to their country and the villainous tools whom they use to do their dirty work can depend on a short shrift should they fall into the hands of any of the outraged people of this county.

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June 14, 1895

The steamer *Newsboy* ran an excursion to Monroe from Detroit on Sunday last and stopped at Amherstburg both ways.

Capt. John Duncanson left here on Wednesday night with the steam barge *Juno* for Conneaut, Ohio, for a load of coal. Capt. Allen, master of the *Juno*, is on the sick list.

The schooner *Selkirk* unloaded 668 tons of soft coal here for the Mullen-Gatfield Coal Co. the past week. The schooner *Frank E. Leighton* unloaded 710 tons and the Marine City 652 tons for O.W. Shipman.

L.P. & J.A. Smith's dredge *No. 9* on Saturday last removed the wreck of the old *Ark* at the lower extremity of the new dock being built for the Mullen-Gatfield Coal Co.

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June 14, 1895

**THE GARBAGE DUMPERS.-Captured on Thursday Night of Last Week-Their Trial and Conviction-Heavily Fined and Sent to Gaol-A Seizure by the Customs-Penalties Imposed on Tug and Garbage Scow.**-As announced in our last week's issue, the contractors for the removal of the garbage from the city of Detroit have been again polluting the waters in the Detroit River by dumping therein at night all kinds of refuse, consisting of rotten fruit and vegetable matter, dead

animals and slaughterhouse foal, thereby endangering the health of the people using the water, especially the inhabitants of this town and those living along the front of Anderdon, Malden and Colchester South.

The first night the boats were noticed coming down was on Friday night May 31st when the stuff was dumped in the river inside of Bois Blanc and in Canadian waters. On Monday night following they began discharging their cargo when opposite the town and before Elliott's Point was reached.

On Wednesday Collector of Customs Gott notified the Department of Agriculture at Ottawa and asked for instructions and at the same time Hon. W.D. Balfour notified the Provincial Health Inspector, Dr. P.H. Bryce. The Dominion steamer *Petrel* coming into this port on Wednesday, Captain Dunn was instructed to keep up steam on Wednesday night so as to assist in capturing the offenders, should they come down that night with their odoriferous and offensive cargo, but the watch proved futile as the boats did not come down this far, as it was blowing hard and discharged their cargo in the channel west of Fighting Island. On Thursday morning the river opposite and above the town was filled with floating garbage, while the shores were strewn with all kinds of rotten matter and the entrails of animals. A different plan of action was decided on for Thursday night and Police Magistrate McGee issued warrants for their arrest to Constable Lemay, and the small yacht *Ranger* was procured and the services of Capt. Dunn and some of his officers secured to assist and they proceeded up the river to follow the boat down and capture the men in the very act.

An article in the *Detroit Evening News* of Thursday night to the effect that garbage was being dumped in the river and that the Dominion and Provincial authorities had been notified, put the Detroit people on their guard and a different tug was sent down with the garbage scow that night.

The *Ranger*, with Constable Lemay and seven armed members of the crew of the *Petrel* and some other men on board, left her about 8 o'clock and went up the river, meeting the tug *Grace A. Ruelle* with the garbage scow *Huron* in tow above the Lime-Kiln Crossing and followed them down. The tug went over west of the head of Bois Blanc and dropped anchor and remained there for over an hour, during which time the *Ranger* came here and Capt. Dunn got on board. On returning to where the *Ruelle* and scow were anchored, the *Ranger* passed through some garbage. The tug and scow weighed anchor and, coming back around the head of Bois Blanc, started down the east channel, followed by the *Ranger*. When just below Col. Atkinson's dock and wholly within the waters of Malden Township,

Capt. Dunn ordered the captain of the *Ruelle* to stop, which the latter failed to do. A shot was fired across the bows of the *Ruelle* from a rifle and this had the desired effect, the captain at once slowing down. The *Ranger* ran alongside of the *Ruelle* and the latter's crew, as well as the crew of the scow *Huron*, in tow, were placed under arrest and the whole outfit brought to the dock here and tied up at about midnight. The names of the men arrested were:-Peter Delpier, captain of the tug; Charles Tart, engineer; Frank Norton, fireman; John W. Lucas, James McGough, Henry Kennedy and Ed. Fields, dumpers on the scow. Capt. James O'Neil, whose tug, the *C.A. Lorman*, was in the Detroit Dry-dock for a new wheel as the result of striking of rock when coming down with the garbage scow two nights previous, was also aboard the *Ruelle* acting as pilot, but in some way was not retained in custody after landing and made his way to Detroit before morning. The men excepting Engineer Tart, who was left aboard the tug to look after the engine, were at once taken to the town gaol and locked up and their outfit placed in charge of the officers of the *Petrel*. On the scow were 34 steel boxes of garbage and on Friday at 11 o'clock the steamer *Energy* under the direction of the Amherstburg Board of Health, who acted in concert with and after consultation with Collector Gott towed the scow to Middle Sister Island with a gang of men from here and the contents of the boxes were buried on that island. The Dominion steamer *Petrel* accompanied the boats to the island and the stuff was landed by means of a small scow.

On Friday afternoon the prisoners were arraigned before Police Magistrate McGee and Hon. W.D. Balfour, J.P. J.P. Hanna was sent down by the owner of the tug and scow, Capt. Alex. Ruelle, to defend the prisoners and County Crown Attorney A.H. Clarke and D.R. Davis acted for the prosecution, the former representing the corporations of Amherstburg and Malden. The charge on which they were arraigned was that of bringing garbage into the Township of Malden and carrying it through the same, contrary to the by-laws of the Municipality and the Public Health Act. They pleaded not guilty and the trial was set for Saturday morning at 10 o'clock, bail being placed at \$500 for each prisoner. As this was not forthcoming, the men were returned to the lock-up where they spent the night. On Saturday morning another information was laid against the prisoners under Section 63 of the Health Act, charging them with establishing an offensive business in Malden Township and they were first tried on this charge the taking of evidence continuing till 5 p.m. and beginning again at 10 a.m. on Monday and lasting the most of Monday afternoon, after which the evidence was taken on the first charge and also on a third charge against J.W. Lucas alone of throwing garbage into the

Detroit River in Malden on the night of May 31st. Reeve Coste of Malden was invited to sit with the other magistrates on Monday afternoon.

Engineer Tart, who was under arrest but had not been placed in the lock-up, as he was left to look after the engine of the tug, got aboard the *Wyandotte* when she left here on her return to Detroit and though he said he would return did not again put in an appearance in Amherstburg. Constable Lemay had been instructed to detail one of his constables to stay with him, but neglected to do so and for this, after allowing O'Neil to get away, the magistrates suspended him from duty on Monday morning. Mr. Hanna consented to Tart's trial going on in his absence.

**The Evidence.**-James Honor, Clerk of Malden, proved the township by-law and said no permission had been given to dump garbage in Malden.

Dr. T.J. Park, Medical Health Officer of Malden, who laid the information for establishing a business, testified to the nature of the garbage which he had examined and said it would pollute the water and cause typhoid and other fevers.

Captain Dunn of the *Petrel* had found the shore above Amherstburg strewn with garbage on the morning of the 6th; it was vegetable and animal filth of all kinds. He described the capture by the *Ranger* on the night of the 6th in the river in Malden, east of Bois Blanc; how he had observed them anchored off the head of Bois Blanc and heard the splashing of garbage in the water; how he had run through garbage evidently thrown out by them on his way over; how they were captured after he had fired a shot across their bows and were brought to Amherstburg; how he had found three of the 34 boxes open and garbage spilled over the edge of the scow. He said some of the closed boxes were swollen and bulged and the odor was fearful.

Cornwall D. Brush testified to the shore of his lot in 7th concession of Malden and lake in front being strewn with garbage on Friday, and Maurice R. Coste said that their riverfront below town was then and the day before strewn with offensive garbage.

Peter Delpier, the captain of the *Ruelle* and one of the prisoners, was put in the witness box and testified that he brought the garbage scow down with tug *Minor* on Saturday, June 1st, and the *Ruelle* the night of capture. There was only one barge, the *Huron*, used, but *Ruelle's* three tugs - the *Lorman* (Capt. O'Neil), the *J.L. Minor* (Capt. Wm. Dunn) and the *Ruelle* - all towed her at different times. Capt. O'Neil was pilot the night of the 6th; the tug captain generally ordered the barge crew where to dump; only one load was carried each night; he knew of five trips; they sometimes had 48 or 50 boxes; Tart and Lucas were with him both trips; he denied

dumping in the river with his knowledge; it takes three hours to unload small cargo.

Edward Fields, one of the barge crew, was examined. The 6th was his second night. He was down on the night of the 5th; they came as far as Mamajuda and turned round and dumped all the way up the river west of Fighting Island to below Smith's dock; they always kept boxes covered till they began unloading; they looked for orders to unload from the tug captain; but on the night of the 6th had direct orders from the company to go to the lake.

John W. Lucas, another of the barge crew, was sworn. He had been on the scow every night she ran; began May 28th. Made daily trips except Sunday. He was paid \$2 a trip by the Detroit Sanitary Company. He testified as to dumping in the river on the 5th; sometime dumped without knowing where they were; also remembered unloading garbage out of boxes on deck on May 31st - the only night he said he did this; had a big load when someone passing in a boat in the river just below Amherstburg called out to know why we were doing this. Kennedy and Fields were with him on 5th and 6th.

Andrew Hackett passed under the stern of the garbage scow between 9 and 10 on the night of May 31st, abreast of Mr. Coste's residence; it was moonlight; they were dumping foul-smelling garbage in the river; when he called out to them he heard the covers of boxes suddenly slammed down; when he arrived home they had to close doors and windows, the stench was so terrible. The lake in Canadian waters was covered with garbage going ashore in Malden on Tuesday and Wednesday. The river was full of it on Thursday.

Curtis Mickle swore to seeing a garbage scow dumping stuff in Canadian waters off Malden on the night of May 29th; saw garbage come ashore; heard iron boxes slamming.

Dr. Bryce testified to the dangerous character of the garbage and the evil effects of the odors from it on the public health. It would originate and intensify diseases.

James Egan and Robert Maisey described the nature of the garbage, they having assisted to unload seized cargo for the Amherstburg Board of Health on Friday.

Captain Dunn was recalled and gave evidence as to the size of the boxes, capacity of the scow and distances between certain points in the Detroit River.

Evidence was also given by Frank Davis, T.B. Ely, James Jarmin, Joseph Bernard, N.A. Coste and Louis Lemay, all bearing upon the various charges.

**Convicted and Fined.**-The evidence in all the cases was not finished till nearly 7 o'clock on Monday evening and judgment was reserved till Tuesday. The magistrates then imposed a fine of \$50 and \$8.84 costs or 14 days in gaol at hard



labor on John W. Lucas for dumping garbage in the river on May 31st. Captain Peter Delpier, Engineer Charles Tart, Fireman Frank Norton and dumpers James McGough, J.W. Lucas, Henry Kennedy and Ed. Fields were each fined \$50 and \$13 costs or 14 days each in gaol at hard labor for carrying garbage into and through Malden on the night of June 6th. The 14 days' imprisonment is the limit fixed by statute. On the charge of establishing an offensive business, the magistrates reserved decision and announced their intention of submitting a case to the Court of Appeal as to whether this charge came under Section 63 and as to whether the dumping of garbage in American waters so that it would float into Canadian territory would be punishable by the courts of Canada. As none of the fines were paid, the men in custody were all taken to gaol on Tuesday afternoon. There Captain Delpier's friends paid the fine and costs in his case that evening and he was discharged. These fines are payable to Malden Township.

**A Customs Seizure.**-Collector of Customs Gott seized both the tug and barge for breaking bulk in Canadian waters without reporting, contrary to the customs law, and imposed fines on them amounting to \$400 and \$50 expenses. The tug *Grace A. Ruelle* belongs to Captain Ruelle and the barge to Timothy Hurley of Detroit. The 34 garbage boxes are the property of the Detroit Sanitary Co. and are said to be worth \$50 each. The Amherstburg Board of Health filed a claim with Mr. Gott against them for \$99.50 for emptying and disinfecting them.

Mr. Hanna came down on Wednesday afternoon and paid the \$450 and the customs released the tug and barge. He refused to pay the \$100 account of the Amherstburg Board of Health and the Board at once issued an attachment and Bailiff Wright seized the barge and boxes until the \$100 is paid.

**Notes.**-U.S. Consul Patton was in constant attendance during the trial, noting carefully the proceedings in the interests of the prisoners.

Captain Dunn of the *Petrel* is a whole host in himself and rendered valuable assistance to the civil authorities.

Dr. P.H. Bryce, Provincial Secretary of the Board of Health, arrived here on Saturday and remained till close of case on Tuesday, assisting the prosecution.

The fines and costs imposed by the magistrates amount to \$500. The customs fine and costs amount to \$450, while the other expenses to the owners of the boats will be fully \$250.

The excuse given by the Detroit Sanitary Company for dumping in the water is the old one of repairs being made to their sanitary works outside the city.

On July 22nd, 1892, Arthur C. Lloyd, owner of the steam barge *Labelle*, and

five men were fined a total of \$510, including costs, on a similar charge. The fines were paid to the townships and not remitted. The customs then imposed a fine of \$400, which was returned by the Government.

Up to yesterday afternoon, the only one of the six prisoners whose fine had been paid was Capt. Delpier. The other five are still in gaol.

The people of Grosse Isle, Wyandotte and Trenton should join hands with those on this side of the river in resenting and punishing the outrageous conduct of the Detroit people in polluting the source of their common water supply.

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June 21, 1895

The steamer *Ocean* tore away the gates on one lock of the Cornwall Canal and was thrown against the stone wall. She filled and sank in twenty minutes. The passengers and crew escaped.

On Wednesday the marine post office established at Detroit by order of the U.S. Postmaster General began the delivery of mail, including registered matter, to all boats passing Detroit.

The *North Land*, the new Northern Line passenger steamer, has broken all previous records in the Duluth-Buffalo run. From Duluth to the "Soo," 406 miles over her course, she ran in 19 hours, 50 minutes. Lake Huron was run in 10 hours, 58 minutes, a distance of 224 miles. From Cleveland to Buffalo she made the 183 miles in 9 hours, 32 minutes. Her average running time throughout the trip was twenty miles an hour.

GARBAGE IN NIAGARA RIVER.-Capt. Dunn makes a Haul.-A Buffalo, N.Y., despatch of the 15th says:-"There was considerable excitement caused on the Niagara River yesterday when, armed with repeating rifles, Capt. Dunn and eight marine of the Canadian revenue service aboard the yacht *Nautilus* made a seizure. This mission of the Canadian officers was to stop the Buffalo Dredging Company from dumping on their side of the river. About 5 o'clock, the tug *H.J. Warren* came steaming down the river, towing two mud scows. It was captained by Thomas Green, with two brothers named Whalen as engineer and fireman. A man was on each scow. Just as the Warren passed the required distance beyond the waterworks crib, the scows dumped. The *Nautilus* was moored at Fort Erie. In an instant she slipped her moorings and sped after the American tug. When she came alongside of the tug, Captain Dunn called for the tug to stop her engines. The marines levelled their rifles at the crew. There was excitement aboard the tug, but she obeyed the command and in another instant Captain Dunn and his men boarded her. She was

taken to the Sherman docks on the Canadian side and tied up overnight. Captain Green and the two Whalens were hustled off to Fort Erie and placed in the lockup. The two men on the scows escaped. An attempt to bail the prisoners out proved unsuccessful.

The three men arrested for dumping filth in the Niagara River were brought before John T. James, Reeve, and John Bethune, J.P., at the International Bridge on Saturday, charged with infraction of the Public Health Act. They pleaded guilty and were fined fifty dollars and costs each. The fines and costs were paid by F.C. Hibbard, one of the owners of the scows, who was also fined \$50 for an infraction of the same Act. A bond was entered into by the offending dredging company, binding themselves under a heavy penalty not to commit the offence again. The tug and scows were seized by the Collector of Customs for breaking bulk in Canadian waters and the Ottawa authorities have imposed a fine of \$4500 on the vessels, one-half their value.

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*June 21, 1895*

The steamer *Newsboy* has gone into commission again and on Sunday commenced running between Detroit and McSweeney's new Lakeside Hotel, two miles below Mt. Clemens.

The steamer *North Land* made the run from Cleveland to Detroit Wednesday of last week at a speed of 22.8 miles per hour, breaking the record of the *North West* for the same distance by a considerable margin.

Ice machinery in the hold of the *North Land* cools 4500 cubic feet and freezes over a half ton of ice daily. A crew of 147 is required to operate the boat, forty-four being employed in looking after engines and boilers.

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June 28, 1895

Eighteen years ago the sail and steam vessels of the world were equal. Today the proportion is over six to one in favor of steam. The wooden ship is being crowded off the sea even more rapidly than the horse is being pushed off the land.

The Menominee Transportation Company has decided to build a new steel steamer to take the place of the *Norman*, recently sunk on Lake Huron by the Canadian steamer *Jack*. It will cost about \$200,000 and may be 400 feet long, in which case it will be the largest on the lakes. It will be built by the Globe Company of Cleveland.

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Marine News of 1895 continues  
in the next issue of Echo Soundings  
Coming September, 2001

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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.
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 propeller steamer with all cabins and machinery situated aft.
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.

