

Echo SOUNDINGS

MARINE NEWS of 1895-96

Excerpts from the
Amherstburg Echo



Volume IV, Number 3
Fall 2001

Marsh 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 127 years, and occupies the building constructed for the *Echo* in 1915.

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

July 5, 1895

The steam barge *J.S. Fay*, with two consorts in tow and bound down, went aground on Grassy Island between Mamajuda and Grassy Island lights during Monday night. She was two feet out and considerable of her cargo had to be lightered before she was released by the *Saginaw* on Thursday morning.

The *Victory*, the largest steamship on the Great Lakes, was launched in the Calumet River from the Chicago shipyards at 3:30 Saturday afternoon. The *Victory* is owned by the International Transit Co. and will be in service in the iron ore trade between Lakes Superior and Erie, with occasional trips to South Chicago. She has 380 feet keel, is 400 feet over all, 48 feet beam, 28 feet depth of hold and 1600 horsepower. The cost of the boat was \$225,000. A sister ship, the *Zenith City*, which will be an exact duplicate, is being built for Duluth capitalists.

The little tug *Harley*, with the new barge *A.W. Comstock* in tow, stopped here on Sunday afternoon for fuel. After loading one side, the tug was turning around when the engineer mistook the signals and, instead of checking and stopping the engine, opened it wide open, so that the tug ran bow on into Shipman's dock, giving her an awful shaking up. A hole was made in her side, the seams between the deck and cover boards were opened up and her steam pipe was broken. It was feared that she would sink at once, but the coal that had been put on her was taken off and she was towed down to John Fraser's dock. The tug *Dan Connelly* towed the *Comstock* to Sandusky. On Monday, Collector of Customs Gott seized the *Harley* for infraction of the customs laws in calling at Canadian ports on the St. Clair River without reporting.

July 12, 1895

The U.S. steamer *Michigan* called at Amherstburg last Friday on her way from Cleveland to Detroit to take the naval brigade out for a cruise. Commander Berry is not on her this year, having been stationed at the Naval School at Newport, while Lieut. Reese is with the Chinese squadron. Only three or four of last year's officers remain. U.S. Consul Patton made an official visit while she lay here and was honored with a salute on his departure.

The water in the St. Clair River is about three inches higher than it was in

the middle of June, and the water in Lake Huron is rising.

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July 19, 1895

On Monday the *Saginaw* released the steamer *Thomas Davidson* at Grosse Point after lightering 150 tons of cargo.

The schooner *Lone Star*, loaded with coal for the Mullen-Gatfield Coal Co. at Sandwich, went aground on Sunday night on Elliott's Point, below town. She was out six inches forward and four inches aft and had to lighter her cargo.

The Grummond tug *Swain* came down on Sunday with the largest cedar raft ever brought down the river. The raft belonged to the Cleveland Cedar Company of Cleveland and goes to Delray. E.F. Allen, general manager of the company, states that the raft contained 12,000 telegraph poles, 25,000 ties and 50,000 posts.

The big steam barge *Majestic*, loaded with ore and bound down, went hard aground on a shoal about four miles southeast of Point Pelee Light on Saturday night. The steamer *John Craig* tried to release her, but without success, and the tugs *Saginaw* and *Washburn* were sent for on Sunday morning. The steamer was in amidships and after throwing 150 tons of the ore overboard and lightering about 200 tons on the *Saginaw*, she was released on Sunday night. The shoal on which the *Majestic* grounded has evidently only formed recently, as big boats were passing on both sides of her without striking. Capt. Hagan of the *Majestic* says he never knew that there was a shoal where his boat struck.

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July 19, 1895

THE DEEP WATER CHANNEL.-Colonel Poe's Report.-Colonel O.M. Poe, in charge of the work of improving the rivers and harbors on the Great Lakes, has made his annual report to Washington. He has supervision of the ship channel connecting Chicago, Duluth and Buffalo. The object is to obtain a 20- and 21-foot channel connecting all these lakes. Appropriations have been made and the work placed under the continuing contract system, so that it will be continued steadily. Colonel Poe says the ultimate attainment of a navigable depth of twenty feet was foreseen when the projects were adopted for improving St. Mary's River at the falls and Hay Lake Channel, the St. Clair and Detroit Rivers. The cost of the entire project for a deep water channel is \$3,340,000, of which \$1,750,000 has already been appropriated. The Sault Ste. Marie Canal is an important feature of the waterway connecting Lake Superior with the other lakes. Colonel Poe says there has been an increase of all traffic through the canal except wheat, which has fallen

off 3 per cent. Flour has increased 10 per cent, which more than covers the decrease in wheat. The total freight traffic has increased 20 per cent and the passenger traffic 36 per cent. Work has favorably progressed on the St. Mary's River at the falls to obtain a twenty-foot channel. This improvement is expected to cost \$4,738,865, all of which has been appropriated, and \$2,872,073 has been expended. The twenty-foot channel at Hay Lake was estimated to cost \$2,659,115, of which \$2,165,000 has been appropriated. The work is now so far advanced that no additional appropriation will be necessary. At St. Clair Flats eighteen feet of water has been obtained and no further work is being done until the other projects of the deep waterway are more advanced. Satisfactory progress is being made on the Detroit River, but only a small amount has been expended during the year.

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July 19, 1895

**CAPT. RALPH HACKETT KILLED.-With Two of His Crew, in the St. Clair Canal.**-A terrible accident occurred at 11 o'clock on Wednesday night in the St. Clair Flats Canal, in which Capt. Ralph H. Hackett and two members of the crew of the tug *Torrent* were killed. The *Torrent* was bound up light and met the steam barge *Sitka*, bound down with the schooner *Yukon* in tow, in the canal. In some way the tug got foul of the towline, which swept the tug from bow to stern, carrying away the pilot house and the smokestack of the tug. Captain Hackett was on duty with John Cattnach of Marine City at the wheel and Daniel Canary of St. Clair as watchman, and after the line had gone over the tug, Captain Hackett was found dead with his head stove in and one ear gone, watchman Canary's both legs were cut off and he bled to death in a short time, while the body of the wheelsman could not be found. Captain Hackett's wife was aboard at the time and was sleeping in the room aft of the pilot house, but escaped injury. The tug *Torrent* is owned by Alger, Smith & Co. of Detroit and was on her way to Lake Huron for a raft.

Capt. Hackett leaves no children. His widow is comfortably provided for in her own right as well as by a snug little fortune accumulated by the captain. When Mrs. Hackett, who was on board the tug, awakened to find her husband dead, with his head crushed almost beyond recognition, her screams were frightful and it was feared that she had suddenly become insane in her terrible grief over the loss of her husband. His aged mother is nearly deranged over the loss of her son.

One of the theories of the accident is that the tow was shifting in her course, first toward one side of the canal and then toward the other. In trying to avoid her, the tug ran into the schooner's jib-boom and with scarcely a second's warning, death

came to three men. Another theory is that the tug ran under the schooner's tow line. The engineer felt the shock of the collision and reversed the engines. Running up to the deck, he found that the pilot house and smokestack were gone; that Capt. Hackett was dead; Canary was dying; and Cattnach was not to be found. The captain of the *Sitka* saw that an accident had occurred and came back to ascertain the trouble.

Capt. Ralph Hackett was the eldest son of the late Captain Thomas Hackett and was born in Malden Township, where he resided with his parents till they moved to Detroit 13 years ago. He early began sailing and for several years was mate on boats owned by Alger, Smith & Co. On the death of his father last September, he was promoted to the captaincy of the tug *Torrent* and he has held that position all this season, the boat being engaged altogether in towing rafts. He was 35 years of age and three years ago was married to Miss Burnett of Cincinnati, Ohio. His mother, who is a sister of Edward W. Honor of Malden, is still living in Detroit, and three brothers - Percy, Thomas and Norman - and one sister, Augusta, also survive.

The funeral will take place from the family residence, Detroit, at three o'clock.

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July 26, 1895

Tug Grace A. Ruelle Seized.-This Time by Michiganders.-Sheriff Emery Mills of Monroe County, with a force of twelve deputy sheriffs, proceeded on the steam yacht *Clara S.* on Thursday of last week to a point one mile from the American shore and four or five miles below the mouth of the Detroit River and took possession of the tug *Grace A. Ruelle* and scow *Lampton*, engaged in unloading garbage in the lake, and arrested the crews of both boats. The seizure took place shortly after noon. The crew of the tug *Grace A. Ruelle* consisted of Captain Anthony Gurney, Engineer Taylor and Fireman Quinn. The crew of the scow consisted of four laborers employed by the Detroit Sanitary Works. Sheriff Mills placed two of the laborers on the steam yacht in charge of several deputy sheriffs and took them to Letts' coal dock, near Twenty-first Street, Detroit. The tug and scow followed with the remainder of the men. As the scow touched the dock at Letts' slip, two of the prisoners, the laborers employed in unloading the garbage, stepped from the scow to the dock and speedily disappeared. Then Captain Gurney told the sheriff that he would like to go to a telephone and call up Captain Ruelle. The sheriff obligingly let him go, and Captain Gurney forgot to come back.

The dock was meanwhile filled with employees of the garbage company, who were guying¹ the sheriff and his deputies and threatening to cover them with garbage if they stepped ashore. A big man, who was one of those arrested by the Canadian authorities several weeks ago, was particularly demonstrative, and offered to rescue the remainder of the prisoners if Superintendent Rexford of the Sanitary Works would only give the word. After counting up his prisoners, and finding that but four remained, Sheriff Mills placed a deputy sheriff in charge of the tug with instructions to keep Engineer Taylor in custody, and with the other prisoners started down the river in the steam yacht. The two laborers were placed in the bow of the boat under a guard and Fireman Quinn was left in the stern. The sheriff and his deputies were up forward swinging their hats and applauding themselves at the skill they had displayed. When the boat had gone about twenty-five feet from the dock and while the sheriff and his deputies were creating considerable of a hubbub in the front of the boat, Fireman Quinn jumped overboard. He swam to the dock and was out of sight before the sheriff and his crowd could return to land. The sheriff, who is a big man with side whiskers, ran after the fleeing fireman until his face was red, excepting where it was black from the coal dust, but he did not catch him. The escape of the fireman naturally caused considerable confusion, and the deputy in charge of the engineer and the tug stepped up on the dock to see what it was all about. While he was gazing at the running sheriff and the other details of the scene, Engineer Taylor dove from the tug and disappeared from view under the water. At first the deputy sheriff could not imagine what had become of him, but it was afterwards found that the engineer had swum under the wharf and while he was trying to find a way out of it two small boys with a skiff rowed under the wharf and took Engineer Taylor to the dog pound wharf, and he was soon out of sight. Sheriff Mills, with the two laborers remaining from his capture of seven men, proceeded to Monroe on the steam yacht.

The Death of Ralph Hackett.-Particulars of the Accident.-Later accounts confirm the statement that the tug *Torrent* was raked by the towline of the *Yukon*. Wheelsman Harry Clark gives a very circumstantial account of the whole affair, having been an eyewitness. He had just taken the wheel from the missing man, John Cattanach, who was knocked overboard and drowned. The cause of the catastrophe was the unmanageable state of the *Yukon*, which was swinging from side to side of

¹ ridiculing

the canal, striking each pier alternately and rendering escape almost impossible. Clark says:

"Capt. Hackett had been going ahead slowly, hoping to get through between the schooner and the east pier, but after she struck this pier he realized that to continue this meant collision head on, in which we would get the worst of it and would go to the bottom and be drowned beneath the schooner. He had blown one whistle to the schooner, but she was totally unmanageable and kept on for us. At this moment Hackett blew the backing signal and he repeated this twice, indicating to the engineer that the engine must be opened out to its limit of power, and the engineer obeyed. At the same time, in answer to his order to starboard hard and to get the tug away from the pier and the oncoming schooner, I, then standing on the left side of the pilot house, put the wheel hard over.

"But it was too late. Hardly had the tug begun to answer her helm than the towline of the schooner caught us on the port bow just at the conjunction of the upper deck with the light rail. The line tautened and the *Torrent* heeled away over to starboard and remained in that position several minutes. This position saved the texas² from being carried overboard completely, for the towline began climbing up toward the smokestack, demolishing the pilot house and taking off everything except the yawl in the stern and the texas. Cattanach, who had been standing forward on the port side, was knocked overboard.

"When the pilot house went into kindling wood I went beneath it, and, to save me, I cannot tell how I am alive this minute. But it seems that the doors and pieces of scantling and the wheel fell in such a position over me that I only received this bruise on my cheek and some on my body. I had not lost my senses at any time and when I gathered myself together and saw that no legs nor arms were crushed, I made an effort to rise. To my surprise the wreckage easily gave way to my struggles, and I soon shook myself clear of it."

Louis Miller, a watchman, who was asleep at the time and came on deck just as Capt. Hackett was dying, does not think that the captain was ever conscious after being struck. Mrs. Hackett seemed out of her mind and was with difficulty restrained by Miller from throwing herself overboard.

Capt. Benham of the steamer *Sitka* was of the opinion that Hackett was in no way to blame. The latter was in a tight box and while he might have escaped the

² a deckhouse on the uppermost deck for the accommodation of officers

towline by backing sooner, he could not have avoided the schooner sufficiently to prevent crushing the tug with probably fatal results.

The last serious accident in the canal was the sinking of the schooner *H.W. Sage* some five years ago. At that time the water was shallow in the canal and the grounding of boats there was of common occurrence.

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July 26, 1895

The case of the Government against the steamer *City of Windsor* for damages to the Welland Canal on the 30th of May, 1894, was tried before his Lordship Judge McDougall at St. Catharines on Thursday of last week. Judgment for Crown, \$3581.65 and costs against the ship and Detroit Bank. Cox and Eccles for Crown. Caniff for judgment creditors. Vessel ordered to be sold.

On Wednesday evening of last week Edward Theal, employed on the Sheboygan dredge No. 2, was assisting to hoist the anchors on the dredge when his left hand was caught and badly injured, the first and fourth fingers having to be cut off at the first joint and the second and third fingers at the second joint.

The excursion of the Wesley Methodist Sunday School and the Sabbath schools in No. 2, Malden, and in Anderdon to Detroit and Belle Isle on Wednesday was largely attended, the steamer *Imperial* leaving here at 8 o'clock with a full load. On her return in the evening and when opposite Fighting Island, the rudder chain of the boat broke and she was delayed half an hour in getting back to Amherstburg. About \$7 was cleared over expenses.

On Thursday next, August 1st, the steamer *Imperial* will make an excursion trip from Amherstburg at 8 a.m., landing passengers at Sandwich for the Emancipation celebration there and at Windsor for the celebration in that city. Returning, she will leave Windsor at 4 and Sandwich at 4:20 p.m. Fare for the round trip, 35 cents.

The Mullen-Gatfield Coal Co.'s new dock below Wigle's mill is just about completed and the derrick will be moved from the foot of Murray Street to the new dock at once. Auguste Bastien has the contract of moving it. The new dock is 300 feet long and 65 feet wide. It is filled in with the earth dredged out from the slip made inside of the dock and is, without doubt, as good a dock as can be found. Inside of the slip the firm will level the ground so as to put up sheds for the retail coal trade.

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August 2, 1895

The Canadian steam barge *Orion*, with the barges *Albatross*, *Waubauskene* and *Neelon* in tow and all loaded with square timber was rounding to in the river opposite town on Saturday morning when the *Waubauskene* went aground on the east side of Bois Blanc Island opposite Fraser's old dock. The steamer tried to release her but without success and a quantity of her timber was thrown overboard and rafted. On Sunday afternoon she was released. In the meantime the *Neelon* drifted on the bank and the water lowering left her very hard on, so that when the *Orion* and *Boynton* tried to pull her off on Sunday night the towline parted. On Monday the crew began lightering the *Neelon*.

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August 9, 1895

W.A. Bradley's steamer *Alva* was run into by whaleback 117 in Hay Lake Channel on Thursday of last week and sunk. Divers have been at work on her.

On July 27th, the captain of the Canadian schooner *Dauntless* refused to give the captain of the United States revenue cutter *Fessenden* manifest of his cargo when stopped on Lake Huron and asked for it according to law. The schooner was fined \$500 for the violation of the law and on arrival at Cleveland was libelled for that amount.

Three rafts were entered at the custom house at Bay City on Friday from Canadian ports. One was for the Minnesota Lumber Company containing 2,763,086 feet, valued at \$37,600, from Spanish River, Ont.; one for James T. Hurst containing 2,000,000 feet, valued at \$20,000, from Spanish River, Ont.; and the third for Holland Emery Company containing 2,350,000 feet, valued at \$18,000, from French River, Ont.

Alexander Ross, aged 25, of Port Lambton, watchman on the steam barge *Maritana*, while the boat was passing up the Detroit River fell into an open hatch and struck on his head, rendering him unconscious. The injured man was taken to the hospital in Detroit, where it was found that he was suffering from concussion of the brain and a fracture at the base of the skull. It is not thought that he can survive.

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August 16, 1895

In consequence of the prevailing low water, vessels will not be allowed to enter the Welland Canal drawing more thirteen feet six inches of water.

The lake schooner *Erie Belle*, Capt. Manson, has begun her long-talked-of

New Brunswick trip. She left Toronto for Fairhaven to load general freight for Chatham, N.B., and St. John. She has been chartered to take back a cargo of cement for Brown Bros. of Hamilton.

The wrecking tug *Saginaw* on Sunday released the steamer *Normandy* at Grosse Isle after lightering 200 tons of coal. She also released the steamer *Alcona* on Monday at Grosse Point after taking off 100 tons of coal. At 2 a.m. on Tuesday she also pulled off the steamer *J.F. Eddy*, loaded with grain from Chicago, at St. Clair, Mich. The *Wales* was working on the steamer *Havana* and consort at the flats, where they were aground.

Capt. Geo. McKay of Cleveland spent Saturday, Sunday and Monday with Andrew Hackett. On Monday he inspected the work at Ballard's Reef and had the Messrs. Hackett put two spar buoys - one red and one black - on either side of the channel. Finding the water low at the mouth of the river, he gave orders to have two float lights placed - one on the New York shoal and one on the Boston shoal - the former will show one red light and the latter a red with a white light above it. They were first lighted on Wednesday night.

The Detroit Dry-dock Co. has just closed a contract with the Russian Government for the construction of three car ferries to cross Lake Baikal, in the middle of Siberia, and thus connect the two ends of the Great Siberian Railroad, which that government is building to the Pacific Ocean and the primary purpose of which is to develop the great mineral and agricultural resources of that country. It is a contract that for magnitude has never been approached by this or any other company of lake shipbuilders, for each of the three boats will cost at the least calculation \$800,000.

The steamer *Russia* of the Lackawanna Line and the steamer *Britannic*, ore laden, had a collision in the Detroit River between Ballard's Reef and Mamajuda lights about 5 o'clock on Friday evening, resulting in the sinking of the *Britannic* and the death of a fireman. The name of the latter is not known to the officers or the crew. He was known simply as "Charley" and he shipped at Cleveland. Capt. William Benham of the *Britannic*, in relating the account of the accident, says his steamer was bound down with 1500 tons of ore from Two Harbors when they met the *Russia* coming up. Signals were passed between the steamer to take the port side and the boats were going on their respective sides when the wheel chains of the *Britannic* fouled and she ran directly crosswise of the channel being struck amidships by the *Russia*. The *Britannic* sank in a minute and a half and is lying in mid-channel with her decks completely under water; in fact the only part above the

water being the pilot house and the deck between that and the bow. The *Russia* took off the members of the *Britannic*'s crew, some of whom escaped in a very primitive outfit and all were taken to Detroit, where the *Russia* was put into dry-dock. The *Britannic* is owned by Mr. White of Cleveland and was valued at \$175,000. She is a comparatively new boat and a good carrier. This makes the third large steamer that has been sunk in the Detroit River, the *Kasota* and the *Progress* being the other two. As both of these steamers were raised, the *Britannic* will also likely be raised, though it will require quite a sum to do the work.

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August 23, 1895

From the latest report from the Sault there is a good reason to believe that the canal will be opened by the 1st of next month.

A raft in tow of the tug *Swain* in coming down the river on Tuesday afternoon carried away the lower lightship at the Lime-Kiln Crossing, breaking the line that held the anchor after carrying the anchor into the channel.

John McFadzean, a Scotchman, second engineer of the steamship *Tom Adams*, committed suicide by jumping overboard in the last trip up, about 30 miles below Stannard Rock, Lake Superior. His people all live at Barhill, Clackmannanshire, Scotland. This was his first trip on the *Adams*, he having been second engineer on the *Cambria*.

The propeller *Montana*, bound down with flour and merchandise, struck the wreck of the *Britannic* in the Detroit River below Mamajuda light about 3 o'clock last Saturday morning and stove a hole in her port bow. As she was making water very fast, her captain beached her on the east side of Grosse Île near the dock at which the *Wyandotte* stops. The mate of the *Britannic*, J.F. Auffret of this town, had been keeping a light over the wreck since she was sunk, but on Friday received a telegram to go to Cleveland and there was no light over the wreck that night, though Mr. Auffret had informed parties in Detroit of the fact. The *Wyandotte* came down here to coal on Friday night and on his way Capt. Desana passed several boats, the captains of which he notified that there was no light over the wreck. On Saturday morning the tug *Saginaw* with a diver came down and after patching up the hole in the steamer and lightering part of her cargo, she was released about noon. As the *Britannic* lies in the centre of the channel, she is a dangerous obstruction to navigation. The owners abandoned her to the underwriters and the latter will likely have nothing to do with her, so that the only way the obstruction will be removed is for the Government to take a hand in the matter.



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August 30, 1895

The steamer *City of Rome*, bound up with coal, went aground about 2½ miles southeast of the Dummy lighthouse on Tuesday morning. The steamer *Chicago* tried to pull her off, but without success, and the *Wales* was sent for, but before the arrival of the latter she had worked herself off.

The effects on the lake levels of the opening of the Chicago drainage canal from Lake Michigan across the country to the Mississippi system has been the subject of much discussion among those interested in transportation, the matter being felt to be specially important in view of the unusual low stage of water in the great chain of lakes and rivers this season. The U.S. Government sent General Poe, the engineer in charge of Government workers on Lakes Huron, Michigan and Superior, and two other experts to enquire into the matter and report on the probable effect of the opening of the canal on the water level. The report of the board has been sent in. The engineers give data to show that the waters of the lakes will be lowered from six to eight inches.

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August 30, 1895

The superintendent of the Welland Canal has issued an order to allow no boats in the canal drawing more than 13 feet 6 inches.

Some of the Detroit papers have been finding fault with J.F. Auffret of this town, mate of the *Britannic*, for not keeping a light over the wreck on the Friday night. Mr. Auffret was in the employ of the *Britannic*'s owner, J.W. White of Cleveland, and on receiving a telegram from Mr. White on Friday to go at once to Cleveland, O., he went to Detroit and notified J.W. Westcott that he would not be on hand to put a light over the wreck that night. If the blame for not having a light over the wreck is to be put on anyone, it surely should not be Mr. Auffret, but the underwriters who had charge of the wreck, the owners having abandoned her to them.

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September 6, 1895

The *Aurania*, said to be the largest lake steel vessel afloat, was launched at Chicago on Saturday.

Capt. F.B. Hackett left on Tuesday morning for French River for his tug *Home Rule*, which will be stationed here for the rest of the season for wrecking purposes.

The tug *Protector* was coming down the river on Saturday afternoon with a raft and was being assisted by the tug *C.D. Thompson* when the northeast wind carried the tail end of the raft on the head of Bois Blanc Island and a number of logs were left there.

The tug *D.N. Runnells*, employed by the Sheboygan Dredging Co., was tied up on Saturday on an action brought by the owners of the steamer *Imperial* for \$25 damages caused by collision and injury done to the fantail of the *Imperial* by the tug some days previously. The claim was settled and the tug released on Monday night.

The steamer *H.D. Coffinberry*, bound down with ore, went aground near the black stake at Bar Point about daylight on Saturday last. The tugs at work with the dredges nearby tried to release her that day but without success. On Sunday, after shifting part of her cargo, she was released by the tugs *C.D. Thompson*, *Evelyn* and *C.E. Benham*.

For a distance of about 15,000 feet up the mouth of the Detroit River from Bar Point light station, Lake Erie, there is now a channel fully 21 feet deep and 400 feet wide. The channel is to the eastward of the line centering Bar Point lighthouse³ and Bois Blanc light. The east bank of the channel is at present marked by only three red stakes, but Capt. McKay of Cleveland has written Chief Engineer Anderson of the Canadian Marine Department, asking him to cause a line of buoys to be placed to the eastward of the channel, the stakes to be placed not more than 1200 or 1500 feet apart. On the west side of the centre line, Bar Point light station to Bois Blanc light station, the dredging contractors, L.P. & J.A. Smith of Cleveland, are at work on another 400-foot cut, so that when the dredging, which is a part of the twenty-foot channel project, is completed, there will be a channel of 800 feet in width instead of 400 feet, as at present, between the two points. The Messrs. Smith confidently hope to finish up this work before the close of navigation.

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September 13, 1895

The schooner *Selkirk*, loaded with coal for Sandwich, went aground between the two lightships at the Lime-Kiln Crossing last Friday morning. There is only nine feet of water in some places on the west side of the channel, as when the dredges were making the channel there a quantity of the stone was thrown up on the

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<sup>3</sup> Detroit River Lighthouse

side. The *Selkirk* was released on Friday night by the tug *Saginaw*.

The tug *S.S. Stone* left Cleveland, O., on Saturday night with the barge *Pacific* in tow. The barge was loaded with over 200 tons of coal for L.P. & J.A. Smith Co.'s dredges and tugs at work near here, but there was such a heavy sea outside that about 40 tons of the coal were washed overboard. The boats reached here on Sunday night.

Capt. George P. McKay, secretary-treasurer of the Lake Carriers' Association, spent a couple of days last week at Bois Blanc Island and at other places near the mouth of the river on business for the Association, and while here instructed Andrew Hackett of the Bois Blanc Lighthouse to maintain a float light about 100 yards below the island and to the west of the channel, which at that place is quite narrow.

The scow *Charles W. Chambers*, hailing from Grosse Île, passed up the river yesterday (Thursday) morning on her maiden trip. This is the boat that was launched a year ago last spring at the foot of Grosse Île after having been twelve years in building. She is named after her owner, builder and captain and was built mostly out of driftwood, the timber having all been cut up with a handsaw by Mr. Chambers, two of whose sons worked with him during the winters and are with him on the scow.

The Canadian ship canal at Sault Ste. Marie was informally opened on Saturday afternoon by the Canadian passenger steamer *Majestic*. She passed into the lock at 2:10 o'clock. The gate machinery worked perfectly. Nine minutes elapsed from the time the steamer entered the lock until the opening of the upper gates. The *Majestic* had a big excursion party aboard, nine of the Dominion officials being present. The opening of the new waterway, which consummates Canada's great system of canals and which gives her unbroken communication from the head of Lake Superior to the Atlantic, was achieved with no demonstration other than that afforded by the craft on both sides of the river, which whistled their heartiest. The canal was thrown open to the commerce of the lakes on Monday morning. The depth of water is 23 feet at the lower level and the canal is used by most of the large American steamers.

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September 27, 1895

The steam barge *Helena*, loaded with corn, went aground at Russell Island near Algonac on Thursday of last week. The *Saginaw* went to her assistance and, after lightering 10,000 bushels of her cargo, released her and brought her to Detroit

on Sunday morning. The *Helena's* stern bearings were carried away and the *Balize* towed her from Detroit to Buffalo. In addition to this job, the *Saginaw* last week released three steamers that went aground at Grosse Point.

During the storm on Sunday last a number of the boats suffered considerably. The schooner *E.R. Williams*, iron ore laden from Escanaba to Toledo, sank on Sunday night on Green Bay. The crew were saved. The *Williams* was in tow of the steamer *Santa Maria*, which returned to that port on Monday afternoon and reported the wreck. The schooner *J.B. Comstock*, in tow of the steamer *Viking*, foundered off Stannard Rock in Lake Superior Sunday morning in 400 feet of water. She was tossed around for five or six hours. The crew were picked up in lifeboats by the steamer *J.J. McWilliams*. The schooner *C.H. Johnson*, owned and commanded by Capt. Hiram Henderson, was wrecked at Grosse Cap near St. Ignace. The crew were taken off without loss of life. She was loaded with building stone, was valued at \$4000 and insured for \$2000.

The Dominion dredge *Ontario* and tug *Sir John* are being laid up at the M.C.R. slip, Capt. Gavin having received orders on Friday last to cease dredging operations here. The dredge has done a good deal of work in the vicinity of the new docks of the Mullen-Gatfield Coal Co. this season and there is now 18½ feet of water for a considerable distance below that wharf and plenty of water in front of nearly all the docks. The removal of the New York shoal below town is too much of a job for the dredge and it is understood that the drill to be brought here next spring from Little Current will undertake that task next season. As soon as the dredge and tug are laid up, which will be about Wednesday next, the members of the crews will leave for their own homes. The cause of the dredge stopping work so early this season is that the money appropriated for that work has been all expended.

The schooner *Adriatic*, loaded with iron ore, was aground at the Lime-Kiln Crossing on Sunday last from 8:30 in the morning till about 2 p.m., when she was released by the tug *Saginaw*. The schooner was bound down in tow of the Bradley steamer *H. Chisholm* and after another tow passed them just above the crossing, the *Chisholm* tightened up on the line, which parted. One of the *Adriatic's* anchors was let out, but the vessel had such headway that the anchor chain broke. The other anchor was then dropped, but it met a similar fate and the vessel went on the rocks on the east side of the channel near the M.C.R. lower slip. After being released, she was brought to the dock here, an anchor was bought from Capt. F.B. Hackett and the two boats proceeded on down. The vessel's two anchors were dropped in the

channel, one to the east and the other to the west of the ranges. On Monday Herman Kallman received orders from the Detroit office to locate the anchors and keep lights over them until they are removed and with his men he began work there at once. With one of the anchors is about 50 fathoms of chain and with the other about 15 fathoms.

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October 4, 1895

The wooden steamer *R.P. Fitzgerald*, bound up, struck a large rock in the west side of the channel opposite the foot of Murray Street last Sunday afternoon. It was feared that she had stove a hole in her and she came to an anchor, but no damage was sustained and she continued on her way up.

The steamer *H.S. Pickands*, coal laden, with the schooner *Marengo* in tow, about 10:30 on Tuesday morning went aground at the Lime-Kiln Crossing on the west side of the channel below the lower lightship. She went on a lot of rocks just at the turn and began leaking. The tugs *Saginaw* and *Home Rule* began working on her about 1 o'clock. It is said by some who know the channel that the lightships are too far to the westward. She was released in about two hours.

The steamer *Kershaw* and consorts *Moonlight* and *Kent* were driven ashore near the mouth of the Chocoley River, four miles east of Marquette, at 3 o'clock on Sunday morning. The *Kershaw* struck on a reef about three-quarters of a mile from shore and five hours later broke in two amidships, the forward portion going to pieces. The two schooners are high on a sand beach, just east of the mouth of the river, and are apparently not much damaged. All hands were taken off the *Kershaw* by the life-saving crew after a thrilling experience, while the crews of the schooners walked ashore.

The steam barge *Helena*, bound up with hard coal, parted her wheel chains just after turning into the Lime-Kiln Crossing last Saturday evening at 6:30 and went aground on the east side of the channel below the crossing. The tugs *Saginaw*, *Wales*, *Home Rule* and *Kittie Haight*, after pulling on her from 11 o'clock that night, released her at 3:30 the next morning, but the steamer went aground again a few minutes later, this time on the west side of the channel at the head of Bois Blanc. The *Wales* and *Saginaw* lightered a quantity of her cargo and she was released at 3 o'clock Sunday afternoon and towed to Detroit. Just as the *Helena* was first released, the Ogdensburg liner *Walter L. Frost* was bound up the river and was holding up in the stream till the channel became clear, when she went on the east side of Bois Blanc near the head of the island and just below where the *Helena* was

aground the second time. The tug *Balize*, assisted by the *Home Rule* and later by the *Haight*, released the *Frost* at 1:30 in the afternoon.

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October 11, 1895

The last raft of the season from Georgian Bay, in tow of the *Charlton* and *Niagara*, has arrived at Bay City.

The steel schooner *Aurania* broke her own record at Ashland on Tuesday. She loaded 4000 tons of iron ore, which is 100 tons more than her previous record and 700 tons larger than any other boat loaded on the lakes.

This is likely to be the best fall for vessel owners that they have seen for many years. Shipping is now moving lively and the demand for vessels very active. From the head of Lake Superior \$1.75 was paid on ore to Buffalo and the Escanaba rate went to \$1.25 in two jumps.

The steam barge *Africa* was reported lost on Lake Huron on Monday. Her consort, the *Severn*, went ashore on Royal Island and is a total loss, her crew being saved by some fishermen after being in the rigging twenty hours, and are now at Stokes Bay. Later reports say the *Africa* arrived at Owen Sound, but her arrival is not yet confirmed. She carried a crew of 12. Her officers are well-known here, the *Africa* and *Severn* having been engaged in carrying stone from Amherstburg to Sault Ste. Marie for Ryan Bros. for several seasons.

An order has been issued by the Welland Canal authorities limiting the draft of vessels in the canal to 13 feet. The normal draft is 14 feet, but a reduction to 13 feet six inches was made two months ago. This nearly ended the business of the canal, and this last reduction of draft will practically end it in the through grain trade from the upper lakes to Montreal via Kingston.

The tug *Kittie Haight*, bound up with the schooners *Itasca*, *Mary* and *D.S. Austin* in tow, met the steamer *Parks Foster* in the St. Clair River near the bend on Saturday evening about 6 o'clock, and on account of a misunderstanding of signals the *Foster* collided with the *Itasca* and *Mary*, the former sinking in 40 feet of water and the latter receiving a glancing blow that threw her over on the American shore and capsized her in shallow water. The *Foster* was not injured. The *Itasca* is a schooner of 344 gross tons and is owned by C.E. Chilson of Lorain, O., and was coal laden. The *Mary* is a Canadian vessel of 252 tons, owned by Harriet Millard of Sarnia, and is loaded with supplies for the lumber camps.

October 11, 1895

The following are the customs returns of the Port of Amherstburg for the quarter ending September 30th:-Dutiable goods entered for consumption, \$43,290; free goods \$13,681; warehouse \$15,850; total imports \$72,821; duties collected \$8294.13; other revenue \$530.39; total exports \$90,113; total value of port trade \$162,931.⁴

The dredges at work on the 20-foot channel at Ballard's Reef and near Bar Point did not work on Friday and Saturday last out of respect for the late Gen. O.M. Poe and were all draped in mourning. On Saturday the flag on the Customs House flew at half mast for the same reason. The General's funeral took place at Detroit on that day.

The *Imperial* now leaves here at 6 o'clock on Tuesday mornings, instead of at 6 on Monday night, and goes to Kingsville thence to Pelee Island. Heretofore she would lie at Kingsville on Monday night and the change is made on account of the trouble experienced in getting into Kingsville harbor. The boat on Tuesday last took down 100 empty wine barrels for the Pelee Island Wine Co., who are shipping wine from the island in good quantities. The steamer also brings up large consignments of grapes on every trip.

The tug *C.W. Wells* and dredge No. 5 of the Hubbell Dredging Co. caught fire Thursday morning of last week about 9 o'clock while tied at the Alexander dock at Grosse Île, and burned to the water's edge. Both are total wrecks or nearly so, and the loss is estimated at \$18,500, with but \$8000 insurance. They are lying in the shallow water on this side of Grosse Île. It is possible that some of the machinery of the tug may be saved, but, even if it is, the loss will probably reach the sum mentioned.

Two new shoals have been located in the west side of the river opposite the foot of Murray Street, and on Saturday last, acting on orders from Capt. George P. McKay of the Lake Carriers' Association, Andrew Hackett placed a stake buoy over the upper shoal and a lightship over the lower one. There is about 16 feet of water over them, when water is at normal. One of these shoals was struck by the *P.P. Fitzgerald* on Sunday of last week and the other by the steamer *George J. Gould* the next day.

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<sup>4</sup> these figures actually total \$171,758.52.

October 25, 1895

The steamer *F.L. Vance* was aground at Bar Point for ten hours on Saturday last, but worked herself off when the water raised.

At Toronto last week, the steamer *City of Windsor* was offered at public auction at Marshal's sale and a bid of \$1800 was received from W.A. Petzold of Detroit. The boat was withdrawn, as were also the *Chicoutimi* and *Steinhoff*. The bids were too low. The *Windsor* was built at Detroit and cost \$14,000.

The schooner *Nellie Duff*, hailing from Detroit and bound from Pelee Island to Cleveland with a load of gravel, sank two miles off Lorain about midnight Sunday of last week. One man of her crew of four was rescued next morning. He gave his name as George Wilson. Those drowned were:-Capt. Peterson, master of the boat, lived in Cleveland; John Hagerman, seaman, Cleveland; and an unknown sailor. A high sea was running on Lake Erie at the time of the disaster.

The big wooden steamer *John Craig*, bound down with wheat, struck a rock opposite Ballard's Reef shortly after noon on Sunday and to keep her from sinking in deep water was beached on the upper end of Stoney Island to the west of the Lime-Kiln Crossing. She rested on a boulder, which caused her decks to spring up about a foot amidships. The tug *Wales* came down that night with three steam pumps for her and they were set to work next morning pumping the grain out of her.

Capt. George P. McKay of the Lake Carriers' Association arrived here on Sunday afternoon from Cleveland to look after matters pertaining to navigation. On Monday, with Col. Kallman, he went over the course from Ballard's Reef to the Lime-Kiln Crossing and instructed Andrew Hackett to have buoys and lights maintained along the channel between those two places. The dredges at work there have rolled boulders into the channel and it was on one of these that the *Craig* struck on Sunday.

U.S. Secretary of the Navy Herbert has at last settled the perplexing problem of awarding contracts for the new gunboats. Two will be built by the Union Iron Works of San Francisco, two by the Detroit Dry-dock Co. and the others by eastern firms. While these gunboats will not be actually launched at Detroit, the work will be practically done there. They will be of 975 tons displacement. Every part of the vessels will be manufactured in that city and the materials shipped to Seattle, Wash., where they will be put together and the ships launched.

The steamer *John Oades*, coal laden, bound up, struck an obstruction in the south channel near Kelly's Island early Wednesday morning of last week. A hole was stove in her bottom and she began to fill. To save her from sinking, Captain T.

when she proceeded on to Buffalo with her cargo of corn and oats. This is the same boulder that the *John Craig* struck on Sunday morning. It is on the ranges and there is but 14 feet of water over it. This was the *Avery's* first trip since she was rebuilt.

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November 1, 1895

The steam barge *W.B. Hall*, owned in Midland and Toronto, is reported wrecked on Manitoulin Island.

Collector of Customs Gott has received word from the owners of the schooner *C.N. Johnson*, sunk near Bar Point, that they intend commencing operations to raise her on Monday next.

The steamer *John Craig*, after receiving repairs at Detroit, was brought back here on Saturday last and the wheat that had been lightered off her was re-loaded. She left here Sunday morning for Buffalo.

The schooner *Henry C. Richards* foundered 15 miles off Little Point Au Sable, Lake Michigan, on Tuesday. Her cargo was 1083 tons of iron ore. The crew were saved in an exhausted condition by the life-saving crew. The schooner was valued at \$17,000.

Two important jobs to be carried out by the Detroit Dry-dock Co. this winter will be the lengthening of the steamers *Fayette Brown* and *E.M. Peck*, owned by the Northwestern Transportation Co. of Detroit. These vessels are each 252 feet keel. It is proposed to add 50 feet to the length by putting the boats in dock and taking them apart amidships. They will, of course, be strengthened accordingly.

The whaleback steamer *E.B. Bartlet* with two whalebacks in tow, all loaded with iron ore, passed here at 11:45 on Wednesday night. At noon yesterday the steamer *Russia* reported here that the *Bartlet* and one of the barges were on the shoal southeast of Pelee Point lighthouse on which the *Page* and *Bielman* grounded recently, and in the afternoon the tugs *Balize*, *Wales* and *Home Rule* went to their relief.

The steam barge *Escanaba*, bound down with iron ore, grounded at Grosse Pointe on Wednesday night of last week and was lightered by the ferryboat *Pleasure* on Thursday. After re-loading her cargo at the mouth of the river here, she continued on her way, but during Thursday night went hard aground below Hackett's dock at Colchester. The tug *Balize* left here at noon on Friday with a gang of men to go to her relief and, after lightering part of her cargo, released her.

The tug *Balize* left here on Monday morning to go to the steamer *C.F. Bielman*, aground on the shoal about 5 miles southeast of Pelee Point lighthouse.

The *Bielman* was loaded with grain and a heavy sea running at the time caused her to pound considerably. After lightering some of her grain and the water rose, she was released that night. On arrival at Buffalo it was found that her cargo was badly damaged and she had six feet of water in her hold. The shoal on which she struck is the same one that the *M.W. Paige* was on a couple of weeks ago.

On account of the recent mishaps due to the low stage of the water, the Lake Carriers' Association have decided to place a red flag on the Mullen-Gatfield Coal Co.'s docks by day and a red light by night when the water is low for vessels of Lake Michigan draft. If the stage of water is still lower, so that it is dangerous for vessels of Lake Superior draft, two red flags, one over the other, will be placed on the coal docks by day and two red lights in similar position will be shown by night. These signals will be displayed from the company's docks at both Sandwich and Amherstburg.

The big steamer *Centurion* stranded at Isle Royale, Lake Superior, on Monday while seeking shelter from the gale. Her cargo consisted of copper, flour and feed valued at \$200,000 and as she was in a dangerous place it was feared she would prove a total loss. The steamer *Penobscot* tried to release her, but it was necessary first to throw overboard 525 tons of copper and 1000 tons of flour, the jettisoned copper being worth \$105,000. She was released on Tuesday night and taken to Duluth, though much damaged. The steamer is insured for \$200,000. Walter Iler of Kingsville is first mate of the *Centurion*.

Owing to the heavy wind from the westward on Sunday night and Monday, the water on the river and lakes was over five feet lower than summer level and over three feet lower than fall level, causing a number of large boats to hold up at Bar Point and at Grosse Pointe. At the latter place 43 of the largest boats on the lakes, all bound down, were aground all day Monday and they did not get away until Tuesday, so that on Tuesday evening there was a regular procession of them passing here. On Bar Point there were also a number of boats aground, but none of them required any assistance to get off.

The large steamer *S.S. Curry*, with 116,000 bushels of wheat from Duluth to Buffalo, in passing other boats opposite town at 6:30 on Tuesday evening was crowded too much to the west of the channel and fetched up on a nest of boulders on the east side of Bois Blanc Island above the waterworks dock. She went on about half of her length, loosening a number of her plates and causing her to leak badly, so that in a very little while her forward compartment was filled and each of her starboard compartments had a foot of water in them. The tugs *Saginaw* and

Wales were at once sent for and at midnight began lightering her cargo. The steamer is owned by the Hawgood & Avery Transportation Co. of Cleveland and both boat and cargo are insured. After 15,000 bushels were lightered on the *Saginaw* and *Wales*, the two tugs, with the *Balize* and *Home Rule*, released the *Curry* at 4 o'clock Wednesday afternoon and brought her to the dock here, where the wheat was re-loaded, and the boat went on to Buffalo.

The *Marine Review* says:-"All of the strandings and heavy losses in shoal water to the eastward and southward of Point au Pelee, Lake Erie, where the schooner *M.W. Paige*, steamer *Presley* and other vessels have struck or stranded, have been due to masters gradually running further north and east than they had been in the habit of doing in the past, before shaping a course down the lakes. There is considerable foul water generally in this vicinity, however, and an effort will be made by Capt. McKay and other officers of the Lake Carriers' Association to induce the Canadian Government to mark the place with a lightship, gas buoy or even a large nun buoy⁶ if nothing better is to be had. The Canadian officials will also be consulted regarding the advisability of discontinuing the present light on Pelee Island and establishing a new light on the north end of the middle ground in Pelee Passage. A light on the extreme north of this middle ground would mark definitely the shoal water which vessel masters have tried to avoid, but have grounded to the southward and eastward of Pelee Point in doing so. It is proposed also to ask the Canadian Government to move the life-saving station from Pelee Island to Pelee Point on the mainland. The life-saving station on the island has been in operation for ten years, but the crew has seldom or ever been to a wreck in all that time. When the schooner *M.W. Paige* was ashore east of the point a few days ago, with crew in great danger, the life-savers on the island were unable to see the wreck or render any assistance, although they were only a few miles from the scene of the accident. Another dangerous shoal in this part of Lake Erie to which the attention of the Canadian Government will be directed is Little's Point, opposite Colchester, where the steel steamer *Vega* struck and encountered delay and heavy loss a few days ago and where the steamer *Corsica* met with a similar fate a year or more ago. The Canadian officials will be asked to station a lightship or gas buoy at this point or to mark it in the best way possible."

⁶ a red buoy with a conical top. Black buoys have flat tops and are also known as "cans."

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November 8, 1895

The steam barge *Kitty M. Forbes* and her consort, the schooner *McLaughlin*, were both aground at Bar Point last Sunday afternoon. The former released herself and the tug *C.D. Thompson* assisted her to release the vessel.

The *H.A. Hawgood*, in tow of the steamer *George F. Williams*, grounded at Bar Point during the fog on Saturday morning and was released by the *Home Rule* and *Petrel* on Saturday night after part of her cargo of coal had been lightered on the schooner *S. Neelon*.

The whaleback *Pathfinder*, loaded with hard coal, went aground on the middle ground at Pelee Passage during the fog last Friday night. The tugs *Wales* and *Balize* tried to release her but without success and on Saturday the tug *Johnson* with steam pumps was sent for. After a large quantity of coal had been pumped into the lake, the steamer was released about 7 o'clock Saturday night.

When the tug *Home Rule* arrived at the shoal southeast of the Dummy on Thursday afternoon of last week, the whaleback *E.B. Bartlet* and her two consorts had gone on their way down the lake, having been released by the Canadian tug *Petrel* that morning after three hours' pulling. The shoal is now marked by a buoy that was placed there by the captain of the *Bartlet*.

Harry Hackett was in Cleveland last Friday and made arrangements with Capt. McKay of the Lake Carriers' Association to place a black spar buoy for day and two white lights for night on the Milwaukee shoal at the head of Bois Blanc Island, where the *S.S. Curry* struck last week. They were put in position on Monday. Boats should pass halfway between it and the red light on the east bank.

John Craig of Toledo says he is figuring with two or three owners for a steel steamer of extreme Welland Canal size and will probably put down the keel for a ship of this kind shortly, even though a contract may not result from the present negotiations. In putting down a ship on his own account, Mr. Craig would probably prefer making the keel length 350 feet or more, but he is conservative in money matters and is not disposed to undertake heavy expense without a purchaser for the vessel. A wooden steamer having gangways and of about 240 feet keel, suited to Portage Lake Canal trade, will be built by the Jenks Shipbuilding Co. of Port Huron on shipyard account. Engines will be of the compound type.

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November 15, 1895

The steamer *Tom Adams* was aground at Bar Point for about three hours

yesterday (Thursday) morning, but was released by the tug *J.P. Clark*.

The steamer *Britannic*, sunk at the head of Grosse Île some time ago, has been raised and a tug is now pulling her into shallow water preparatory to taking her to Detroit.

Capt. Murphy's tug *Henry W. Johnson*, with Capt. Peter Williams in command, last week commenced work raising the schooner *C.N. Johnson*, sunk near Bar Point. The schooner is being raised by pontoons, the latter having been brought down on Monday for that purpose.

Lighthouse keeper David Foster at Port Colborne in his report to the Canadian Marine Department says: "Not for 35 years has the water been lower in Lake Erie than it is today. In the Welland Canal it is only 11 feet 11 inches on the mitre sills." Mr. Foster, in closing his letter, stated his opinion that the deeper the channel is made the lower the water will be. Vessels are carrying from 14,000 to 20,000 bushels less than their capacity.

The steamer *Missoula*, owned by Capt. Wilson and others of Cleveland, loaded with 75,000 bushels of wheat from Fort William to Buffalo, is lying at the bottom of Lake Superior, 15 miles northwest of Caribou, having foundered there on Saturday night, November 2nd, caused by the breaking of her shaft. The crew were saved in the yawl boats but did not reach Sault Ste. Marie until Friday last. The owners had boats out looking for some trace of the boat the greater part of last week. The boat was valued at \$90,000 and insured for \$40,000. The cargo was also insured.

The Dominion steamer *Petrel* on Friday last seized another American tug for fishing in Canadian waters. The tug was the *Telephone*, owned by Mr. Kishman of Vermilion, Ohio, and was seized about 14 miles southeast of the Dummy and, Capt. Dunn says, a mile and a half from the boundary line. Capt. Jones of the *Telephone* claimed he was in American waters. Four boxes of wet nets, seven boxes of dry nets and three boxes of fish were on the tug at the time she was taken. A number of other fish tugs were close by when the *Telephone* was tied up alongside of the *Petrel*. The tug and crew were brought here on Friday night.

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November 22, 1895

The steam barge *J.S. Fay* was detained at Bar Point for some hours on Sunday last but released herself during Sunday night when the water rose.

The steamers *Kearsarge* and *Northern Wave* went hard aground at Sand Beach during the snow storm on Tuesday night and both sustained serious damage.

The Canadian contingent of the Deep Waterways Committee has been named to confer with the able men appointed by the President of the United States to consider the question in its physical and international aspects. Canada will be represented by T.C. Keeger, C.E., Thos. Monro, C.E., and O.A. Howland, M.P.P. of Toronto.

The schooner *J.G. Worts* which was recently wrecked near Tobermory was dismasted on Friday in a heavy wind storm. It is thought she has gone to pieces. The boat and cargo are a total loss, with no insurance. She was a schooner of 309 tons burden and was built at Mill Point in 1874. David Sylvester of Toronto was her owner.

The steam barge *Monteagle*, loaded with hard coal, struck an obstruction in the river opposite the Park farm on Thursday night of last week and her bow swung around on the east bank. The *Home Rule* and *Boynton* tried for some hours to release her, but as the water lowered they could not, and the captain decided to wait until the water rose. On Friday afternoon the water came up and on Saturday morning the steamer was released uninjured by the tugs *Saginaw*, *Home Rule* and *Boynton*. The steam barge *Robert Wallace* was coming into the dock here to have some repairs made to her machinery on Friday morning last when her consort, the *David Wallace*, struck her stern on some obstruction opposite Wigle's mill. The current carried her bow around so that it struck the dock and some of her headgear was carried away. The schooner was loaded with hard coal and as the water lowered, the tugs *Home Rule* and *Boynton* could not release her until the tug *Saginaw* came down in the afternoon, and when the water rose the tugs released her at 4:30 that afternoon.

It has been decided by the Detroit and Cleveland people to run their steamers between the two cities as long as navigation will permit. For a number of years it has been the custom of the line to stop the boats on December 1st, notice to that effect being given the connecting railway companies some days in advance. But it has usually happened that for a number of days after December 1st navigation might have been maintained. For ten years past there have been only one or two seasons when the line might not have been kept open until January 1st.

There was some commotion opposite town on Sunday afternoon last. As the steam barge *Wallula*, with the whaleback *131* in tow, was entering the river, her towline parted and the tow barge cast her anchor. The tug *D.N. Runnells* picked up the *131* to tow her over the Lime-Kiln Crossing and had just got straightened into the cut when the *Runnells'* tiller parted. Her engines were stopped, but the *131* had



such headway that she ran into the tug, breaking her rudder and crushing her fantail. Anchors were cast and the *Home Rule* picked up the *131* and towed her over the crossing, then picked up the *Runnells* and brought her to the dock here. She was taken to the Detroit dry-dock on Monday by the *Home Rule*.

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November 22, 1895

The Detroit River constitutes the greatest maritime gateway in the world. Through it last year there were 52,700 passages of vessels, with a tonnage of 32,600,000, and through the St. Mary's Canal nearly 15,000 of a tonnage of above 13,000,000. The fleet represents an investment of \$75,000,000 and the piers and docks cost \$88,000,000. There were launched at Chicago this year two steel steamers of 6000 tons and other steamers of nearly that size are in commission, while larger steamers are in process of construction.

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November 29, 1895

The steamer *Phœnix*, formerly the *Waldo A. Avery*, has been lying at the dock here since Wednesday awaiting repairs to her engine.

The steam barge *Kalkaska* went aground on the middle ground at Point Pelee during Wednesday night and the tug *Wales* went to her rescue last (Thursday) evening.

The steamer *Norwalk*, bound down, had her tiller broken just after passing the Lime-Kiln Crossing yesterday (Thursday) and was brought into the dock by the *Home Rule*. The tug *Roy* will tow her to Toledo.

The barge *C.N. Johnson*, which sprang a leak and sank near Bar Point several weeks ago, was raised on Monday and towed to the old Fraser dock below town that afternoon. Six chains had been placed under her and with the same number of pontoons, she was lifted up without removing her cargo of coal. The greater part of her deck had been carried away by boats that had struck her, and she was in bad shape.

The steamer *John Emory Owen* and consorts *Michigan* and *Nicholson*, all loaded with coal, went ashore at Lakeside, 18 miles north of Chicago harbor entrance, at 2 o'clock Tuesday morning. The *Owen* fetched up first and the *Michigan* cleared her, going on the beach to the south. The *Nicholson* bumped into the *Owen* and her crew immediately abandoned their boat for the steamer. The wife of Capt. Smith and her young babe, who were asleep in the cabin, were hurried out in night clothes and succeed in getting to the deck of the *Owen* without mishap. The

*Nicholson* then swung around and went on the beach to the south of the *Michigan*. Very soon her mizzenmast fell upon her cabin, smashing it and then the fore and mainmasts went by the board. Big seas swept the decks for an hour or more, and the *Owen* and *Michigan* were scuttled to save them from pounding on the boulders. The *Nicholson* sank with her decks just below water. The *Owen* and *Michigan* are in good shape but the *Nicholson* will be a total loss.

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November 29, 1895

Gen. Craighill, chief of U.S. Government Engineers, asks Congress for \$1,905,000 for improvements on the Great Lakes, of which \$500,000 is for a deep water channel.

Walter Harling, a diver, while at work on the stranded steamer *W.B. Hall* had a narrow escape from death recently. His air hose and life line became entangled in the wreck, but the line was freed in time for him to be pulled up, bleeding from his ears and nose.

The *Marine Review* presents some interesting figures on the magnitude of the work that is being done by the various ship-building firms on the Great Lakes this winter. Twenty-five freight vessels are building. Of these, 12 are steel steamers of the very largest class; four are modern steel tow barges of 4000 gross tons capacity on 14-foot draft; three are wooden steamers and six are wooden tow barges. Five other vessels are in course of construction. All of these are steel. Three are sidewheel passenger steamers and two are steam yachts. The capacity of these boats for a full season Lake Superior draft is estimated at 1,476,000 gross tons and their approximate valuation at \$4,806,000.

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December 6, 1895

On Oct. 5th last the ship *Park Foster*, as she was coming down the St. Clair, met the *Kate Haight* [*Kittie Haight?*], having in tow the schooners *Itasca*, *Mary* and *Austin*. Through a misunderstanding of signals, the *Park Foster*, which is a big American liner, collided with the *Itasca* and *Mary*, sinking both. Capt. Morden, owner of the *Mary* as well as of the *Dominion*, has brought suit against the *Kate Haight* and *Park Foster* and has filed a libel against them. The crew also will sue for loss of personal effects and money, the amount of loss being put at \$5000 in all. The case will come up in the Exchequer court at Sandwich shortly after Christmas. The case will be of importance to marine men as hinging on the rules governing navigation. Hanna & Cowan appear for Capt. Morden and the *Mary's* crew.

The new steamer just bought by the Mutual Transportation Co. and being built by the Globe Iron Works Co. of Cleveland is the largest yet laid down on the lakes, and will be considerably larger than any of the freighters that are placed in the 400-foot class. She will be 432 feet over all, 412 feet keel, 48 feet beam and 28 feet depth of hold. Her triple expansion engines, which are already practically completed, have cylinders of 24, 39, 63 inches diameter and 42 inches stroke. Boilers will be four in number, each of ten feet diameter and 11 feet 8 inches length, allowed 160 pounds working pressure. The total heating surface 160 square feet.

Since the *Shenango No. 1* began running in August, it has carried to Port Dover from Conneaut, O., not to speak of any return freight at all, the following:- 1354 cars of coal, 78 cars of iron ore and manufactured iron of all kinds, 2 cars of stone, 3 cars of pumpkins, 2 cars of walnut logs and 1 each of lumber and coke. The coal weighed 70,408,000 pounds of which over 51,000,000 was for the G.T.R.R.<sup>7</sup> The iron ore, etc., amounted to 2,960,000 pounds, the stone to 80,000, coke 20,000, walnut 80,000, lumber 40,000. Assuming that *Shenango No. 1* brought freight at the same rate for the next nine months that she has during the past three, and there is no reason to suppose that she won't do even better when everything is in good working order, she would carry in the same direction at least 290,000,000 pounds of freight a year and her consort should do equally as well, making a total of freight landed there of about 600,000,000 pounds a year, not to speak of the return freights or the revenue to be derived from passengers, a revenue which, as time goes on, will undoubtedly grow. The amount of duties collected in October was \$6673.20. The *Shenango No. 2* will be in service by next week.

The *Britannic*, which was raised from the bottom of the Detroit River opposite the head of Grosse Île, was towed to Detroit by the *Saginaw* on Monday and was there placed in dry-dock.

The schooner *Queen of the Lakes* was released from opposite Park & Borrowman's factory<sup>8</sup> on Sunday morning and towed to Walkerville by the tug *Home Rule*. She was loaded with rye for Walker & Sons.

The Lake Carriers' Association will likely have a tug placed at Bar Point where the lightship has been for the balance of navigation.

The *F.E. Spinner* (Capt. J. Laframboise) is lying up at Detroit and the *A.A.*

<sup>7</sup> Grand Trunk Railroad

<sup>8</sup> the old Fort Malden grounds

*Parker* (Capt. J.T. Hutton) is going into winter quarters at Chicago.

There are nearly forty boats yet to pass down and it will be about ten days before navigation fully closes, unless the ice blocks up the rivers and lakes sooner.

The Bradley steamer *Henry Chisholm* went on the middle ground at Bar Point at noon yesterday (Thursday) and up to time of going to press had not been released.

Capt. John Jones and wife returned to their home in town on Wednesday evening. The captain has been working in Cleveland for some time and Mrs. Jones had been visiting in Detroit.

The steamer *Harvey H. Brown* (Capt. E.C. Gatfield) passed down yesterday (Thursday) morning with a load of iron ore. She will take a load of coal to Milwaukee, then go to Chicago to lie up for the winter.

The steamer *Imperial* went up on her regular trip to Windsor on Wednesday morning, but there was so much ice in the river that she could not return that evening, and it is altogether likely that she will not make any more trips this season.

The United States steamer *Haze* yesterday (Thursday) towed the Bar Point lightship to Detroit, where she has gone into winter quarters. The Bar Point and Colchester lighthouses will not be closed as long as there are any boats out.

The steamer *S.R. Kirby* (Capt. D. J. Girardin) stopped here yesterday (Thursday) morning on her way to Chicago to lay up for the winter. Mrs. M. Vanidour and children joined the boat and Mr. Vanidour will keep ship on the *Kirby* this winter.

Owing to the floating ice in the lake, the steamer *Imperial* could not make her regular trip from Amherstburg to Pelee Island on Tuesday morning. She started out but got only as far as Colchester, when she was forced to return. The Pelee Island mail was taken down on the *Home Rule*, which left here on Tuesday afternoon. The tug also went to locate the break in the Pelee Island cable. The passengers from the island, who came up on the *Imperial* on Friday last, returned on the *Home Rule*.

The *St. Thomas Journal* of Saturday last says:-"O.W. Shipman of Detroit, the promoter of the scheme to establish a line of coal ferries from Cleveland to Port Stanley, passed through St. Thomas this morning on his way home from New York. Interviewed in regard to his plans, he said he had been at New York to buy an ocean tug for the cross-lake traffic, as such a boat could be bought cheaper than it could be built. Two ferries to carry twenty-six coal cars each, and to be equipped with motive power, will be built during the winter and will go into commission early in

the spring. He expects that the C.P.R. will take its supply of coal via this route, taking it from the L.E. & D.R.R.<sup>9</sup> at St. Thomas. All necessary arrangements, Mr. Shipman said, have been completed, and coal will be delivered at Port Stanley as soon as navigation opens."

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December 13, 1895

The Inman Line tugs *P.B. Campbell*, *Castle* and *Corona* were returning from Marquette to Duluth on Saturday morning last and were rounding Keweenaw Point when a furious northeast storm, accompanied by a blinding snowstorm, struck the tugs, and the first-named foundered with all on board - seven men, all but one being from Duluth.

The four-masted schooner *George W. Adams*, consort of the steamer *Caledonia*, was sunk off Colchester on Wednesday by the ice cutting through her. She is in five fathoms of water and the crew were taken off by the *Caledonia*. As her decks are all underwater it is not likely that any attempt will be made this season to recover her. She is owned by James Corrigan of Cleveland, is loaded with soft coal and is valued at about \$10,000.

The Lake Carriers' Association has presented a petition to the Dominion Government asking for new lights and changes in lights in the vicinity of Point Pelee, Lake Erie, where many strandings occurred during the past season. The Government is asked first to move the life-saving station, now on Pelee Island, to a point on the mainland, as accidents in this vicinity for some time past have occurred near the point and in places where wrecks could not be seen from the life-saving station as at present located; and secondly, it is proposed to remove the light now on Pelee Island to the middle ground. A third request is for the establishment of a lightship to the southward and eastward of Point Pelee, where 20 or more vessels have stranded during the past season. The Government is also asked to station a lightship or large buoy on Little Point, a dangerous spot in that vicinity. In the channel between Bois Blanc Island and Amherstburg, Detroit River, there are numerous shoals that must be removed before full advantage can be taken of any part of the 20-foot channel improvements, and the authorities are asked to put dredges at work at this point as soon as possible.

Trouble From Floating Ice.-The floating ice caused considerable trouble

⁹ Lake Erie & Detroit River Railroad

last week to those boats that ventured either to or from Lake Erie ports, the steamers having consorts having extra hard trouble in making their way. On Thursday of last week the west wind carried the ice to the east side of the channel, and that part of the lake from Bar Point to Pelee Island became almost blocked. On that day the Bradley steamer *City of Cleveland* got aground at Bar Point, the tug *Wales* went to her assistance that night, some of her cargo of coal was lightered and she was released at noon on Friday. On Thursday night the tug *Saginaw* was sent for to go to the *George F. Hope's* consort, the schooner *Fitzpatrick*, fast in the ice below Bar Point, and on Friday morning the tug cut the schooner out of the ice, brought her here and then went on with the steamer and vessel to help them through Lake St. Clair. The tug *Home Rule* was at work on the Pelee cable but came up Friday afternoon and reported that there were several boats fast near that place, among them being the *Nipigon* and two consorts, *Alcona* and consort, *Wilhelm* and two consorts, *City of Naples*, *John Harper* and the four-masted schooner *Tasmania*. It was thought that the latter was aground and the tug *Wales* left for her that afternoon, but could not reach her before dark, so returned here. The wind and weather both moderated on Saturday afternoon and the steamers made their way out of the ice, the most of those bound up lying at the dock here overnight on account of the lightships up the river having been removed. On Saturday the tug *L.P. Smith* arrived from Cleveland to act as a lightship at Bar Point in place of the regular lightship and she will remain there for the rest of the season. The steamer *Wm. Edwards* with the *Golden Age* in tow was rounding to below Bois Blanc, owing to the ice, on Saturday afternoon, when the *Golden Age* went aground and was released by the tug *Home Rule*. Before the tug *L.P. Smith* arrived at Bar Point the steam barge *John V. Ketcham*, bound down with lumber, went on the lightship shoal. Word was sent to Port Huron for the tug *Sumner* and she arrived down on Sunday morning, but the water rose and the *Ketcham* released herself. The steamer *Pasadena*, which had difficulty in getting through the ice, was coming into the dock here at dark on Saturday when she went aground and was released by the *Home Rule*. She left here on Sunday morning but got aground on the east side of the channel at the Lime-Kiln Crossing and was released by the tugs *Wales* and *Protector*. The *Wales* left on Sunday morning for the *Tasmania*, but the latter got out of the ice before she arrived. The tug towed her to Detroit. The steam barge *Porter Chamberlain* arrived here on Saturday night for a tug to go for the schooner *Canton*, which was fast in the ice near Middle Sister Island, the steamer having been forced to let go of her to try and reach the river with her other consort. The *Home Rule* went for the vessel and

arrived here at noon on Sunday with her. The ferry boats *Pleasure* and *Fortune* and tug *Saginaw* preceded a number of boats bound down on Sunday, making a passage for them as far as the Dummy. The *Onaping* also got the same kind of a job. On Monday thirteen large steamers, bound up, passed here before nine o'clock in the morning. On Monday morning the steamer *Panther* and consort *Massasoit*, both loaded with hard coal from Buffalo to Toledo, came here for orders and on rounding to in the river the towline got foul of something and parted, causing both of the boats to go aground on the east side of Bois Blanc Island. The *Home Rule* pulled on the steamer for an hour, but to no avail, and in the afternoon the *Rule*, *Wales* and *Roy* all tried to release her. On Tuesday the *Saginaw* and *Wales* lightered some of her cargo and with the tug *Home Rule* pulled her off. The tugs *Wales*, *Home Rule* and *Roy*, with the *Panther*, then released the *Massasoit*, which was leaking and had several feet of water in her hold. A steam pump was put on her and they lay at the dock here till yesterday, waiting for the tug *Schenck* to assist them to Toledo.

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December 20, 1895

The Welland Canal closed for the season last Friday.

There were sixty-six vessels lost on the lakes during the season of 1895, valued at \$1,266,100.

John Manson, keeper of Colchester Lighthouse, was brought here by the tug *Proctor* last Friday and the light there has been discontinued for this season.

The tug *L.P. Smith* returned to Cleveland last Friday and the tug *Home Rule* took her place to act as lightship at Bar Point, remaining there until Saturday. The Bar Point lighthouse keepers were taken off by the tug *S.C. Schenck* on Friday last and the lighthouse closed for the season.

The steamers *Sitka*, *Olympia*, *Florida*, *Neshoto* and *H.J. Jewett*, all bound down, passed here on Saturday morning, but only reached Bar Point when the ice proved too much for them and they all got fast. The tug *Protector*, on her way to the *Ranney* on Sunday morning, cut them out and they continued on down the lake without any more trouble.

The schooner *Kewaunee* left Buffalo last week for Detroit, but got fast in the ice between Bar Point and the mouth of the river on Thursday and cast her anchor. This was not sufficient to hold her and, the chain being broken, the vessel was carried by the ice to two miles [below?] Bar Point Lighthouse. On Friday the tug *Schenck* went after the schooner and brought her to the dock here, though not before she lost her other two anchors.

The propeller *Avon*, bound down with flour, bran, feed etc., went aground to the east of the channel above Bar Point on Saturday afternoon last while trying to get through the ice. As she was about a foot out all around, it was necessary to lighter her, which the tugs *Saginaw* and *Onaping* started to do on Monday morning, and the steamer was released at noon and brought to the dock here. The ice had broken the steamer's rudder and she had to be taken to Detroit for repairs.

Among several steamers that passed here, bound down with grain, on Friday last was the steamer *R.P. Ranney*, owned by M.A. Bradley of Cleveland. The tug *Protector* preceded them to cut a passage through the ice as far as the Dummy. After the tug began to return to the river it was found that the *Ranney* had several feet of water in her, and to prevent her from sinking in deep water was run on the shoal 3 miles southeast of the Dummy. Her decks were level with the water and the captain and crew reached Point Pelee Lighthouse in safety and on Saturday morning sent here and to Cleveland for assistance, the tug *Protector* being despatched to her from Detroit with steam pump on Sunday and the tug *Chris Grover* leaving Cleveland, also with a steam pump. The cargo was insured, but Mr. Bradley carries no insurance on his boats. The *Protector* and *Grover* released the *Ranney* on Wednesday and took her to Cleveland, where repairs were to be made. Over 5000 bushels were thrown overboard.

The ferry boats *Promise* and *Fortune* preceded a fleet of grain laden steamers, bound for Buffalo, through the ice as far as the Dummy on Tuesday morning. The fleet comprised the *Tioga*, *Tuscarora*, *Gladstone*, *Tacoma*, *H.E. Packer*, *Linden* and *Runnels*. In going down, the *Fortune* received a glancing blow in the stern from the *Gladstone* and part of her upper works were crushed. The steamer *Fred. Mercur* was to have gone with the fleet, but did not get away from Detroit in time, so did not leave until Wednesday morning. Before reaching Bar Point, the ice crowded her over to the west of the channel and she went aground. The *Wales* and *Fortune* went to her at 5 o'clock that afternoon and lightered a quantity of her corn, the steamer being released at noon yesterday and brought to the dock here. She will go down with the *Colonial* and *Avon* today (Friday).

The steamer *Panther*, which had been lying at the dock here for some days, at last got away on Monday. With the tugs *S.C. Schenck* and *Roy* she started out on Saturday morning, but got fast in the ice above Bar Point and in trying to help her out the *Roy* also got stuck. The windrows were very heavy and after the *Schenck* cut both of the other boats out they returned here. A second attempt was made on Monday morning and this time they got as far as Stoney Point, near Monroe, when

the ice proved too heavy for them and the *Panther* became stranded. The tug *Roy* was cut down by the ice and sank in 24 feet of water, the crew all getting across the ice in safety to the other boats. The *Panther's* consort, the *Massasoit*, loaded part of her cargo of stove coal on the *Panther* and on Sunday was taken to Mullen-Gatfield Coal Co.'s dock and the balance unloaded on the dock. The vessel was leaking a good deal and it was thought best to take her to the dry-dock at Detroit. The *Schenck* and *Panther* returned here on Tuesday afternoon and on Wednesday the *Panther* and *Massasoit* went to Detroit, where they will winter and where the *Massasoit* will undergo repairs. The *Roy* was valued at \$10,000 and uninsured. No effort will be made to get her until spring.

The small schooner *Julia Willard*, bound for Kelly's Island from Cleveland for stone, was abandoned by her crew in Lake Erie. A few days ago it was believed that she was lost. A despatch from Kingsville on Wednesday says a small schooner, apparently abandoned, was in the ice two miles off the shore. This was undoubtedly the *Willard*. Yesterday (Thursday) morning, with the aid of glasses, men on the steamer *Fred. Mercur*, aground at Bar Point, could see a two-masted schooner near Colchester, and it was thought to be the same vessel sighted off Kingsville. Her top sails appeared to be set. As the tug *Protector* was expected up last night, she may bring the schooner up with her.

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December 27, 1895

The tug *Saginaw*, which is laid up at Windsor, will receive a general overhauling this winter.

The Cleveland & Buffalo Transit Co.'s new side-wheel steamer *City of Buffalo* was successfully launched at the Wyandotte yards of the Detroit Dry-dock Co. on Tuesday afternoon.

Capt. D.J. Duncanson returned home on Thursday night of last week, his steamer, the *Jesse H. Farwell*, having gone into winter quarters at Erie, Pa. Second mate John Duncanson of the *Farwell* will keep ship on her this winter.

The U.S. hydrographic office will issue a reduced chart of the vicinity of Point Pelee, including Pelee Passage, which has proved so dangerous to navigators on the lakes during the past season. This chart is the result of the survey by the United States steamer *Michigan*. It is hoped the Dominion Government may be prevailed upon to establish an adequate system of buoyage and lighting for that vicinity at the re-opening of navigation.

The last of the grain fleet from Chicago to Buffalo have reached their

destination and navigation, so far as this part of the country is concerned, may be said to be closed. The ferryboats *Promise* and *Fortune* cut a passage through the ice on Friday morning last for the steamers *Avon* and *Fred. Mercur*, the last two of the fleet to go down. The *Colonial* was to have gone with them, but the underwriters refused to extend the insurance on her and she laid up at Detroit. The small steam barge *Houghton* passed down on Saturday for Kelly's Island for stone, but encountered too much ice near Bar Point and had to return here.

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1896

January 24, 1896

In their report to the Lake Carriers' Association last week, among other statements made by the Board of Managers was the following:-"Besides maintaining the usual number of private lights on the Canadian side of the Detroit River, the Association was compelled during the season just closed by the extraordinary low stage of the water and the consequent groundings and difficulties experienced by vessels at new points in the Detroit River to expend about \$900 extra for additional stakes, buoys and lights. These additional marks were placed under the direction of Capt. Geo. P. McKay, the efficient chairman of the committee on aids to navigation. The result of establishing them was a large decrease in the number of accidents in their locality and afforded positive proof that exactly the right thing had been done. On August 20th, 1895, Capt. McKay superintended the placing of the following marks:-A black stake on Briton shoal; a float light on the foot of Bois Blanc Island; a float light on Boston shoal; a float light on New York shoal; a float light and black stake directly opposite Amherstburg, Ont. On the 21st of October, 1895, Capt. McKay placed six float lights and six black stakes and one red stake between the Lime-Kiln Crossing and Ballard's Reef. On the night of October 20th, just previous to Capt. McKay's arrival at this point, the steamer *Waldo Avery* had struck there and was leaking badly. The steamer *John Craig* was sunk and several others had experienced trouble. Capt. McKay was obliged to act promptly in the matter to avoid further disasters, and the stakes and lights above referred to were ordered placed by him."

February 14, 1896

The old steamer *Myles* is being rebuilt at Kingston.

Capt. John Eberlein of Cleveland will sail the *Rutter*, the consort of the steamship *Jesse H. Farwell*, the coming season.

This has been one of the best all-round winters ever experienced for line steamers engaged in the east shore traffic of Lake Michigan. There is very little ice in Lake Michigan. There is plenty of snow with mild weather.

The car ferry *Shenango No. 1* of the Conneaut-Port Dover ferry line is hard on the rocks east of the lighthouse pier at Port Dover. If a sea should spring up from the southwest she will be in great danger of breaking up. She went on there in Tuesday's gale.

The new Cuddy-Mullen cargo and fuel dock under the east arm of the breakwater at Cleveland, O., is completed and the car-dumping machine is now being erected. They have one of the best plants and the best facilities for handling fuel or cargo coal of any firm on the lakes.

The Wyandotte, Mich., shipyards are hustling again. A new shop, 300x120 feet, is being erected, railway tracks renewed, new machinery and a 200-horsepower added. Work is also being pushed on several new steel steamers. Three hundred and seventy-five men are employed in the yard, divided into two shifts, working night and day. The machine operators work all night, so as to have the plates ready to be placed on the boat in the morning. Wyandotte is happy.

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February 14, 1896

On Monday morning of last week at the Detroit Dry-dock Company's yards in Wyandotte, the keel blocks were laid and work commenced on the staging for one of the new 463-foot steamers to be built there. This craft is known at the yards as *No. 124* and is the third one started this winter. The yards present an appearance of the greatest activity. Many carloads of plate and frame iron are being daily received, some of the latter of such length as to require three flat cars to accommodate it. The new 20-ton punch, built from Superintendent Kirby's plans and said to be the largest and heaviest machine of its kind in existence, has arrived.

In the *Marine Review* of last week appeared an article on Deep Waterways in which was the following:—"At the present time a channel 600 feet wide has been cleared of obstructions to a depth of 18 feet at the normal stage of water from Ballard's Reef to Lime-Kiln Crossing, the axis of the channel being the lower Grosse Isle range lights. The eastern half of this channel, 300 feet wide, is now

being dredged to a depth of 20 feet, while the western half is open to the use of vessels. After the eastern half has been completed to the full depth of 20 feet, which will be done probably about the first of September, it will be thrown open to the use of vessels during the time the western half is being dredged to full depth of 20 feet. The completion of western half to full depth of 20 feet will give a channel 600 feet wide and 30 feet deep at the normal stage of water, as proposed, but the whole improvement will not be finished before the end of the season. In the channel between Amherstburg and the lower end of Bois Blanc Island there are a number of obstructions having but 17 feet of water over them at the normal stage. This part of the river was to have been improved by the Canadian Government and dredges were to have been put on last season, but as yet no steps have been taken for the removal of the obstructions, and as this will soon be the only part of the deep channels where obstructions reach above 18 feet, the United States will have to take the necessary steps for the removal of these obstructions, unless the Canadian Government does so, in order that full advantage of other improvements may be obtained. With the completion of the eastern half of the channel between Ballard's Reef and Lime-Kiln Crossing, about the middle of next season, these obstructions will become even more serious, for they will lessen by from 2 to 3 feet the depths otherwise available."

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February 21, 1896

Capt. C.H. Bassett, last season in the *Mesaba*, will sail the steamer *Maritana* the coming season.

Capt. C.M. Swartwood of Cleveland will command the steamer *J.H. Wade* again the coming season.

Prominent citizens of Wallaceburg are negotiating for a steamer to ply between Wallaceburg and the ports of Port Lambton, Windsor, Hamilton, Toronto, Kingston, Belleville and Montreal.

Capt. Martin Swain of Chatham has decided to retire from the wrecking business and spend the remainder of his days in ease. Capt. Swain has commanded in his days many of the best wrecking tugs. His last commission was the tug *Favorite*. Capt. L.P. Millen of the *Centurion* will succeed Capt. Swain on the *Favorite*.

The Conneaut-Port Dover car ferry *Shenango No. 1*, on the rocks at Port Dover, being out about two feet, released herself on Tuesday afternoon after being aground for eight days. With the other ferry out of repair the company is in hard



luck, as it is under contract to deliver a certain amount of coal every week to the G.T.R.

The steel steamer which is being built in England for the Montreal Transportation Co. will be brought through the St. Lawrence Canals to the lakes shortly after the opening of navigation next season. She will be named *Rosemount* and will be sailed by Capt. Archie McMaugh of St. Catharines. The new vessel is similar to the *Bannockburn* but of one foot more beam and a more modern ship. She will have triple expansion surface condensing engines with cylinders 20½, 34 and 57 inches diameter by 39 inch stroke and two boilers 13 feet 9 inches diameter by 9 feet 9 inches long, allowed 180 pounds steam pressure.

The car ferry *Shenango No. 2*, plying between Conneaut and Port Dover, went to Cleveland on the 8th inst. for a new wheel, but the dry-docks there were too narrow for her and she left Cleveland for Toledo on Wednesday of last week. In going across the lake she became disabled and got fast in the ice about six miles from Kingsville, having been sighted from the latter place on Thursday afternoon. She carried a crew of 30 men and 13 of them reached shore at 1 p.m. on Saturday, aided by a rescue crew from there with boats and sleds. The crew say it has been a very exciting trip, but they were getting short of provisions. Pelee Islanders carried food to the vessel Saturday afternoon. The boat was totally helpless in the great field of ice that surrounded her. In some places close to the boat it was piled from 10 to 15 feet high. Word was sent to the owners of the boat, who on Sunday entered into a contract with the Detroit and Windsor Ferry Company to send two of their boats to the relief of the car ferry. The *Promise* and *Fortune* left Windsor on Wednesday morning for the *Shenango*. The ferry company receives \$500 a day for each of the boats, but the job is a heavy one and the boats will have difficulty in bringing the car ferry into port. The ferries left Windsor at 9 a.m. and arrived at Amherstburg in two hours and 55 minutes, going through the ice at the rate of about six miles an hour. After coaling up here they started out, but encountered such a blinding snowstorm before they reached the foot of Bois Blanc Island that the pilots could not follow the channel and the boats remained in the ice until yesterday (Thursday) morning, when a fresh start was made. They passed Bar Point lighthouse at 8:30 and Kingsville at 1:10 p.m. yesterday. The Detroit newspapers sent special correspondents along with the expedition and a dozen carrier pigeons were taken along. The Bois Blanc light was lighted last night and will be continued until the boats return. John Craig of Toledo, the builder of the *Shenango*, and President Campbell of the Ferry Company accompanied the expedition. The

*Shenango* is valued at nearly \$200,000.

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February 21, 1896

The steamers *Arrow* and *American Eagle* will again ply between Sandusky and Lake Erie islands.

Detroit parties are said to be negotiating for the purchase of the big steel steamer *Globe* from the Globe Shipbuilding Company.

Representative Burton of Ohio has introduced a Bill appropriating \$25,000 for the establishment of 16 gas buoys at such places on the Great Lakes and connecting waters as the Lighthouse Board may direct.

The largest vessel launched in Great Britain during 1895 was the *Dranian*, measuring 2958 tons gross. The gross tonnage of the lake schooners *Malta* and *Marcia* is 2237.48 each, a very encouraging comparison.

Capt. Coon, last season in the steamer *Clinton*, will sail the steamer *Armania*; Capt. O'Brien will again command the steamer *Jack*; Capt. McMaugh will be transferred from the steamer *Bannockburn* to the new steamer *Rosemont*; and Capt. Mandeley will have command of the *Bannockburn*.

The probability of collisions and wrecks due to fogs has been accepted as a sort of unavoidable evil, which must become greater as the number and speed of vessels increase. There has been perfected lately, however, a simple instrument called the eophone by which the direction from which a sound proceeds can be determined with absolute accuracy in fog or darkness. The instrument consists of two bell-mouthed sound receivers separated by a central diaphragm. The sound receivers are connected with the two ears and when pointed directly at a source of sound the noise is the same in each ear. When turned away the sound is heard only in one ear. On shipboard the sound-catching and dividing part of the instrument extends above the top of the charthouse. The tubes are brought within the charthouse and the instrument may be turned from below to point in any desired direction. The eophone has now been perfected, there being many points for which numerous experiments, lasting over several years, have been required in order to determine the best form, especially with the sounding tubes and earpieces. To illustrate the character of the trials which have been made with the eophone, one was placed on the lighthouse tender *Lilac* and in a dense fog a whistling buoy was picked up at a distance of a mile and its direction indicated correctly, although every effort was made to confuse the observer by change of course. Ordinarily there is great difficulty in picking up a whistling buoy in a fog. Another test showing the

merits of the eophone in a striking way was made by blindfolding the observer and then chasing another vessel by sounds of its whistle, the vessel pursued doubling and twisting in every possible way. No difficulty whatever was found in following the vessel under such circumstances. The eophone is probably one of the greatest inventions of the day, as it is destined to become as much a part of a ship's equipment as the compass. The eophone is the invention of Frank de la Torre, a scientist of Baltimore. The eophone can be placed upon any vessel without alteration in the arrangement of the ordinary charthouse; it is not expensive; it adds practically nothing to the weight and it cannot get out of order; and as its efficiency has been demonstrated by actual trials, it is sure to be universally adopted for use on board ship and at all lighthouse signal stations and ferry slips.

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February 28, 1896

The *Cleveland Plaindealer* says during the season of 1896 there will be higher wages, higher freights, higher insurance rates and higher prices for ore and its manufactured products.

Nothing had been heard up to Monday night of *Shenango No. 1*, which left Port Dover on Wednesday night of last week after being aground there for eight days. The owners were evidently beginning to feel anxious about her, as they telegraphed to Port Dover for the tug *Alert* to go in search of her. The *Alert*, however, could not do so, owing to being short of coal. The boat was found on Tuesday, fifteen miles from Port Dover and fast in the ice. The boat only had two days' provisions on board and twelve of the crew walked across the ice to Port Dover.

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March 6, 1896

Another American liner has gone ashore and it would seem that United States sailors have abandoned hope of disputing Britain's ownership of the sea and want to make sure that the earth is theirs.

There is a growing belief among vessel owners that the underwriters at their meeting in March will raise the rate of hull insurance to correspond with the liberal concessions recently made in their policies.

Shenango No. 2 has not left Detroit and will not leave for some time yet. It is not probable that she will go to the relief of *Shenango No. 1*, as it is reasoned that *No. 2* would not be able to get into any field of ice that disabled *No. 1*, the boats being of exactly the same build all the way through. Capt. Dorrity says there is no

use in *No. 2* running the risk of getting through the ice in the river and lake for no purpose, as they would be laid up if they were down below, as they are working on the Port Dover harbor and it is impossible for them to get in there. That harbor has been so shallow that it has bothered the boats ever since they began to run. The engineers figured on 11 feet 6 inches, while the boats draw 12 ft. 6 inches.

Pelee Island.-The following is the correct account of the rendering of assistance by residents of Pelee Island to the crew of the *Shenango No. 2*, lately disabled in Lake Erie. During the afternoon of Friday, February 14th, James E. Quick, keeper of the Pelee Island Lighthouse, observed a signal of distress hoisted on the steamer. He at once notified his brother Thomas Quick and brother-in-law Samuel Graham. After a short consultation they decided to make an attempt to reach the vessel at once, although it was getting on towards night and the ice was in very bad condition, in some places barely strong enough to bear a man up, in others in such a state that it would not hold a boat up, and a boat could only be crowded through it with great labor. With night coming on an attempt to cross to the steamer, which was between seven and eight miles away, would be an undertaking accompanied with great personal risk. These considerations, however, did not deter Messrs. Quick and Graham, who started on their perilous trip between 4 and 5 p.m. with one of the mail boats. After six hours of hard work and at the expense of more than one cold bath, as on account of the darkness it was impossible to pick their way and in consequence were continually breaking through the ice and running the risk of having their boat crushed, they finally reached the steamer by whose crew they were heartily welcomed, as the supply of food on board was getting low and the crew had no means of communicating with the shore, as it was impossible to cross with the steamer's yawl boats. On Saturday morning the two Quicks and Graham made a start for the shore with 13 of the steamer's crew. They took the precaution to make one end of a long line fast to their boat, and each man would hang on to the line about two or three rods from each other. They found the ice in a little better shape and had daylight for it, though several of the men broke through before reaching the shore, but having hold of the line they soon got out again. The party reached the main shore in about five hours from the time they left the steamer. Some of the local papers stated that 13 of the crew reached the shore "aided by a rescuing crew from Kingsville." This is not correct, as all the aid that was rendered to the crew was rendered by residents of Pelee Island and by them alone, and those residents were James E. Quick, lighthouse keeper, his brother Thomas Quick and brother-in-law Samuel Graham, and to them alone is the credit

due for succoring the crew of the *Shenango No. 2* at the risk of their own lives. Their action most decidedly deserves recognition.

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March 13, 1896

Lake Erie has been cutting up all kinds of didoes<sup>10</sup> the past year. Low water and high winds have created fluctuations such as the oldest inhabitant cannot remember. Not far from Cleveland on the evening of November 25th a well-known doctor of Northern Ohio watered his horse at the shore of the lake. The next morning he started from the point where he had watered the animal on the preceding evening and walked directly towards the centre of the lake 192 feet without getting his toes wet. Before night of the same day the water had returned and was higher than before. Another caper that the lake kicked up last summer was to possess itself of a tidal wave.<sup>11</sup> One day the people along the south shore of the lake were astonished to see a wall of water come booming and bulging toward the shore, threatening to carry away everything within the limits of its destructive force. It broke without doing much damage,. Some cause had to be found for it, and by and by it was determined that it could have been nothing more than the water returning to the south shore after a prolonged blow from the south, followed almost immediately by a gale from the north.

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March 13, 1896

A resolution has been passed by the Kingston Board of Trade protesting against the proposal to bridge the Detroit River, and H.A. Calvin, M.P., was appointed to cooperate with other deputations opposing the Bill to bridge the river when it comes before the Parliamentary Committee at Ottawa.

Among the appointments announced for the coming season are the following:-Steamer *A.A. Parker*, Capt. J.T. Hutton, Engineer James Falconer; steamer *John Oades*, Capt. Tim. Lemay; schooner *Red Wing*, Capt. John Anderson; tug *Saginaw*, Capt. Thos. Hayes; tug *Wales*, Capt. Thos. Hagan; tug *Balize*, Capt. Thos. Carney; tug *Onaping*, Capt. John E. Tobin.

The Canadian Marine Association in Toronto on Tuesday appointed a

¹⁰ antics
¹¹ On the Great Lakes this is known as a "seiche." North-south seiches are rare (they typically run east-west) and can be very hazardous.

deputation to go down to Ottawa and oppose before the Committee of the Senate the Bill being sought by the M.C.R. Company, empowering the construction of a bridge on the Detroit River. The Association only object to a bridge, which would interfere with navigation, although they are of the opinion that a tunnel would be the more acceptable.

The U.S. House Committee on Merchant Marine and Fisheries has authorized a favorable report on the Bill providing that no vessel shall be considered a vessel of the United States and entitled to the privileges appertaining to such if all its officers are not citizens of the United States. Chief engineers and assistant engineers are included in this provision. The Bill provides that no person shall be qualified to become an officer of a merchant vessel who is not a citizen of the United States.

A boat was rigged up on runners so it could be used on ice or water and a relief party was sent from North East, Pa., to the *Shenango No. 1* with provisions for the captain and balance of the crew, one of whom is a woman, who have remained aboard since the boat left port. At last reports the ice was solid between the land and the boat, but open water could be seen beyond. The rescuers were unable to reach the boat, not being able to get nearer than five miles to her. The boat is fifteen miles from Long Point in a moving ice floe, but the provisions are running short.

It is proposed to start the ferry *Promise* on her first trip from Detroit to the St. Clair Flats on Sunday, March 29th. This will be two days earlier than the trip was made last year.

Thos. Cooper will be first mate of the steamer *S.R. Kirby* this season and David C. Girardin will be second mate. Andrew Anderson will be mate of the steamer *M.M. Drake*.

Capt. John Desana has been appointed to command the steamer *Wyandotte* the coming season, with Julius Holder as engineer. It is expected that the boat will start out between the 1st and 15th of April.

The Dominion cruiser *Petrel* is being fitted out at Owen Sound for the coming season. The *Petrel* will cruise in Lake Erie again this season, as will also the Canadian steamer *Bayfield*, which is surveying Lake Erie for the purpose of making a chart of the lake.

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March 20, 1896

The Canadian schooner *Arctic* is under seizure at Sarnia for an unpaid

supply bill.

The Canadian steamer *Myles*, thoroughly rebuilt, will run between Duluth and Montreal during the coming season.

The Canadian barge which has been known as the *City of Owen Sound* will, in accordance with an official Act of the Dominion Government, hereafter be known by the name *Saturn*.

The ferry *Shenango No. 2*, which was cut out of the ice of Point au Pelee and towed to Detroit at an expense of \$5000, has received new wheels, but will not make another start until the harbor at Port Dover is deepened sufficiently to accommodate her.

The Lake Carriers' Association is diligently at work flooding the U.S. Senate and House with protests against the Detroit bridge from vesselmen all along the chain of the Great Lakes. The opponents of the bridge, however, practically admit that their cause is hopeless in the Senate and are devoting themselves very industriously to canvassing the House. They express the utmost confidence in their ability to defeat the measure there.

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March 20, 1896

The manager of the D. & C. Navigation Co. announced a couple of weeks ago that one of their steamers would begin the season on Monday, March 16th, but on account of the river and lake between Detroit and Cleveland being blocked with ice the attempt was not made and from present appearances it looks as though the boats will not be able to make a start much before the 1st of April. Ice in the river here this week was as thick as it was at any time during winter, passage from Bar Point to Point Pelee is blocked and boats cannot get into or out of the harbor at Cleveland on account of the ice there, which extends to the bottom. To clear the passage will require some strong west winds followed by southwest winds.

An Ottawa despatch says:-"Representatives of the Lake Carriers' Association had a satisfactory interview with Mr. Costigan, Minister of Marine and Fisheries, Friday afternoon. One of their requests was that the life-saving station at Point Pelee should be removed to Pelee Island. The Minister has had the matter under consideration and it is said had decided in the interests of navigation to make the change. The removal of the lighthouse recently erected on Point Pelee by the Government to the middle channel was also asked, but the Minister thought the expense would be too great and favored the idea of placing gas buoys to mark the channel in question, which are used by United States vessels equally with Canadian.

It was pointed out, however, that gas would have to be procured from the American side, as there was no available supply on the Canadian side." What's the matter with putting down a well on the point and using natural gas?

Harry Sharp will be first mate this season on the steamer *L.R. Doty*; Louis Bellecure will be first on the Minnesota liner *Maritana*; and James McGuire will be mate of the new steel tow barge *George E. Hartnell*, to be towed by the *S.R. Kirby*.

The *Faugh-a-Ballagh* has been dismantled as a dredge and converted into a floating derrick at Sault Ste. Marie. She was owned by Dunbar & Sullivan and did a lot of dredging at the Lime-Kiln Crossing when that firm had their contract there.

Walter Anderson will next week take a position as steward on the *State of Ohio* until the first of May, when he will go in the new steamer *City of Buffalo* on the Buffalo and Cleveland route.

The *Imperial* is expected down next Friday. Last year she started on Friday and had the most successful season she ever put in. She is now in the Clark Dry-dock at Detroit for some minor repairs and a general overhauling.

Mayor Mullen arrived home from Cleveland on Thursday evening of last week after several weeks' absence in that city, Pittsburg and the coal regions, arranging his coal business for the coming season. The Cuddy-Mullen Coal Co. of Cleveland has purchased W.H. Gatfield's interest in the Mullen-Gatfield Coal Company's docks at Amherstburg and Sandwich. A contract will be let for a large addition to be made to the Sandwich dock and for the erection of several more pockets. There are now six pockets at Sandwich and this number will be doubled. Another steam hoisting derrick will also be added to that already extensive plant. The Cuddy-Mullen Company has already arranged to build extensive fuelling docks in the Soo River at Detour in which, it is said, many of the vessel owners are taking an interest. The new concern will be incorporated as the Vessel Owners' Fuel Co. Work on the new dock will be rushed as rapidly as possible and it is expected that it will be in operation at the opening of navigation to Lake Superior. With their car-dumping machine which is now being erected on their new dock in the outer harbor at Cleveland, this company will have four fast plants in operation the coming season.

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March 27, 1896

It will probably be two or three weeks before the steamer *Fayette Brown*,

which is being lengthened 50 feet, leaves the dock at Springwells.

On the opening of navigation the characteristic of the light at the station on Whitefish Point, west side of entrance from Whitefish Bay into Lake Superior, will be changed to show a brilliant white flash every five seconds.

The passenger steamers *Cambria* and *Carmona* of the Windsor, Detroit & Soo Line have been extensively repaired and cabins refitted during the winter. The company is considering the advisability of running these steamers to Sandusky during the coming season.

It is learned that Capt. James Reid's arrangement with the underwriters who own the steel steamer *Cayuga*, sunk in the Straits, call for reimbursement to the extent of 60 per cent of the appraised value of the steamer after she has been floated, or 60 per cent of whatever amount she may bring under the hammer in case the Lehigh Valley people refuse to accept her at an appraised valuation in her wrecked condition. Capt. Reid says he will begin work on the *Cayuga* as soon as the ice is out of the way.<sup>12</sup>

Col. Jared A. Smith has received word that the new beacon light on Fighting Island, just south of Grassy Island in the Detroit River, is completed. It forms a range with the Grassy Island light to keep vessels off the shoals in passing Mamajuda Island. Col. Smith is now designing two new lights which will be put in west of Grassy Island, forming a range for the navigation of the Detroit River above that island. They will be built early in the season and when completed Detroit River will be navigable by range lights from Lake St. Clair to Lake Erie.

There is every indication that the coming season of navigation will witness a lower stage of water on the upper lakes than that of last year. Capt. Riley Burlington, who has been at the Sault, says the level of the lakes will not be much less than 10 inches lower than last year. He has been engaged in removing stones from St. Mary's River and says that in places where rafts passed over last season stones are beginning to appear above the water. Points on Saginaw Bay which twenty years ago were reached by vessels drawing 8 or 10 feet are now said to be high and dry.

The Dominion Marine Department has agreed to place two gas buoys at points in the vicinity of Point au Pelee, Lake Erie, where numerous strandings

<sup>12</sup> This salvage job lasted, on and off, nearly four years and turned into one of Reid's greatest defeats. He lost a great deal in this particular venture. The *Cayuga* still rests in the straits.

occurred last season. One of these buoys will mark the Southeast Shoals near Pelee Point and the other will be on the middle ground between the island and the mainland. Col. Anderson, chief engineer of the Department, has also agreed to place a nun buoy on Little's Point. A proposition to move the lighthouse from Point au Pelee Island to the middle ground met with favor, but the Department officials were of the opinion that this change would cost about \$30,000 and the expenditure was considered too large in view of the urgent needs of Canadian commerce elsewhere. As the Canadian Government has no regular lighthouse tender on Lake Erie, and no means of securing supplies of gas for these buoys, it will be necessary now for the Lake Carriers' Association to invoke aid of the United States Lighthouse Service in caring for these aids to navigation.

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March 27, 1896

The Straits of Mackinac opened on Wednesday morning.

At Cleveland the Lake Carriers' Association on Wednesday decided to increase wages 12½ per cent over the card figures of April, 1895. This practically embraces all the shipping on the Great Lakes.

The *Shenango No. 2* passed here on Saturday morning from Detroit, bound for the release of her sister ship, *Shenango No. 1*, that had been fast in the ice between Conneaut and Port Dover for the past five weeks. The latter steamer was released on Monday by *No. 2* and was being towed to Conneaut when both boats got fast in the ice. They got into port on Tuesday.

The Cuddy-Mullen Coal Co. of Cleveland has closed a contract with J.J. Hill, President of the Great Northern Railroad and the Northern Steamship Co., for upwards of 250,000 tons of soft coal annually. The coal company will furnish all the coal used by the Great Northern Railroad and all its branches in the northwest and it will also furnish the fuel for all the steamers of the Northern Steamship Co., including the *North Land* and *North West*. The contract runs for three years at a fixed price and is the largest deal of the kind ever closed. The contract was closed with Mr. Hill by Martin Mullen at New York on Wednesday of last week. The boats of the Northern Company will hereafter coal at Cleveland instead of Buffalo and Detroit as they have heretofore done. The steamship company will erect a new dock, 623 ft. long by 210 ft. wide, in the outer harbor at Cleveland adjoining the Cuddy-Mullen Co.'s new dock and the coal company will erect pockets for fuelling the *North West* and *North Land*. The two docks will cost \$150,000. The coal company's new dock at Cleveland will be completed by April 1st.

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April 3, 1896

The level of Lake Ontario is rising and so are the hopes of the mariners.

The Bois Blanc Island and Bar Point lighthouses were lighted for the first time this season on Monday night.

Great Britain's steam tonnage was 2,773,082 tons in 1880; in 1895 it was 5,740,243 tons. Not much decay on that record.

Capt. Gavin and the crews of the *Sir John* and *Ontario* arrived in town last (Thursday) night. They will begin fitting out at once and expect to be ready to begin work in about three weeks.

Capt. John Mitchell says oremen are offering \$1.10 per ton on contracts running from May 1st to September 1st, while carriers are asking \$1.25 per ton from the head of Lake Superior.

The Northwest Transportation Company will again make Windsor their terminus this season. Its steamers are the *United Empire* and *Monarch*. They will go into commission April 15th.

The D. & C.<sup>13</sup> steamer *City of Detroit* passed here on her first trip of the season at noon on Monday on her way to Cleveland. She will make three trips per week. The *City of Cleveland* will be out next week.

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April 3, 1896

Capt. Ed. Tormey, last season in the wrecking tug *Favorite*, will command the steam barge *Hayward* this season.

Harris W. Baker and C.A. Chamberlain have bought the tug *Champion* of the Grummond estate and will fit her out in the best possible manner for wrecking purposes.

On and after April 1st a fixed white lens-lantern will be established in the structure recently erected on the west side of the main channel of the Detroit River on Grassy Island fishery, about 1300 feet due south from the present Grassy Island light. With Grassy Island as a rear light, this light will mark a range line for running the main channel of the Detroit River from the Grosse Île north channel range line to the Mamajuda range line.

The Lake Carriers' Association scale of wages settled in Cleveland last week

¹³ Detroit & Cleveland Steam Navigation Co.

as follows:-On steamers, first class, having water bottoms and triple expansion engines-Chief engineer \$112.50; second engineer \$78.75. Second class-Chief engineer \$84 to \$101; second engineers \$67.50. Third class-Chief engineer \$67.50 to \$84; second engineer \$56.25; first mates \$56 to \$78.75; second mates \$34.75 to \$56; cooks \$43.75 to \$56; helpers to cooks \$11 to \$17; firemen \$28.50 to \$33.75; wheelmen \$28.50 to \$33.75; lookouts \$22.50 to \$33.75; deckhands \$13.50 to \$18.75; oilers \$28.50 to \$33.75; firemen, fitting out and laying up, \$1.25 per day and board themselves. On consorts and sail-First mates \$33.75 to \$51.50; second mates \$28.50 to \$43.75; cooks \$28.50 to \$33.75; seamen \$28.50 to \$33.75; boys \$13.50 to \$18.75.

Capt. James J. McGuire and E.D. Priest of Detroit were in town on Tuesday looking over Capt. F.B. Hackett's Bar Point lightship, with a view of buying her and her outfit for the Essex Standard Oil and Gas Co. They intend placing a lightship to mark their pipeline across the river at Walkerville.

The American fishing tug *Telephone*, seized last fall for an infraction of the Canadian fisheries laws and bought in [*sic*] by her owners, A. Kishman & Sons of Vermilion, O., left here on Wednesday morning for Vermilion. M.E. Sicksteel was engineer on her going over and Capt. Nicholls of Vermilion was in command.

The steamer *Imperial* came down on Friday last and on Saturday morning began daily trips between here and Windsor, leaving here at 8 a.m. and, returning, leaving Windsor at 4 p.m. She is being well patronized, as usual. The boat leaves Amherstburg on Monday, Wednesday, Thursday and Saturday at 8 a.m. and on Tuesday and Friday at 9 a.m. for Windsor. Leaves Windsor on Saturday at 5 p.m. Capt. E. McCormick is in command and Chas. E. Park is clerk. The steamer will go to Pelee Island on Monday and Thursday evenings, leaving Amherstburg at 5:30 p.m.

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April 10, 1896

The *Frank E. Kirby* will commence her Put-in-Bay trips next Wednesday.

Capt. Geo. King, formerly of the *Newsboy*, will sail the *City of Toledo* of the Star Line this season.

Vesselmen say the port of Buffalo will not be open before April 20th. The inner harbor is blocked, preventing the ice going down Niagara River.

The Bar Point lightship was towed down to her position in the river on Monday by the lighthouse tender *Hayes* and the Lime-Kiln Crossing lightships were placed on Tuesday.

Car ferry *Shenango No. 2* has been stuck in the ice about three miles off Conneaut, Ohio. Car ferry *Shenango No. 1* has a broken steam pipe and could not go to her assistance.

The steamship *H.H. Brown* (Capt. E. Gatfield) has a load of 124,000 bushels of corn on board on a draft of 15 feet. The *Peck* (Capt. Chamberlain) and *Kirby* (Capt. Girardin) are also loaded with corn.

A record-breaking corn cargo is being loaded at Chicago by the new steel schooner *Manda*. It is the schooner's first load and on a scant 15-foot draft she has loaded 165,000 bushels, an equal to 4620 tons. On 18 feet draft the carrying capacity of the *Manda* would be 264,000, which goes to show what a great difference to vessel owners a 20-foot channel through the lakes would make. The *Manda's* present load is so much too small for her capacity that it is not even trimmed, but thrown in and left to trim itself.

The tug *Roy*, which was sunk in the ice this winter, lies on the course between Bar Point and Turtle Light, about nine miles from Bar Point dummy. Craft bound for Toledo or going from Toledo to Detroit should exercise care and keep a little to the eastward of the course. An effort will be made to raise the *Roy* as soon as the weather becomes settled. Oil cans have been found in Brest Bay and stanchions and other wreckage have been found floating in Pleasant Bay from the *Roy*.

Cpts. George P. McKay and W.S. Mack, representing the Lake Carriers' Association, were in town yesterday (Thursday) arranging with Duff & Gatfield and Harry Hackett for the maintenance of the private lights at this end of the river for the season. Ten floating lights at the foot of the Detroit River and the fixed ranges in and about Amherstburg are maintained by the Association. They will also provide for Ballard's Reef the same as last fall and there will be one light on New York shoal, one on Boston shoal, one at the foot of Bois Blanc Island and one opposite the docks at Amherstburg, making with the six on Ballard's Reef a total of ten. The Lake Carriers have paid for several years \$2600 for the two fixed set ranges; and Ballard's Reef for 42 days last fall cost \$600. The other four lights cost about \$300 for three months. The outlook for this season is that the total outlook in round numbers will amount to about \$5600. Cpts. McKay and Mack also waited upon Mr. Kallman and had a talk with him about the dredging operations done in this vicinity.

April 10, 1896

The *Shenangos* are now safe in port at Conneaut. *No. 1* will be sent to Toledo for repairs and receive a new wheel. *No. 2* was to have crossed over last week with 18 cars, but the order was cancelled and the boats will not attempt to run until the harbor at Port Dover is deepened sufficiently to allow them to enter with a full load.

The third launch of the season from the yard of the Chicago Shipbuilding Company was the steel tow barge *George E. Hartnell*, which was floated on Saturday, March 28th. The keel length of the *Hartnell* is 352 feet, length overall 366 feet, beam 44 feet, molded depth 26 feet. She was built for the Northwestern Transportation Company of Detroit and will be towed by the steamer *S.R. Kirby*. The carrying capacity of the *Hartnell* on 14½ feet of water is estimated at 4000 tons.

The Cuddy-Mullen Co. and the Morris Coal Co. of Cleveland have combined in a corporation to be known as the Cleveland Fuel Co. all steamboat fuel business that is to be done by lighter in Cleveland. The Cuddy-Mullen Co. is already in possession of a lighter that is to be taken over by the new company, and another lighter will be built at once. These lighters will be available for work on the Northern Line passenger ships whenever it may be inconvenient to fuel the big steamers from chutes.

A number of carrier pigeons were taken on board the steamer *City of Detroit* on her first trip. Three of them returned to Detroit with messages about the progress of the boat. One was released at Amherstburg with a message that everything was coming easy so far. The bird made the return trip in about 30 minutes. A second was sent away as the boat passed Bar Point and the record it made was a dandy. Its flying time from Bar Point to the D. & C. docks was just 40 minutes. The distance is 30 miles. Two of the pigeons have not yet returned.

Dr. F.B. McCormick of Pelee Island writes to the *Marine Review*, protesting against the removal of the lighthouse on Pelee Island, claiming that it is needed for general as well as local navigation. He also says that the new shoals southeast of the Dummy light can be avoided by taking the old course and going west and south of the middle ground. Years ago all vessels stood in close to Pelee Island light, west of the "middle ground," and it is only of late that the practice of taking a more easterly and northerly course in standing through the north passage has been adopted. The chart shows good water clear through the channel on the old course, and the only thing required is to keep Pelee Island light well aboard at a distance of, say, 1½ to 2 miles. From Pelee Island light to the "middle ground" is just four



miles, and the shoal lies in a line from the Dummy light to Pelee Island lighthouse.

Last week's *Marine Review* had the following:-"Herman Kallman Jr., who is well-known to vesselmen on account of long connection with Detroit River improvement work, will resign his position on April 1st to take up business on his own account. Mr. Kallman has always taken a great interest in vessel matters and has been a most obliging official while in charge of the river work. In 1880 he was superintending inspector on the Lime-Kiln Crossing under General Weitzel; in 1883 he was appointed inspector under Col. Farquahar and for twelve years following he was under the direction of the late Gen. Poe, having charge of works at Black River, Port Huron, mouth of Black River, St. Clair River, Rouge River, St. Clair Flats, Ballard's Reef, Lime-Kiln Crossing and the mouth of the Detroit River. He was also engaged on a survey of Grosse Point, a survey from Point Mouille to Detroit, and a survey from Bar Point to Sandwich, Ont. In all of this work Mr. Kallman has met with approval from Army officers of high rank by whom he had been engaged."

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April 10, 1896

THAT GARBAGE CASE.-The Ruelle Claim Nearly Ready to Go Before the British Government.-A Washington despatch says:-"The Ruelle claim against the British Government for \$75,000 damages for the unlawful seizure of the tug *Grace Ruelle* and barge *Huron* and five American citizens off Amherstburg on the night of June 6th last will officially be presented to the British authorities by Ambassador Bayard. Secretary of State Olney has nearly completed instructions and necessary papers for transmission to Ambassador Bayard, who in turn will send the claim to the British foreign office. That Secretary Olney considers the claim an important one is evidenced by the fact that the claim was only presented to him three months ago. Since, he has not only examined into its merits personally but has also superintended the collection of additional confirmatory proof of the original claim. The papers will be ready for transmission to Ambassador Bayard in a few days."

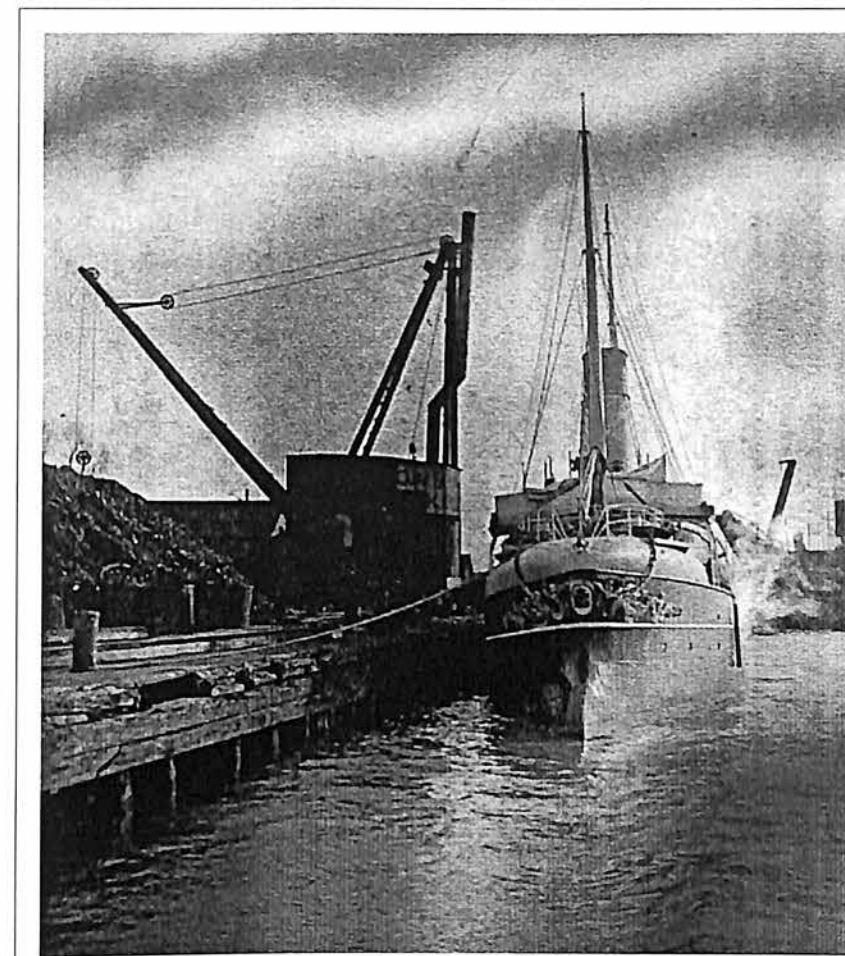
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April 17, 1896

The tug *Torrent* passed down on Sunday with the first raft of the season.

There is plenty of ice in the lower end of Lake Erie yet, but it is becoming very soft.

The *Frank E. Kirby* will start on the Detroit-Sandusky route on Monday next.

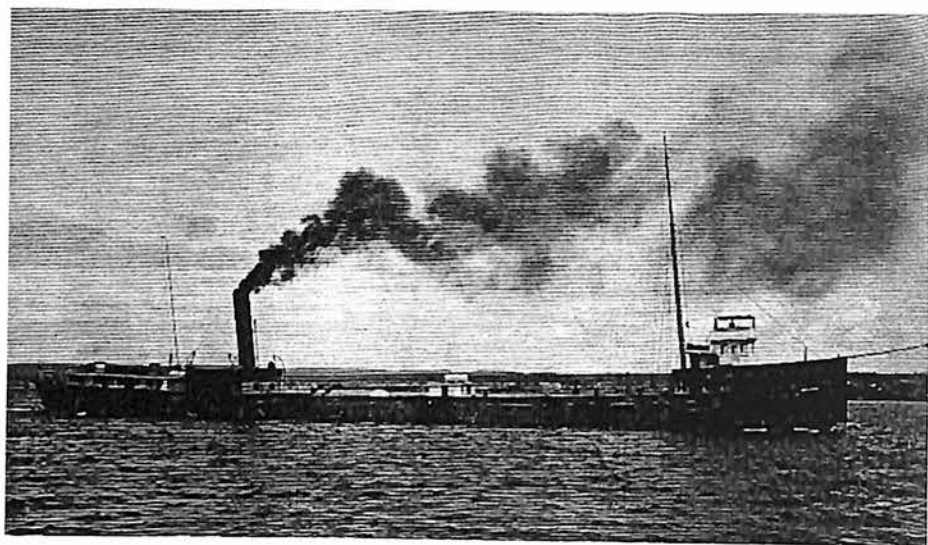


**Tug *Petrel* at O.W. Shipman's dock, Amherstburg, 1895.**

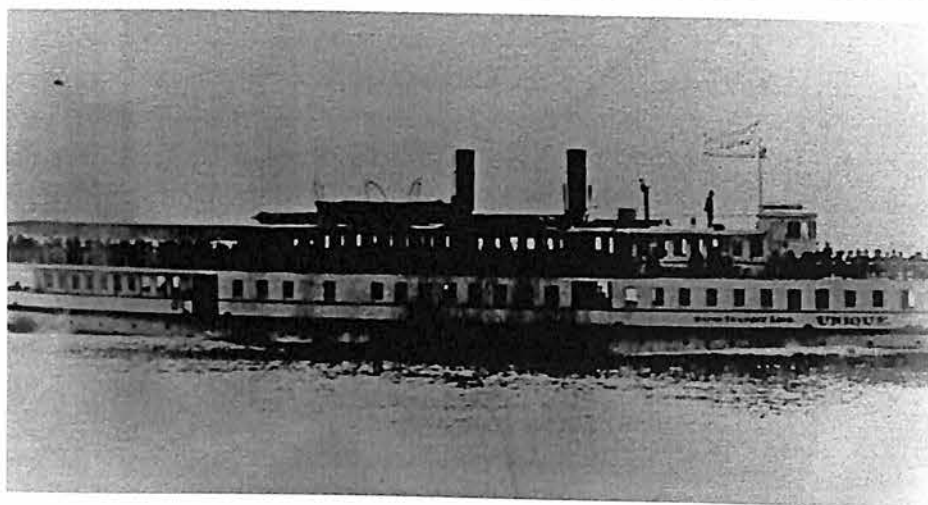
*Marsh Collection Society, P1852.1*

*Original - Parker Odette*





**Steamer E.M. Peck.**  
Marsh Collection Society, P1763



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

The Detroit sandsuckers have begun their trips to Elliott's Point, the *Mary* having taken up the first load on Monday.

The steamer *Energy* will take care of the Pelee Island-Kingsville-Leamington route this season and will also make regular trips to Put-in-Bay.

Harry Hackett began on Wednesday lighting the shoal lights in this vicinity and will begin on Monday next lighting the scows along the channel from the Lime-Kiln Crossing to Ballard's Reef.

The steamer *Wisconsin*, which has been bought by the Crosby Transportation Company from the Grand Trunk Railway, will run between Chicago and St. Joseph and will be commanded again this season by Capt. Thomas Honner.

The Detroit, Windsor and Sault Line will include Sandusky in their route this summer, making it the southern terminus of their line. Their first boat, starting May 10th, will leave Windsor once a week, and on and after June 10th two weekly trips will be made.

The tug *S.C. Schenck* came over here from Toledo, O., on Saturday last and after lying at the dock here all afternoon went to Detroit, from where she towed the steam barge *Robert L. Friar* to Toledo. The *Schenck* will at once begin looking for the tug *Roy* that was crushed in the ice last fall.

The tug *Baker* brought the barge *Massasoit* down from Detroit on Sunday last to re-load the hard coal that was taken from her last fall and placed on the Cuddy-Mullen Coal Co.'s dock below Wigle's mill. After re-loading, the barge was towed to Toledo on Tuesday by the *T.M. Moore*.

The steamers *W.H. Gilbert* and *Davidson* left Milwaukee for Buffalo at noon on Wednesday and the *City of Berlin*, the first of the grain fleet, left Chicago on Tuesday night, also for Buffalo. The winter grain fleet from Chicago will carry about 850,000 bushels of wheat, 7,000,000 bushels of corn and 1,200,000 bushels of oats.

The Lake Carriers' Association has arranged for the driving of three clusters of piles to mark the new Grosse Point channel, also three clusters of piles to mark the dredged channel from abreast of Ballard's Reef light to abreast of the McDougall can buoy above the Texas dock. Duff & Gatfield will maintain the usual fixed ranges and will have a water gauge below Amherstburg and one at Sandwich to notify up and downward bound vessels of the stage of water. The signals will be flags during the day and lights at night, similar to those in use last fall.

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April 17, 1896

The Welland Canal will not open for navigation before May 1st.

C.F. Bielman of Detroit has contracted with the Government to furnish a steam vessel for the Detroit River postal service.

The side-wheel steamer *City of Milwaukee*, which has been operated between Milwaukee and Grand Haven by the Grand Trunk Railroad, will this season run between Chicago and St. Joe. She has been chartered by the Graham & Morton Transportation Co.

In addition to the steel steamer *Rosemont*, now building in England and which will reach the lakes in June, the Montreal Transportation Co. of Kingston will have in commission the coming season a new wooden schooner, the *Melrose*, which is now nearing completion at the company's yard in Kingston. This vessel is 184 feet overall, 35 feet beam and 14 feet depth of hold. She is a three-masted vessel, built in a very substantial manner and will be equipped with late appliances.

The regulations for navigation of St. Mary's River prescribe a seven-mile limit of speed, both upbound and downbound, within the narrow channels of St. Mary's River. They also prescribe that no steamer shall approach another going in the same direction within these limits nearer than a half mile, except in Mud Lake, when a very slow tow is going up. In that case, after the usual signals, the tow must slow down and lie over as far as possible to allow the overtaking boat to pass. The overtaking boat must also check and pass slowly, and it shall be obligatory on the passing boat to pass at least 500 feet from the boats that are being passed. In Hay Lake the faster boats may pass, but it must be at a distance not less than 500 feet.

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April 24, 1896

The first steamer for Lake Superior ports is expected to leave Sarnia on May 1st, ice permitting.

The tug *Home Rule* had her first wrecking job of the season on Tuesday when she released the sandsucker *Ohio* from Elliott's Point.

The downbound grain fleet and the upbound coal boats met on Wednesday and there was a continual procession of big carriers both ways passing here.

The tug *Home Rule* went to Windsor last night to get the cable and outfit to repair the Pelee Island cable carried away last fall. Supt. Keeley is in charge of the expedition.

There is much complaint among Canadian vesselmen about the late opening of the Welland Canal and the Dominion Government have been asked to have the

water let in before May 1st.

The tugs *Blazier* and *Marenette* passed up on Sunday with Breyman Bros.' dredge outfit from Toledo and took it to Grosse Point, where work has been resumed upon the new channel.

The Northern Steamship Co. has in sight more than enough flour traffic to keep its six 2500-ton ships busy all the year, and will charter additional vessels. It already has its warehouses crowded with Minneapolis flour.

The Watt Wrecking Co. are ready for business. The tug *Saginaw* has had a steam steering rigged in her at a cost of \$800. The *Wales* came out of dry-dock on Tuesday, where she has been getting her stern bearings strengthened.

The painting and re-fitting of the *City of Chatham* is now underway and the boat will be ready for the Chatham-Windsor route by the first of May. At a recent meeting of the board it was decided to suspend the issuing of passes to stockholders as had been customary heretofore.

R.O. Mackay and A.B. Mackay of Hamilton and Capt. S. Neelon of St. Catharines were in Toronto on Tuesday and closed the negotiations for the sale of the steamer *Sir S.L. Tilley* and schooner *Merritt* to R.O. Mackay. The price is \$40,000 and the papers were signed on Tuesday.

Andrew Hackett received instructions on Wednesday from the Canadian Government to buoy the eastern edge of the eastern half of section 8, ship canal, Bar Point, which will be thrown open as soon as the buoys can be placed, which will be today or tomorrow. The channel is 400 feet wide and vessels are notified to hug the line of buoys closely.

Capt. F.B. Hackett has received instructions from the underwriters to mark the wreck of the *George W. Adams* off Colchester and left yesterday (Thursday) with his tug *Home Rule*. When the *Adams* sank last December, Alex. Hackett set up some ranges for his own benefit and by means of these it was expected to find the wreck, which is about three miles from Colchester lighthouse and in the channel. A lightship will mark the obstruction until an effort is made to remove it.

Treasurer George P. McKay of the Lake Carriers' Association has received a letter from the Canadian Minister of Marine from Ottawa, stating that the gas buoys to be stationed near the middle ground in Point Pelee Passage and the Southeast Shoal, Lake Erie, have been ordered. The matter was taken up with the Canadian officials a few weeks ago by Capts. Mack and McKay, with the above result. The buoys will have to be placed and looked after by the Association, as the Canadians have no tenders or gas depots.

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April 24, 1896

The Detroit and Windsor ferries are all having their machinery repaired. The *Sappho* has had a new cylinder put in. The Belle Isle route was opened on Sunday last.

Lake Superior navigation was opened at Sault Ste. Marie on Saturday afternoon by the tugs *Merrick* and *Thompson*. The American canal locks were opened for traffic on Monday. The Canadian lock will be operated night and day this season.

Notice is given by the United States Engineer that the new ship channel from the head of Detroit River into Lake St. Clair cannot be thrown open for its full width of 800 feet owing to unexpected delay on the part of the dredgers, but that a channel 15,000 feet long and 400 feet wide at the upper end of Lake St. Clair, widening to 800 feet at the head of Detroit River, has been properly buoyed for all classes of vessels.

The wooden steamer *Thomas Davidson* arrived in Buffalo harbor at 7:30 o'clock Friday evening and opened navigation for that port. The *Davidson* is the first of the big Chicago grain fleet, now on its way through the lakes. Capt. Wood of the *Davidson* reported a good deal of trouble in getting through the ice, which he says extended 15 miles above Long Point. It was very heavy and piled up. He was continually compelled to stop and back, and then buck the jam again.

The tug *Home Rule* went to Colchester on Friday morning last and spent some hours in that vicinity trying to locate the wreck of the schooner *George W. Adams*, which was sunk by the ice last December. After the boat sank her masts were considerably above water, but on Friday no trace of her could be found, and it is altogether likely that her upperworks have been carried away by the ice. The boat and cargo of coal were both insured and Capt. Hackett was sent down by the underwriters, who will have to resort to dragging to find the wreck, which is in the channel, boats passing on either side of it.

The schooner *M.P. Barkalow* arrived on Sunday last with the second cargo of soft coal for O.W. Shipman.

It is rumored that arrangements are being made for the taking over by the Cuddy-Mullen Coal Co. of all O.W. Shipman's docks above Murray Street and that the latter will retire from the coal business at this point.

Smith's dredge No. 9 is announced to be here next week to resume operations between Bar Point and Bois Blanc. There will not be as much dredging

done in this vicinity this season as there has been the past two years, as none of Starkey's dredges will be here and only one of Smith's is expected. The dredges at Ballard's Reef have not resumed work yet.

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May 1, 1896

The Welland Canal opened for traffic on Tuesday.

The tug *Wisconsin*, bound from Tonawanda to Toledo, sank in the lake off Lorain Monday afternoon. The crew of four men took to the life raft when the tug sank from under them and were picked up by some fishermen in a small boat. They were Capt. Sheldon, Engineer Lee Coins, Fireman Ed. Coyle and Deckhand Carroll.

On Saturday morning the barge *Teutonic*, one of the consorts of the *Santa Maria*, went aground on an old wreck two miles west of Hackett's dock at Colchester. Word was sent to Detroit and the tug *Wales* went to Colchester, but returned, as the *Santa Maria* was working at the *Teutonic*, which was four feet out, the coal being lightered on the other consort, the barge *Gawn*. After a quantity was put on the *Gawn* and 200 tons had been thrown overboard, the *Teutonic* was released at 6 o'clock Sunday morning. The wreck, which is just to the edge of the channel, is believed to be that of the vessel *Allegheny*, cut down by the ice and sunk about 35 years ago.<sup>14</sup> The captain of the *Santa Maria* let an anchored buoy over the place where the *Teutonic* was aground. The reports in one of the Detroit papers that it was the wreck of the schooner *R.J. Gibbs* and in another of the papers that it was the wreck of the *Adams* are both wrong, the former having been blown up at Bar Point two years ago<sup>15</sup> and the latter being eight miles to the east of Hackett's dock, or ten miles from where the *Teutonic* grounded.

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May 8, 1896

The Canadian Canal at Sault Ste. Marie will open today (Friday).

The steamer *Unique*, with passengers from Detroit to Port Huron, ran amuck at Algonac Wednesday night, knocking a warehouse off its foundation and

¹⁴ A brig called the *Allegheny* was sunk in Lake Erie by the brig *Young America* in 1855. (*History of the Great Lakes*. (Chicago: J.H Beers & Co., 1899. Reprinted Cleveland: Freshwater Press, 1999), p. 675.

¹⁵ The *R.J. Gibbs* foundered at Bar Point in May, 1893 (see Vol. IV(1), p. 22) and was dynamited in November of 1894 (see Vol. IV(2), p. 68).

destroying a dock. Her passengers were badly shaken up and were scared, but no one was seriously injured.

Yesterday's *Detroit Tribune* says:—"William Goodchild claims to have discovered the wreck of the schooner *George W. Adams* on Bar Point in place of Capt. Andrew Hackett, as has been reported." Andrew Hackett wishes us to state that he never laid claim to discovering the wreck.

The new steamer *Coralia* sailed from Escanaba Tuesday morning with the largest cargo of any kind ever carried on the lakes. It consisted of 4301 gross or 4860 net tons of iron ore. The big boat drew 15 feet of water forward and 15 feet 6 inches aft, not being loaded deep on account of the obstructions at Ballard's Reef and the Detroit River. This was her maiden cargo. She came directly from the shipyard at Cleveland and is the longest boat in service on the lakes, being 436 feet overall.

There promises to be some fun over the obstruction near Colchester on which the *Teutonic* struck some days ago. On April 6th Wm. Goodchild reported to Collector Gott that he had found a wreck between Colchester and Bar Point lighthouses. The wreck was that of a sunken vessel, name unknown, loaded with coal and in about 30 feet of water. Collector Gott notified the Department and on April 15th John Hardie, Acting Deputy Minister of Marine, wrote the collector that if Goodchild would remove the wreck without expense to the Department they would enter into a contract with him, giving him the cargo on the completion of its removal. On the 25th of April the *Teutonic* struck the obstruction and Goodchild claims to have since placed a buoy over it. The wreck was thought to be that of the *George W. Adams*, sunk last fall, but how it could have been moved eight miles from where that vessel sunk is a mystery. A diver was sent down by Capt. F.B. Hackett the other day and he believed that it was that of the *Adams*, and the underwriters notified Mr. Hackett to see that a light was maintained over the wreck. If it is the *Adams*, the underwriters will remove it.

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May 8, 1896

An Order-in-Council has been passed abolishing the fee of 50 cents charged to owners of vessels navigating the inland waters of Canada for entering at or clearing from a port. The change applies to United States as well as Canadian vessels.

On Monday last the rate between Detroit and Port Huron on the steamer *Arundel* was cut from \$1 for the round trip and 75 cents for passage one way to 25

cents both for the round trip and for one way, and 25 cents for one way to way ports. This sweeping reduction is aimed at the steamer *Unique*, the rival boat, with the intention of driving her out of the Detroit-Port Huron trade if possible.

When 12 miles below Thunder Bay Island Thursday noon of last week, the steam pipe of the *S.F. Hodges* burst and the steamer commenced leaking badly. The Lackawanna liner *Scranton* was passing and took the *Hodges* in tow for Alpena. The water rose so rapidly that fires under the *Hodge's* boiler were put out and the pumps stopped. The Thunder Bay Island life-saving crew assisted the crew in keeping the water down by bailing with buckets from the engine room and fire hole. When brought into the harbor at Alpena, the *Hodges* sank in 14 feet of water. Nearly all of her cargo of corn is wet.

On Monday last Capt. Frank B. Hackett and Superintendent of Dominion Telegraphs Keeley returned on the *Home Rule* from Pelee Island, having been engaged for ten days repairing the Pelee Island telegraph cable, broken last fall. The ice during the winter played sad havoc with the cable, which required to be spliced in thirteen different places. The Islanders are now in daily communication with the outside world.

The U.S. surveyors have commenced locating boulders in the river between Ballard's Reef and Bar Point and the same will be removed. Diver Grady of Detroit has been engaged and a large boulder in the channel below the lower Lime-Kiln lightship was located on Wednesday. This one was so large that the derrick brought down on a scow from Detroit could not lift it and it is to be blown up with dynamite, after which the derrick will raise the pieces. Another large boulder has been found between Bois Blanc and Bar Point and it will have to be similarly dealt with. Some of these large rocks in the river opposite the town will be lifted by the derrick, but others will require blasting. It is the intention to remove every obstruction to navigation at this end of the river.

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May 15, 1896

The new steamer *Coralia* has broken her own record, loading 4525 tons on a draft of 15 feet 9 inches.

The side-wheel steamer *Cambria* of the Windsor & Soo line cleared on Tuesday on her first trip this season. The *Carmona* will soon be ready to start also.

The steamer *City of Chatham* came down from Chatham to Detroit and Windsor on Tuesday on her first trip of the season. She had considerable trouble getting out of the Thames River, scraping over the bar with difficulty.

On Monday a few of the laborers at the Globe Iron Works shipyard at Cleveland, O., struck for an increase of wages and on Tuesday all the men employed on the yard, except the riveters, joined the strikers. It is thought the trouble will be of short duration, as very little work can be done by the riveters until their helpers return to work.

The Canadian lighthouse supply contract for this season has been awarded to the steamer *Acadia*. About the first of July the boat will leave Montreal with supplies for lighthouses along Lachine Lake, Coad Lake, River St. Lawrence, South Bay, Bay of Quinte, Pigeon Island, all through Lake Ontario, Lake Erie, east shore Lake Huron and Georgian Bay, both sides.

The new side-wheeler *City of Buffalo* was tested on Tuesday, leaving Detroit at 11 o'clock and proceeding to the deep waters of Lake Erie, where a thorough test was made. She was made to circle around with the wheel hard-a-starboard or hard-a-port, and succeeded in making a complete circle inside of 600 feet, or a little less than twice her own length. Going ahead at full speed she was stopped, reversed and gained sternway in 90 seconds time.

On Friday morning the steamer *Acadia*, owned by R.O. McKay of Hamilton, left Toledo with 21,800 bushels of corn shipped to Kingston. When halfway down the Welland Canal on Saturday morning fire was discovered in the hold of the boat. The woodwork had become ignited through the crossing of electric wires. The crew had to work seven or eight hours before they got the fire out. The hull was badly damaged and a great portion of the cargo. The cargo and boat are insured.

Capt. James Reid's expedition to raise the Lehigh Valley liner *Cayuga* left Cheboygan, Mich., on Tuesday night for the wreck, which lies 100 feet under water in the Straits of Mackinac. The boat will be raised by pontoons and lighters. The *Cayuga* and her cargo were worth about \$300,000. She was sunk by collision with the steamer *Hurd* a year ago. If Capt. Reid succeeds in getting her afloat, it will be a great surprise to marine men. It is the largest wrecking job ever undertaken on the lakes.

The U.S. surveyors, having procured some dynamite from the Canadian Government on Saturday last, blasted the boulder that they had located below the lower light at the Lime-Kiln Crossing. There was before but 18 feet of water over the rock, now there is over 20 feet. They have also located a boulder over which there is 18 feet opposite the New York shoal below town and one near the head of Bois Blanc Island above the old Rankin dock, and the latter was blasted on Monday. The former is also to be removed at once. The boulder found near Bar Point will

be removed by Smith's dredge when it comes up in about two weeks. The surveyors will remove all the boulders over which there is less than 20 feet between the Lime-Kiln Crossing and the foot of Bois Blanc, and expect to be so employed about four weeks.

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May 22, 1896

The steam barge *St. Paul* is now in charge of James Tobin, formerly mate. He will take the place, at least temporarily, of Capt. Bernard Wild, who died last Sunday morning.

Both of the Lake Erie steamers of the D. & C. Line have been equipped with Rushmore searchlights of 30,000 candle power. The lights are very powerful and throw a beam which will enable one to read print at the distance of two miles.

The tug *Home Rule* went to Detroit yesterday (Thursday) morning for the lower Lime-Kiln Crossing lightship, which was run into and damaged on Tuesday of last week. It has since been in the dry-dock at Detroit and Duff & Gatfield have maintained a float light in its place.

W.A. Gordon, mate of the schooner *Emma Hutchinson*, was drowned in lake Erie 30 miles southeast of the Dummy Monday afternoon. Gordon was about 50 years old and his home was in Toledo. The crew are of the opinion that his mind was unbalanced and that he committed suicide. He was master of the schooner *C.C. Barnes* last season.

The re-built ferry steamer *Hope* has been in trouble at Walkerville. She was jammed on the ways, which have a very slight incline, and the combined efforts of the ferry *Fortune* and the tug *Arthur Jones* failed to dislodge her. On Tuesday the *Promise* pulled at her. The *Hope* goes to the Niagara River to run on a ferry route. She will have to be raised with jack screws.<sup>16</sup>

The steamer *Escanaba*, loaded with iron ore from Escanaba, went ashore on the southwest end of Gull Island Reef at Manistique, Mich., at 9 o'clock Monday morning. She lies in an exposed position and is in bad shape on a rocky bottom, and her stern has settled in 19 feet of water. It is doubtful if she is ever released. The *Escanaba* was built in Gibraltar, Mich., in 1881, was of 1160 gross tons rating. She was valued at \$35,000 and insured for \$27,500.

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<sup>16</sup> powerful lifting devices. Rather than using pulleys and ropes, levers or ratcheting-type devices, the screw jack uses a threaded spindle.



During the violent gale of Sunday the schooner *Brenton*, owned by John Parker of Cleveland, was driven on the sunken bar on the outer end of Fishing Point, Pelee Island, and, but for the timely assistance of the Southport life-saving crew, all hands would have perished. The tug *Ida* assisted the life-boat men and all the crew were finally saved. This locality is particularly dangerous, owing to the tremendous current, and the entire distance is strewn with abandoned wrecks. It is seldom a vessel survives a gale on the beach.

The new steamer *L.C. Waldo*, downbound with ore, and the steamer *Choctaw*, upbound light, collided off Spry's lumber dock at Sault Ste. Marie, Mich., just at break of day on Wednesday. The *Waldo* struck the *Choctaw* amidships on the starboard side, cutting a hole about 10 feet long from the deck to the bilge. The *Choctaw* reached shoal water. Her stern lies in about 15 feet and her bow is out of water. The *Waldo's* collision bulkhead filled with water, but she remained floating. Her bow is broken and twisted from port to starboard from 10 feet from the top to below the water line, and several plates are cracked and warped on the port side. Both boats were running under check at the time of the collision. The *Waldo* is in her first season and is owned by the Roby Transportation Co. of Detroit. The *Choctaw* is owned in Cleveland, W.D. Rees being managing owner.

Upon the earnest recommendation of the Lake Carriers' Association, strongly endorsed by the Chief of Engineers, U.S. Secretary Lamont has entered into an arrangement with Contractor Donnelly, who is engaged in the construction of the big Soo lock at St. Mary's Falls, to complete the lock ready for the use of vessels by the 31st of next July, which is nine months ahead of the date fixed in the contract for the completion of the lock. The contractor will be allowed until September 20th to clear out all of the approaches, but the lock itself may be used as stated on July 31st. In consideration of the great value of the accession of this lock to the lake navigation, the contractor will be allowed \$12,000 in addition to the regular contract, notwithstanding which the total cost of the work will be still much below the next lowest bidder.

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May 22, 1896

The small schooner *Mary D. Ayer* was run into by the steamer *Onoko* near Racine, Wis., on Saturday night. The accident happened during a fog and on the *Onoko's* arrival at South Chicago on Sunday morning a tug was sent out for the schooner. At 11 o'clock, however, the *City of Duluth* picked up the schooner and attempted to tow her to shore, but gave up the job and tried to take the men off,

when the vessel sank and five of the crew, including the captain, were drawn down by the suction. Two of the crew were rescued.

The steamer *Siberia*, bound up, went aground to the west of the channel below the lower light at the Lime-Kiln Crossing on Friday morning. She was loaded with salt and the captain mistook the floatlight that had been put in place of the lower lightship for a light over the boulder located near the crossing last week and was keeping to the west of the light when she fetched up. The *Saginaw* was sent for and, after unloading about 200 tons of the *Siberia's* cargo with the assistance of the tug *Home Rule*, released the big steamer at 7 o'clock that night. She was leaking considerably and after being released was taken on up the river.

The *Monetary Times* says:—"Canadian vessels, whether steam or sail, are at a disadvantage compared with American craft in the carrying trade of the Great Lakes of this continent because so many of them are built of a limited size to go through the canals to Lake Ontario and Montreal; whereas the later American craft are of much greater size, not requiring to go farther east than Buffalo on Lake Erie. The largest of these are 300 to 400 feet in length and able to carry 100,000 to 200,000 bushels of grain on a draft of sixteen to eighteen feet of water. Some of the latest Canadian steamers can, however, carry cargoes of 50,000 to 70,000 bushels. We hear this week of some new vessels of the Kingston and Montreal Forwarding Company, namely the "*Thrush*," capacity 47,000 bushels of wheat, and the "*Lapwing*" and "*Hiawatha*," 40,000 bushels each, which go up to Port Arthur, Lake Superior, where they load wheat at Fort William for Kingston."

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May 29, 1896

Capt. P. Cuniff, formerly mate of the steam barge *Nipigon*, has taken charge of the steamer *St. Paul*. James Hayes went with him.

The Canadian propeller *City of Windsor* went aground inside the buoy in front of the MacLeod property opposite the head of Bois Blanc Island about 6 o'clock on Saturday morning last and was released at 10 by the tugs *Home Rule* and *Walter W. Richardson*. She was bound up and had a load of package freight.

As amended in committee and reported to the House, the clause in Corliss' Bill referring to mariners was changed to read as follows:—"That it shall be unlawful for any person, partnership, company or corporation knowingly to employ in any manner whatsoever in the United States any alien who resides or retains his home in a foreign country; provided that the provisions of this Act shall not apply to the employment of sailors, deckhands or other employees of vessels navigating the

Great Lakes or the rivers tributary thereto."

Capt. Thos. Harbottle of the steamer *Havana* reports that while passing up the Detroit River a few days ago he saw one of the barges of the tow of the steamer *Buell*, which was bound down, carrying an anchor on her towline. The anchor had been picked up in the river. When about halfway between Ballard's Reef lightship and the first stake below the lightship it was dropped from the towline. It is now a little to the eastward of the lower range and may prove an obstruction if not removed. The engineer officers in charge of river improvements have been informed of its location.

The schooner *Sunrise* was sunk by a collision with whaleback barge No. 133, in tow of the steamer *W.H. Gratwick*, in mid-lake about 60 miles from Chicago early Friday morning. The crew were picked up in the yawlboat. According to the story of Capt. Buchanan, the *Sunrise* was running free with a south wind, all light canvas being in, when the three blasts of the steamer were heard from the fog. She passed the steamer all right with nothing to indicate that she had a boat in tow. The next thing he knew, the whaleback barge had cut his boat clean off 15 feet back. The *Sunrise* was owned by Henry Scheele of Sheboygan and Capt. Buchanan. She was worth \$8000 and had no insurance. She was bound light to Cockburn Island.

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May 29, 1896

Parker & Millen's steamer *Iron Age* was put in the Detroit dry-dock on Wednesday to have a new boiler put in.

Capt. George P. McKay of Cleveland was here yesterday and instructed Andrew Hackett to place a buoy over the shoal on the east side of Bois Blanc Island, nearly opposite Shipman's chutes.

The tug *C.A. Lorman*, which has been engaged for some time past towing rafts of elm logs from Pigeon Bay to Delray and Ecorse, Mich., yesterday (Thursday) morning went aground between Leamington and Point Pelee. A heavy west wind was blowing and the water beat completely over her. The crew, after some trouble, was taken off by people from land. The boat is in a bad state and is likely to be badly damaged. Capt. James O'Neil of Detroit is master of the tug and Thomas S. Barlow of Amherstburg is engineer.

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June 5, 1896

About nine o'clock on Thursday night of last week, as the Grummond steamer *State of Michigan*, bound down, was rounding to in the river to come to the

Cuddy-Mullen Coal Co.'s dock for coal, Frank Rowe, waiter, and Wm. Elliott, steward on the steamer, were helping to get out the gangplank when both slipped and fell into the river. Elliott was rescued by the crew, while Rowe started to swim to shore but sank before reaching there and when less than 200 feet from the dock. Rowe was 18 years of age and had been on the *State of Michigan* for the past month. His home was in Detroit and on Friday his brother-in-law A. Tidey and uncle George Watson came down to search for the body. They procured the services of some men and dragged the river. They also had some dynamite cartridges exploded but were unsuccessful. The body of Rowe was picked up yesterday (Thursday) afternoon at 3:30 opposite the Cuddy-Mullen Coal Co.'s docks, a short distance below where he sank, by Diver Grady, who is employed by the U.S. Government removing boulders in that vicinity. The body will be taken to Detroit on the steamer *Wyandotte* this morning.

The large steamer *Yale* went aground near the Boston shoal below town on Thursday night of last week on account of the water being so low. She released herself before morning when the water raised. The two consorts of the steamer *Wotan* were also aground on this side of the river for the greater part of Friday.

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June 19, 1896

The lake freight market showed more weakness during the past week than it has at any time since the opening. The rate from the head of Lake Superior is 10c. lower than the opening figure.

The *Detroit Tribune* says the *North Land*, the *Wyandotte*, *City of Toledo* and the Mutual steamer *Grecian* had a brush from Detroit to Smith's coal dock. It is claimed the *City of Toledo* beat the *North Land*.

The Canadian Department of Marine and Fisheries has given notice that the Canadian buoys on the east side of the dredged channel at the mouth of the Detroit River, Lake Erie, have this season had rearrangement and have been increased in number as follows: The channel has been dredged by the American Government to a width of 800 feet, its axis being a straight line joining Detroit River Lighthouse (American) and Bois Blanc Island Lighthouse (Canadian). The Canadian buoys marking the east edge of this dredge cut are now seven red wooden spires. They are situated approximately 400 feet east of centre line of the above dredged channel and are respectively 4462, 5532, 6927 (approximately), 8221, 10,029, 11,365 and 13,525 feet above Detroit River Lighthouse. This last most northerly buoy is below Bois Blanc Lighthouse. The above distances are measured along the axis of the

channel to points immediately opposite to the buoys.

The steamers that carry away buoys and stakes in the Detroit River and at Bar Point and neglect to report the damage will be watched by the Canadian Customs authorities, by order of Collector Gott of Amherstburg, and will be prosecuted in cases where their names and the evidence can be obtained.

Capt. F.B. Hackett, who purchased the steam barge *LaBelle* from Lloyd of Petite Cote, had her pumped out and brought down on Tuesday. A diver patched up the hole in her bottom and she will likely be taken to Wallaceburg, where she will be pulled out and thoroughly repaired. Capt. Hackett will use her in the wrecking business.

"Heber N. Brown, who lived in Amherstburg a few years ago, was drowned at Rondeau Harbor on May 26th. He was engaged by Capt. John Varner on the scow *E. Bailey* and was about 30 years of age." The above item is running through the Canadian papers. It's all true, except that the *Bailey* was not at Rondeau Harbor and Heber was not drowned. He left the *Bailey* in Cleveland on Thursday of last week and shipped on the steamship *Mariposa*. Our authority for the above is the crew of the *Bailey*, which has been laid up at the C.S.R. slip.

Capt. Alex. McKay, master of the *City of Detroit*, claims to have seen a sea serpent in Lake Erie, sporting in his wake and churning the water to foam with its tail, on Wednesday of last week. The creature very much resembled an alligator, though it was longer and more slender. Numbers of people have actually seen at different times this or something very like it in Lake Erie, and one has been seen in Lake Huron. One peculiarity about this serpent would seem to be two flappers or nude wings on either side of the broad portion of the creature's body. It is supposed to resemble the eel and spend most of its time on the bottom.

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July 3, 1896

The new steamer *City of Buffalo* beat the steamer *Northwest* in a trial of speed, one hour and twenty minutes between Buffalo and Cleveland on Friday night. The distance is 176 miles. The average speed of the *City of Buffalo* was 19½ miles per hour. It is claimed that the *Northwest* was not racing.

When the steamer *Brazil* was bound up at 6 o'clock Wednesday morning with a cargo of coal, she met the Minnesota steamer *Marina*, bound down, opposite Duff & Gatfield's office on Ballard's Reef. A most peculiar accident followed. As the *Marina* swept by, she sucked a great deal of water from the *Brazil* and the latter pounded on some sharp object on the bottom - a boulder or an anchor - and punched

holes in her forward and middle compartments. The water rushed in rapidly and the steamer grounded. The wrecker *Saginaw* went to her relief and after lightering part of her coal cargo she was released at noon and taken to Detroit, where she will go into dry-dock. The *Brazil* is a fine steel steamer of 2186 tons. She is managed by M.M. Drake of Buffalo. She was built in 1890 and is rated A 1.

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July 10, 1896

The passenger steamer *Riverside* has been purchased by L.P. and J.A. Smith of Cleveland to tow mud scows.

The steamer *Samuel F. Hodge*, bound from Cleveland to Prescott with a cargo of wire, was burned to the water's edge in the middle of Lake Ontario at 3 o'clock Sunday morning. The fireman, Martin Deely of Buffalo, was lost, while the balance of the crew were rescued by the steamer *St. Joseph*.

Twenty years ago the biggest vessels carried 1500 tons of ore and got \$5 a ton; vessels of the modern type carry large cargoes and get \$1 a ton. Of course, fuel is cheaper now, but insurance is higher. Then again, in '73 the cost of a 1500-ton vessel did not exceed \$100,000, and now a 4000-ton one costs from \$240,000 to \$250,000.

The *United Lumbermen* (Capt. Morden) with her tow called here on Monday night. While off the head of Grosse Île the *Wallula*, bound up, disabled her steering gear and collided with the *Pennington* and then took another sheer, colliding with the *Dolly Morden*, in tow of the *Lumbermen*. The barge *Stanley*, also in tow of the *Lumbermen*, ran into the *Morden* and the towline got in the *Lumbermen's* wheel. The *Pennington*, *Spencer*, *Lumbermen*, *Wallula*, *Stanley* and *Morden* were all mixed up for a time. The *Morden* came out of the mix-up leaking badly. After patching up here, they left for Toledo.

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July 17, 1896

The steamer *Outhwaite* ran aground on Bar Point on Wednesday night. The steamer *Saginaw* went to her assistance.

The barge *Wissahickon*, in tow of the *J.P. Donaldson*, sank in Lake Erie and Capt. McKay of Bay City, the owner, was drowned, together with the cook, Mrs. Casey.

The steamer *Samoa*, bound from Chicago to Prescott with a cargo of 74,000 bushels of oats, struck the bottom while passing through Brockville Narrows in the St. Lawrence River on Tuesday morning and sank in 18 feet a short distance below.

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**The Detroit and Cleveland Steam Nav. Co.**

Advertisement in the *Amherstburg Echo*, July 3, 1896.

The barge *Celtic*, consort of the sunken steamer, is also aground in the river but is reported not damaged. The barge has a cargo of 47,000 bushels of corn.

The new Bessemer steamer *John Ericsson* will be launched Saturday afternoon. She will be the biggest whaleback on the lakes. She is 407 feet long, 48 feet beam and 27 feet deep. Her gross tonnage is 4000. The whaleback barges 201 and 202, which recently returned from the ocean, will be enlarged from 1500 to 2500 tons next winter. The American Steel Barge Co. will build two whalebacks larger than the *Ericsson* and the greatest cargo carriers ever put together on the American continent. The company will build a dry-dock also.

The schooner *Arctic* of St. Catharines, Capt. Sidley, loaded with cedar posts from Providence Bay for Buffalo, became waterlogged off Port Rowan on Thursday morning of last week. The captain dropped his anchor and manned the pumps, thinking he could ride out the storm. The gale blew strong from the southwest with a heavy sea running. Robert Pigeon of Toronto and Dugald Blue of Wiarton while trying to reach the shore in the vessel's yawl were drowned. The captain then displayed a signal of distress and the life-saving crew rescued the balance of the crew, consisting of the captain, three men and two women.

The Cleveland papers are telling about the achievements of the steel schooner *Aurania*, owned by John Corrigan of that city. They call her "the queen of the lakes so far as big cargoes out of the head of the lakes are concerned." Her largest cargo from Duluth is 3928 gross or 4399 net tons. The steel schooner *George E. Hartnell* (Capt. John Jones), owned by the Northwestern Transportation Co. of Detroit and towing behind the *S.R. Kirby* (Capt. D. Girardin), is now on her way down to a Lake Erie port from Duluth with 3941 gross or 4414 net tons. The draft of water is about the same in each case - 14 feet 4 inches.

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July 24, 1896

The big steel steamer *Queen City* is on her way down from Chicago with a cargo of 202,000 bushels of corn on a draft of 16 feet 9 inches aft. This beats the best record by 37,000 bushels.

Chatham Banner: The Government dredge *Ontario* is now at work on the bar at the mouth of the Thames and will complete the work thoroughly before suspending. The thanks of Chatham businessmen are due to Mr. Campbell, M.P., for such prompt attention to their wants.

The *Cleveland Leader* says:-"The Cuddy-Mullen 'quick coal loading plant,' as it has been designated, the best equipped and finest on the Great Lakes, has

demonstrated its possibilities. Its accomplishment, unprecedented, is proving a boon to Cleveland's lake coal trade. The steamers *Emily P. Weed* and the *City of Glasgow* loaded 4900 tons of coal at the dock in fourteen consecutive hours. This includes 400 tons to be used for fueling purposes and the time wasted in placing the boats in position.

There was a very heavy fog on Tuesday morning. The *City of Detroit* was behind time three hours and the *Wyandotte* was detained half an hour. At 4 o'clock the steamer *Hudson*, bound down with package freight, struck the Lime-Kiln Crossing between White's dock and the upper slip in the thick fog. She dropped her small anchor, but the line parted and she backed upon the beach. The *Saginaw* released her at 10 a.m. The *R.R. Rhodes*, loaded with iron ore, also bound down, struck about the same time and place, but released herself.

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July 31, 1896

Many large steamers have been ordered to lay up immediately at Cleveland and Buffalo. Freight rates are so low that they do not pay expenses.

When the steamship *North Land* was being locked Friday night at the Soo, one of the gates refused to close because of a broken cable and she was obliged to pull out and go through on the Canadian side.

On the Great Lakes last year 104 vessels with a total registry of 92,000 tons were built in the U.S., against 93 vessels with a tonnage of only 38,000 tons for the preceding fiscal year. The tendency on the lakes is clearly toward ships of much larger capacity than of old.

On Thursday and Friday of last week, Capt. F.B. Hackett grappled up four anchors from the bottom of the river at the Lime-Kiln Crossing. One weighing about 1600 lbs. was picked up opposite Duff & Gatfield's office. It is well preserved and from appearances had recently been turned over, as one of the flukes shows where it had been on the bottom and was thickly rusted, while the other fluke showed it had only recently been on the bottom. It has the maker's name and number stamped on the side - H. Wood & Co., 8602 - and was of Liverpool make. This is thought to be the obstruction that sunk the *Brazil*. Another anchor weighing about 1500 lbs. was picked up between the lights. The wooden stock was badly gouged out with propeller wheels striking it and was broken and rotten. Both had about 120 feet of chain attached, weighing about 1200 to 1500 lbs. each. The others were small iron anchors weighing about 300 and 500 lbs. each. There is no doubt but these obstructions were the cause of many of the accidents at the Lime-Kilns.

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August 7, 1896

The water in the St. Lawrence is 15 inches higher than at this date last year. Prescott is taking the grain-forwarding trade away from Kingston and the building of an elevator is being agitated in the Limestone City to improve matters.

The wrecker *Root* has ceased trying to locate the steamer *Pewabic* by sweeping because the sweeper caught on so many rocks. Another trial will be made with the diving bell and lights.

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August 14, 1896

Rev. Sarah Bromwell of Chicago says she will locate the lost steamer *Chicora*. She says that she has had several interviews with those who perished on the boat and that the steamer went down in the vicinity of St. Joseph and in only 40 feet of water. She has arranged the particulars for the \$10,000 reward which is offered for the recovery of the steamer. She will hire her own tug and is confident that it will take but a few hours to locate the lost boat. It was upon the advice of Andrew Crawford, one of the principal stockholders in the Graham & Morton Co., that she went to St. Joseph, Mich., to locate the lost boat. She will start Monday and will use the tug *Andy*.

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August 21, 1896

ROUGH EXPERIENCE.-Jack McQueen's steam yacht *Ida* of Pelee Island had a terrible experience last Monday afternoon. She left Kingsville Aug. 5th with a pleasure party on board made up of Kingsville and Amherstburg boys: Stafford Scratch, Burl Scratch and Everitt Kennedy from Kingsville; Russell Scratch, Clifford Wigle, Chas. Hood, Jos. Lovegrove from Amherstburg; and Jack McQueen and Capt. David McCormick from Pelee Island. The *Ida* cruised around Lake Erie, stopped at Pelee Island, Sandusky and other places and went to Windsor, where she took in tow J.C. Drake's sail yacht "*Dorothy*" with J.C. Drake and A.J. Wilkinson of Windsor on board. The entire party went to Chatham and on their way back, when about five miles off Belle River, they experienced the awful effects of Monday's storm. The storm shewed itself only fifteen or twenty minutes before it struck them. It came across Lake St. Clair a perfect hurricane, picking up the small boat behind the *Ida* and driving it ahead of the steamer. The seas came up so high that at times the sailboat was lost behind the waves. The *Ida* fought her way bravely through the huge waves with Capt. Dave at the wheel. She shipped a sea that

washed everything away that was not made fast. The water washed over her boiler, condensed the steam in cylinders and stopped the engine. Jack McQueen, who was at the engine, with great coolness and presence of mind had her started again in less than a minute. Her water gauge was broken and her steam reduced in one second from 140 to 80 lbs. Captain McCormick skillfully avoided the seas and with her dying gasps of steam the *Ida* went into the cut at Belle River, leaving her consort foundered outside the harbor. The towline had parted and Drake and Wilkinson were hanging onto the breakwater, clinging for their lives with the sea breaking over them. The schooner *Johanna* from Windsor went to their rescue with ropes and they were brought ashore amid the cheers of the rescued party and the spectators, who had been watching the *Ida* struggling with twelve lives on board for nearly an hour in the worst storm that has swept across Lake St. Clair since the late tornado that passed over the eastern portion of Walkerville early in the summer. The *Ida* landed her party at Amherstburg and Kingsville on Wednesday and went across to Pelee Island.

Capt. Gavin of the dredge "*Ontario*" reports splendid progress being made in the work of dredging the bar at the mouth of the Thames. Already a cut of twenty-five feet wide, twelve feet deep and fourteen feet long has been made, and work is now being carried on at a second cut, the captain's instructions being to make the job as perfect and durable as possible. As soon as the work at the bar is completed the dredge will be brought up the river and every impediment to navigation removed. The *Chatham Banner* says:-The Laurier Government had scarcely been installed forty-eight hours before they acknowledged the justice of the claim and ordered the work to proceed in a business-like manner.

DETERMINING THE BOUNDARY.-Canadian Surveyors are Running a Boundary Line in Lake Erie.-For some weeks a party of surveyors have been working along the shores of Lake Erie. Efforts were made to obtain information as to their duties, but without avail, and there appeared to be some mystery in the case. It now turns out to be Otto J. Koltz of the Surveyor General's staff, Ottawa, and a party of topographers who are at work on the coastline of Lake Erie from the Grand River to Point Pelee. It is many years ago since the Canadian shore of Lake Erie was surveyed and in view of the determination to strenuously protect Canadian fisheries it has been thought prudent to run the boundary again through Lake Erie, and for this purpose an accurate topographical map of the shoreline is necessary. In this way there can be no question of territorial jurisdiction.

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August 21, 1896

Sunday morning about 10 o'clock Erie Line steamship *Owego* broke her steering gear just as she passed the lime-kilns and took a shoot for Fox Island. The officer in charge made a great effort to back out but the steamer drifted on to the spit at the head of Bois Blanc Island. The tugs *Saginaw*, *Home Rule* and *L.P. Smith* released the steamer during the afternoon.

On Sunday, about the same time as the *Owego* was holding down the upper end of Bois Blanc Island, the Bradley Line steamer *Alva* took a shoot and brought up on the spit at the foot of Bois Blanc Island. After releasing the *Owego* the wreckers gave the *Alva* attention. A gang of men were taken out Sunday night and after lightering 15,000 bushels of wheat she was released Monday night by the *Saginaw*, *Wales* and *Home Rule*.

Late Friday night the steamer *Oceanica* of the Lehigh Valley Transportation Company fleet collided with the propeller *Wm. Chisholm* in the new Grosse Point channel in Lake St. Clair and both were sunk. The *Oceanica* was bound up, loaded with coal, from Buffalo to Chicago. The *Chisholm* was loaded with iron ore and was bound from Marquette to Ohio ports. None of the crews were drowned, the men taking to the rigging until help arrived. The *Oceanica* was valued at \$80,000, the *Chisholm* at \$125,000. The boats lie in seventeen feet of water. It is thought that the accident was caused by a confusion of signals or lights.

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August 28, 1896

The barge *William Chisholm*, recently sunk in collision with the *Oceanica* near the head of Pêche Island, was raised Tuesday morning and started for Cleveland in tow of the wrecking tug *Favorite*. She was floated with all her cargo of iron ore still on board. The rail of the *Oceanica* is under water and a new rail will have to be added to her before she can be pumped out.

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September 4, 1896

The engines of the *Unique* have been thoroughly overhauled since she stopped running. There is no doubt that she has been sold and there are very good reasons for thinking she will be used as a blockade runner in the cause of Cuba.

The schooner *Col. Ellsworth*, light, bound down, collided with the schooner *Emily Maxwell*, loaded with alabastine for Chicago, at 4 o'clock Wednesday morning off Waugoshaunce. The *Ellsworth* sank in 30 minutes. The crew were all saved and returned to Mackinac City on the *Maxwell*.

The attempt to raise the schooner *Adams* was not a success on account of the parting of three of the heaviest chains. A 20-mile wind raised such a sea that it was necessary to take the pontoons to the river for shelter. It is doubtful if there will be enough favorable weather yet this fall to make the raising of the *Adams* favorable.

Very good progress is being made in wrecking on the *Oceanica*, which collided with the *Chisholm* off Grosse Point. The holes in the bow being closed, four divers are now engaged in building a cofferdam from the deck up. It will have to be built up over seven feet. It seems probable that the wreck can be pumped out before the end of this week.

Andrew Hackett of Bois Blanc Island has been notified that the two gas buoys for the Pelee Passage, southeast of the Dummy light, has been shipped to him at Amherstburg. One is a fixed light, the other a flash light. It is understood that the U.S. supply boat will take the buoys to the passage and locate them, and the U.S. Government will furnish the gas.

Canadian steamers plying on the upper lakes will probably be very busy this fall. It is said an enormous quantity of grain will go forward via the St. Lawrence route, which will keep all the Canadian fleet very busy. It is estimated that 1,500,000 bushels of grain are now on the way down to go through the St. Lawrence canals to Montreal. There is a big demand for vessels and owners expect rates to rise.

During the high northwest wind Sunday evening the Grummond Line passenger steamer *State of Michigan*, bound up, sprang a leak around the stern when off Port Austin. Capt. Dale attempted to return to Sand Beach. The water poured in so fast he was obliged to beach the steamer five miles north of Pointe Aux Barques Light at 9 o'clock p.m. to prevent foundering. The steamer is resting easy on a smooth bottom. There were 35 passengers and a large amount of fruit and merchandise on board. The passengers were all right and well taken care of. She was released without trouble.

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September 11, 1896

The steamers *North West* and *North Land* have been laid up for the season.

Work on the wreck of the schooner *Adams* progresses slowly. The weather for the last few days has been more favorable and should it continue so, they may make a success of raising her this fall yet.

The steamer *Saturn*, Capt. Anderson, owned by the Collins Bay Rafting Co., ran aground at the foot of Wolfe Island in the Canadian channel. Manager Leslie

of the rafting company sent a tug and lighter from Kingston to assist her and it is thought she can be got off in fair condition.

The steamer *Wawatam*, bound up with coal, struck a rock between Pointe Aux Pins and Round Island on Tuesday. The bottom of the boat is badly broken, the forward collision and amidships compartments of her bottom being full of water. The captain beached her on a sand bottom at the Pointe. She will have to lighter about 600 tons to get afloat and will then be taken down the lakes to be dry-docked.

An explosion occurred on Dunbar's drill at Philadelphia last week by which George Jones of Sault Ste. Marie was instantly killed and Sidney Neff had his fingers blown off and otherwise dangerously injured. James Handcock of Amherstburg, foreman of the drill, was standing behind Jones when he was killed and was badly shaken up, but not seriously injured. He was knocked down on the deck of the barge, where he for a moment lay completely stunned. So close was he that his moustache was singed with the flame. Jones, who was killed, has been employed by Dunbar & Sullivan for many years.

Capt. George Brook, shipping master for the Lake Carriers' Association at Ashtabula, dropped dead Thursday of last week.

The steamer *Coralia* arrived at Ashtabula Thursday of last week with 5880 tons of iron ore from Gladstone, breaking the ore record of the lake. She was drawing 16 feet 10 inches and had to lighter to get to her dock.

The disabled cutter yacht *Avocet* of Cleveland, Ohio, arrived at the Amherstburg docks Sunday evening in tow of the steam barge *Livingstone*. The owner, Capt. George Campbell, and a crew of seven were aboard. When about five miles southeast of the Dummy a squall carried away her topmast and tophamper,¹⁷ which in its descent broke the main gaff, tearing the mainsail from the clewlines, also tearing the foresail from its bolt ropes. The yacht came to an anchor in 20 fathoms of water. In her disabled condition she suffered considerably from the heavy seas. However, the plucky crew made all as secure as possible, cutting away wreckage, etc. to ease her as much as possible. At 12:30 the *Livingstone* hove in sight and in answer to their signal of distress gave them a line. It was found impossible to raise the anchor in the heavy seas, so the cable was cut. During the night the yacht in her hard pounding had broken off short at the cut water her heavy bowsprit. At the docks she shewed a sorry condition, her decks hampered with

¹⁷ the light upper sails and their gear and spars

broken cordage, steel cable rigging, shackle bolts, etc. The captain and crew, however, took it very cheerfully, dried their saturated clothing and sails and proceeded to Cleveland on Tuesday in tow of the steam barge *Roumania*.

The D. & C. Line steamer carried 1350 passengers to Put-in-Bay on Monday from Detroit.

The gas buoys for Pelee Passage arrived here and were unloaded at the C.S.R. dock on Friday.

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September 25, 1896

The Government has passed an Order-in-Council that the canals be opened on Sundays for the balance of the season.

The steamer *William Chisholm*, which was wrecked by colliding with the *Oceanica* in Lake St. Clair, has been repaired and passed up Monday.

The steamer *Yukon*, loaded with iron ore, stranded on the beach at Cleveland, 200 feet from the shore. All efforts to pull her off proved unavailing.

Byron Brown, mate of the steamer *Nipigon*, bound down the canal for Ogdensburg, sustained a compound fracture of a leg at Thorold on Friday by one of the fenders of the steamer breaking loose and striking him.

New boilers will be placed in the passenger steamer *North West* before she enters service next season. The officers of the Northern Steamship Co. state that their business was 35 per cent better this season than last year.

Terrific storms have been raging on Lake Superior, accompanied by snow and hail. The gale was from the northwest and, as there was little warning of its approach, considerable anxiety was naturally felt for the safety of much shipping caught out on the lake.

The steamship *North Land* was sunk Monday night in the slip at Duluth in which she was laid up for the winter. Her cabin decks are under water. It is supposed the seacocks<sup>18</sup> were opened by someone, probably discharged employees. The loss, on account of her extensive decorations, will be heavy.

Considering that lake levels are rising and a good depth of water next season is probable, says the *Marine Record*, there is enough lake tonnage afloat to take care of a good season's business in six months, and there will have to be a wonderful

increase in commerce for any but the largest boats to run at a profit. The *Record* says there is little hopes of high rates next season.

The steamer *Fedora* ran into the schooner *Macy* off Bar Point Monday night and cut her to the water's edge. The *Macy* is full of water and is held by her anchors. The crew came here Tuesday in their yawl. The captain of the schooner blames his mate. The steamer gave two whistles and he gave the mate orders to port the wheel, but the mate, he says, threw the wheel to starboard, consequently the steamer could not avoid the collision.

A heavy gale and a big sea prevailed on Lake Superior all day Monday. Almost all passing boats stopped at Marquette and many bore evidence of rough usage by the waves. The Canadian freighter *Bannockburn* with the *Melrose* and *Selkirk* went into that harbor on Tuesday. The *Melrose* had lost a sailor in the gale. A big sea had carried him off the deck. The bulwarks and forward deckhouse were washed away. Her cargo of wheat was ruined by water.

Saturday was the most exciting day that has been experienced in the Cleveland harbor for several years. The life-saving crew had all the work it could attend to. Several disasters resulted from the storm and vesselmen and passengers were badly scared, but no lives were lost. The tug *Gregory*, which went to assist the *Yukon*, was disabled and had to be towed ashore. Capt. Vosburg of the *Gregory* was at the wheel and had his arm broken. The yacht *Matt B.* was rescued by the life-saving crew and two more boats were saved from disaster.

A spiritualist calling himself Prof. James Gustin, who has been at Benton Harbor several weeks, says the lost steamer *Chicora* is in the lake ten miles out and 255½ feet from the lighthouse in St. Joseph in 180 feet of water. He shows a document which he says was signed by Capt. Edward Staines and Clerk James R. Clark of the lost steamer and Dr. S.B. Ellsworth of Benton Harbor. This document purports to be an agreement between Gustin and the crew. Gustin agrees with the dead to divide the reward of \$10,000 on condition that the dead locate the wreck. Amounts from \$2000 down are to go to the relatives of the crew.

A telegram from Fairport, O., says that the body of Capt. George McKay of Bay City, lost off Point Pelee at the time the barge *Little Wissahickon* went down, has been found there by the life-saving crew.

The gas buoys for Point Pelee passage have been painted and were put in the water at the C.S.R. dock on Wednesday. Chief Engineer Anderson of the Marine Department, Ottawa, is here superintending the erection of the buoys.

Lake Erie has now the finest fleet of side-wheel passenger steamers of any

<sup>18</sup> valves in the hull of a vessel for admitting outside water into some part of the hull, such as a ballast tank



lake on this continent, perhaps in the world, composed of the *City of Cleveland*, *City of Detroit*, *City of Mackinac*, *City of Alpena*, *City of the Straits*, *City of Buffalo*, *State of Ohio*, *State of New York*, *Frank E. Kirby*, *City of Toledo* and *Arrow*, besides the screw-wheel palaces *North West* and *North Land*.

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October 2, 1896

The small steam barge *Cottrell*, with soft coal, upbound, foundered near Bar Point at noon on Tuesday. The crew were brought to Amherstburg the same afternoon by the steamer *Kearsage*. She was sailed by Captain Phelps, who is also her owner. She is insured for \$1500 and will be a total loss. She is in twenty feet of water about half a mile east of the channel and is completely out of the way of passing boats. Capt. Phelps says he will abandon her, as she is not worth raising. The crew lost all their clothing and barely escaped with their lives.

J.S. McQueen of Pelee Island has purchased the steamer *Energy* from Colin Wigle, Mr. Wigle getting a steam yacht in exchange. Mr. McQueen will put the *Energy* in the general freighting business with Capt. John McCormick in command.

The Canadian Government steamer *Petrel* has been engaged this week placing the new gas buoys for Pelee Passage. The large cylinders or tanks which are about 12 feet by 10 feet were towed to Detroit last week and filled with gas. The pressure put on them was, we understand, 400 lbs. to the square inch. It is expected that the supply of gas will remain burning continually for seven weeks, when the tanks will have to be re-filled. The frames and apparatus for anchoring the buoys were put on board a scow.

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October 9, 1896

The steamer *Cuba*, bound up, which was aground at Rondeau Harbor for several days, was released Saturday by the tug *Home Rule*.

The steamer *Shickluna* was released from the beach above Fish Point in Lake Huron, where she was stranded. The barge *St. Louis* was stripped and abandoned.

The steamer *S.S. Curry*, downbound, parted her wheel chains and went aground at Grosse Île, just inside Ballard's Reef lightship, at 9:30 Sunday morning. She was released by the *Saginaw*.

The Canadian steamer *Petrel* returned here on Tuesday, having successfully completed the blowing up of the hull of the barge *Little Wissahickon*, wrecked last spring, when Capt. McKay was drowned.

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October 9, 1896

The schooner *H.D. Root*, which struck the reef off Fish Point in the gale, has sunk decks to in Emory's boom. She has a cargo of maple lumber. She is owned by Capt. Potter and is uninsured.

During the heavy storm the schooners *E.C. Roberts* and *Sweepstakes*, lumber laden, towed by the propeller *Leland*, went ashore on Kelly's Island and were badly wrecked. They were bound for Tonawanda. The *Roberts* may be taken off easily.

The red gas buoy which was adrift was picked up on Friday and placed on the southeast end of the southeast shoals of Point Pelee Dummy light by the *Petrel*, under direction of Col. Anderson. The black buoy is on the northeast point of the middle ground in Point Pelee Passage. Both are flash lights, but the intervals between the flashes are different.

The steamer *Wm. Chisholm*, bound up light, struck at Duck Island, Lake Huron, in a fog. She reached Detroit with her after compartments under the engine full of water. Accompanied by the *Wade*, she left Detroit for Cleveland to be dry-docked. This is the vessel which recently sunk with the *Oceanica* in Lake St. Clair. She has been out of the dry-dock only a short time.

The Merchant Marine of the United States on June 30th, 1896, according to the completed tabulation of the Bureau of Navigation, comprised 22,908 vessels of 4,703,880 gross tons, a decrease of 330 vessels but an increase of 68,000 tons over the previous year. Wooden sailing vessels numbered 16,244 of 2,310,819 gross tons. Iron and steel steamers numbered 880 of 1,004,113 gross tons.

The steam barge *Shickluna* and consort *St. Louis*, stranded above Fish Point near Tawas, Lake Huron, Tuesday night of last week, jumped the bar and the wrecking tugs cannot get alongside of them. The *St. Louis* has opened up on both sides of the stern and will probably be a total loss. The life-saving crew went to the wrecks and dumped the wheat cargo of the *Shickluna* overboard. The crews of the wrecked boats are camped on the shore.

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October 16, 1896

The steam barge *Loretta* caught fire Wednesday night of last week and burned to the water's edge at Black River, Mich. The *Loretta* was always considered an unlucky boat, having been in dry-dock every season since coming out. The cause of the fire is unknown. The flames spread from the burning steamer to the lumber on the dock and 500,000 feet of lumber, 150,000 shingles and 210 feet

of the dock were destroyed.

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October 23, 1896

Herman Endress, the owner of the steam barge *Loretta*, recently burned at Black River, says she was not insured and that his loss was \$30,000.

The steamer *Cuba*, bound down, collided with the barge *Ben Harrison*, in tow of the steamer *Pringle*, near Poe's reef Thursday of last week. The *Cuba* lost some of her rail and stanchions but the *Harrison* was not damaged.

Col. Kallman, superintendent of improvements at Grosse Pointe, asks that vessels going up on Lake St. Clair be turned into the old channel and kept in it after passing the lightship at the point, so as not to interfere with the dredging and sweeping.

The Bessenger Steamship Co. has awarded to the Globe Iron Works the contract for building a large schooner. She is to come out May 1st, 1897 and be 380 feet long, 44 feet beam and 26 feet deep. Her construction will be commenced at once.

The first stranding on account of the opening of the new cut at Sailors' Encampment took place when the steel steamer *L.C. Waldo*, bound down with grain from Duluth, struck a boulder at Nine Mile Point, Hay Lake. A large hole was crushed in on the starboard side.

The steamer *Queen City* has broken all grain-carrying records by taking 134,000 bushels of wheat and 42,000 bushels of rye, equivalent to 174,000 bushels of wheat. This big increase is made possible by the increase of water at the Sault Canal, allowing boats loaded up to 16 feet to pass.

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October 23, 1896

It is rumored that Capt. Robertson of the Beatty Line of steamers will be appointed superintendent of the new locks at the Canadian Soo. The captain has been in the company's service for the past 25 years and during that period has not cost the underwriters one cent.

The big wooden steamer *Australasia*, loaded with 2200 tons of soft coal from Lake Erie to Milwaukee, burned in Lake Michigan Saturday night, and the sunken wreck is at the bottom of Whitefish Bay. The origin of the fire is unknown. The life-savers overtook her as she entered Whitefish Bay and saved the crew. She was owned by Jas. Corrigan of Cleveland and was valued at \$80,000. She was insured for \$85,000 and her cargo for \$3000.

The propeller *Grand Traverse* of the Lackawanna Line, bound from Buffalo to Green Bay with coal and merchandise, was sunk by the propeller *Livingstone* three miles east of Colchester early Monday morning. She had a large hole crushed in amidships and sunk within four minutes after receiving the blow. Her crew of 17 was rescued by the *Livingstone*. The *Livingstone* had part of her stem torn away above the waterline and two plates bent. She was bound down with grain but turned back to Detroit. The *Grand Traverse* had been laid up most of the season and had been in service less than 24 hours when she sunk. The *Livingstone* also had been out of commission and took on a grain cargo at Armour's only Friday. The *Grand Traverse* was built at Marine City in 1879. She registered 869 tons, was 181 feet long and 33 feet beam. She was insured for \$25,000. She belongs to a class of vessels now out of date for money-making and her owners will not suffer much loss, if any.

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October 30, 1896

The steamer *Philip Minch*, upbound, went aground at Bar Point Friday night. She was out six inches. The wrecker *Saginaw* released her.

Sealed tenders will be received by Capt. M.W. Drake, Buffalo, for the purchase of the steamer *Grand Traverse* as she lies sunk at Colchester.

The schooner *Sandill*, loaded with lumber for Tonawanda from Wiarton, went down in Lake Erie on Friday. All hands were lost. She carried a crew of captain, mate, three before the mast and a cook.

It is reported that Leatham & Smith are negotiating for the purchase of the burned hull of the steamer *Australasia* and the cargo it contains, where they lie. Wrecking operations have been temporarily stopped.

Immediately on her arrival at Buffalo, the steamer *Livingstone*, which sunk the Lackawanna Liner *Grand Traverse*, was libelled for \$65,000 on a claim by the owners of the lost boat. She was allowed to finish unloading. The case will come up at Utica Nov. 10th.

The schooner *St. Louis*, which went ashore near Fish Point, Lake Huron, with a grain cargo and was for a time abandoned, has been released and will be towed to Port Huron for repairs. She was in tow of the steamer *Shickluna* with wheat from Fort William when she stranded.

While workmen were raising the boiler out of the tug *Crusader* at Port Huron, the chain fall parted and the boiler dropped back into the hold. In consequence, the *Crusader* sank alongside the dock. C.D. Thompson will build a

steam barge this winter and will place the boilers and engines of the *Crusader* in it.

The steel steamer *Zenith City* has broken the oats cargo record by taking on 289,000 bushels at the Bartlett-Frazier elevator A, South Chicago. The steamer *S.S. Curry* held the record before, having carried 247,000 bushels.

As a crew of fishermen were nearing their grounds at Locust Point, Ohio, they noticed a lot of wreckage. With the aid of a glass they were able to see a spar projecting from a vessel some distance away. On going to it they found that the vessel had been sunk and the captain is of the opinion that it was a steamer.

The largest vessel blockade in the history of Buffalo is imminent. Chicago, Milwaukee, Duluth and Lake Erie ports are sending in floods of grain. The elevators cannot handle it. There was nearly a score of boats waiting at one time all last week for one elevator. The arrivals continued all day Sunday and the creek is full of boats.

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November 6, 1896

The crew of the lightship on Eleven-foot Shoal at Peninsula Point, two brothers named Peterson, were drowned Saturday night by their boat capsizing while trying to board the lightship.

The steamer *Josephine* with iron ore from Two Harbors arrived here Saturday night and reported having lost her consort, the schooner *Frank W. Gifford*, in the northeast gale. The schooner succeeded in reaching Washburn on the opposite side of the lake.

The whaleback barge *111*, coming up the Welland Canal on Wednesday, collided with the Grand Trunk Railroad bridge at Thorold, doing considerable damage to the structure. The barge is being held in the canal until the estimate and settlement of the damage is made.

The steamer *Australasia*, which was burned and sunk in Whitefish Bay, broke up in the recent gale. Only 250 tons of her coal cargo have been saved. Even the machinery is not worth the cost of recovery. The whole outfit is not worth 10 cents, as the wreck is settling in quicksand. Leatham & Smith, who bought the wreck from the underwriters, are badly stuck.

The steam barge *Alleghany* and consort *Transfer* went ashore on Big Summer Island, 30 miles from Escanaba, Lake Michigan. The *Alleghany* will hardly be worth releasing and the *Transfer* is high and dry. They are owned by the Weston Transit Co. Capt. Wm. Sunderland, who sailed the *Alleghany* for years, has a large interest in her. No insurance.

The big steel schooner *Marcia* of the Minnesota Steamship Co. snapped her line in Saturday night's blow off Keweenaw Point and fell away in the trough of the sea. The rudder key broke before her steamer, the *Matoa*, could pick her up and she became unmanageable. Seas broke over her, tearing away the forward windlass, and other damage was done. The steamer finally towed her to Marquette, where repairs are being made.

The schooner *Porter*, bound up with hard coal in tow of the tug *Martin*, ran aground on Bar Point on Tuesday morning. An attempt was made to release her, but without success. After lightering about 140 tons of her cargo and the wind changing to the east, raising the water, she was released by the tugs *Brockway*, *Martin* and *J.P. Clark* and the barge *T.S. Snook*. She was leaking some, one steam pump being required to keep her clear. She was taken to Detroit by the *Brockway*, where she will be dry-docked for repairs.

The steamer *S.P. Ely* is reported to have been driven on the breakwater at Two Harbors in the heavy gale and sunk.

Wreckers are recovering the cargo of hardware and package freight of the steamer *Oconto*, which sunk in 1886 in 60 feet of water.<sup>19</sup> The cargo is in a good state of preservation.

"Blinker" and "twinkler" are the names applied to the gas buoy on the middle ground in Point Pelee Passage. The names come from the flash that is characteristic of the light.

The steamer *Lindsay* had her rudder badly bent and all the buckets broken from her wheel. It is thought she picked up a log when the accident happened. The steamer *City of Berlin* towed her to Detroit.

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November 13, 1896

Cabin windows of the *Pope* and *Penobscot* were broken in. The steamers were swept by heavy seas from stem to stern.

Fire was discovered Friday night in the cargo of barley between decks in the after part of the steamer *J.C. Lockwood*. It was soon put out and no damage to the vessel resulted. The cargo of 40,000 bushels of barley was damaged to some extent by smoke and water.

The steamer *Mary H. Boyce*, bound for Milwaukee with a cargo of coal,

¹⁹ See Vol. II(4), pp. 33-34.

struck the bottom 1500 feet outside of the breakwater at Buffalo eight times Friday night. The force of the blow broke the main steam pipe and the engineer was nearly being scalded to death.

The schooner *Little Wissahickon*, which lay in Lake Erie in about 13 fathoms, 22 miles southwest of Rondeau and 25 miles east of Point Pelee light, has been blown up by the *Petrel*. The site of the wreck was swept to a depth of 20 feet after the masts were blown out and no wreckage was encountered.

The recent heavy storm from the northwest did great damage to fishermen of Sandusky, O. About 15 of the small, open boats used by fishermen were capsized, dismasted and waterlogged and the crews were thrown into the water. Fishing tugs went to rescue and succeeded in picking up everybody within sight. Two small boats with five men on board are missing. It was supposed that both boats went down with their crews.

The big three-masted schooner *W.H. Dunham*, owned and commanded by D.D. Ludwing, loaded with 235,000 feet of lumber from Ludington to St. Joseph, had a hard time in the blow off St. Joseph. The captain ran her in toward the piers, over which heavy breakers were running, and everybody thought she would go to pieces. She lunged as she entered the breakers and Capt. Ludwing ordered the lashings of the deck-load cut. When this was done the great waves carried 10,000 feet overboard. The vessel righted herself and entered the river without a scratch. Most of the lumber has been recovered.

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November 13, 1896

The schooner *Waukesha* was wrecked in Lake Michigan, owing to the conduct of a drunken captain and crew, and of the seven persons on board only one was saved.

Considerable anxiety is expressed as to the safety of the propeller *Acadia* and it is feared that she may have foundered on Lake Superior during the storm of last week. The *Acadia*, under command of Captain Clifford, left Fort William on Wednesday, November 4th, bound down for Montreal with about 22,000 bushels of wheat. She has not yet reached Sault Ste. Marie and as she should have made the distance in about thirty-six hours at the latest, the absence of all word from the boat has given rise to rumors that the *Acadia* had been wrecked. The *Acadia* carried a crew of seventeen or eighteen men, all Canadians, most of them from Toronto, Hamilton and St. Catharines. Capt. Clifford, the commander, is from St. Catharines. He is about 50 years of age and has a wife and family. The purser's

name is Frend and he is supposed to come from Hamilton. R.O. Mackay & Son of Hamilton are the owners of the *Acadia*.

"Ottawa Government officials say Capt. Ruelle, owner of the tug seized at Amherstburg, is out of court with his claim for damages because he failed to comply with a clause of the Customs Act requiring the owner of the thing seized, within 3 days after having been notified that such decision will not be accepted." No one around here ever thought there was anything but wind in the claim.

The tug *Sir John* with the Dominion dredge *Ontario* (Capt. Gavin) arrived here on Wednesday from the mouth of the Thames River. It was the intention to finish the work at the mouth of Belle River, but at this season of the year it would be impossible to make any headway, owing to the seas. M.K. Cowan, M.P., is making an effort to have the dredge put in a few weeks' work at Texas [Landing]<sup>20</sup> and Amherstburg, where some dangerous shallows exist.

Capt. Dunn of the Government fishery cruiser *Petrel* was in Ottawa this week consulting with the Customs Department in regard to the seizure of the mud scow *Grace Ruelle* of Detroit for breaking bulks, otherwise dumping garbage into Canadian waters without reporting at the Customs. Capt. Ruelle, owner of the boat, has as already stated made a claim for \$50,000 damages. This claim the Washington authorities have sent to England and now the matter is before the Customs Department to report upon. The Dominion Government has a very strong case and it is unlikely that Captain Ruelle will succeed in getting his claim recognized.

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November 20, 1896

The schooner *Brenton* was driven ashore just east of the river piers, Cleveland, Friday morning in a terrific storm. The life-saving crew succeeded after much difficulty in rescuing the crew of five men. The schooner went to pieces half an hour later.

The Dunham tug *L.B. Johnson* tripped on the towline of the steamer *V.H. Ketcham* Friday morning and capsized off the breakwater at Chicago. The crew was rescued by a boat from the steamer with much difficulty. This is the second time the *Johnson* has been sunk this season near the harbor entrance.

A telegram received from Sault Ste. Marie, Mich., late Friday afternoon last

²⁰ just north of Amherstburg at the foot of Texas Road

announces the safe arrival of Capt. Clifford and some of the crew of the steamer *Acadia* at that port. The *Acadia* went ashore on Lake Superior but the crew were saved. No particulars have yet been received outside of the despatch announcing the safety of the crew and that the steamer had gone ashore in Michipicoten River at 10 p.m. Thursday, 5th inst., in a blinding snowstorm. The vessel filled with water. It is probable the boat and cargo will be a total loss, the boat being exposed to heavy gales from the southwest.

The steam foghorn on the Pelee spit has been repaired and is again in operation.

The wreckage picked up on the shore near Port Colborne is part of the hull of the barge *H.S. Walbridge*, which was abandoned near Long Point on July 16th.

The wrecking tug *Favorite*, which returned from the stranded steamer *Acadia* at Michipicoten River, reports that both the steamer and her cargo are a total loss, with no salvage worth saving.

It is officially announced that the Rockefeller iron syndicate has sold \$500,000 worth of Minnesota ore to be delivered next season and 80,000 tons of Spanish-American ore. This will enable the underground mines on the Mesaba range to resume operations at once and will give employment to thousands of men.

The steamer *Wallula*, owned by Capt. Thomas Wilson of Cleveland, O., missed the piers at Conneaut while attempting to make that port in a big storm and went ashore. The crew was taken off with much difficulty. The steamer began pounding on the beach so heavily as to threaten her total destruction, and to make matters worse, soon after the crew were taken off she caught fire in some unknown way. Her forward part was burned to the water's edge. She was valued at \$90,000 and insured with C.A. McDonald & Co. of Chicago for \$70,000.

The statement of the business done by the Canadian "Soo" Canal up to the end of October, as prepared by the Railways and Canals Department, shows 4371 vessels to have passed through since the opening of navigation, with a tonnage of 4,137,117 tons and carrying 4,277,437 tons of freight. There has been some talk as to when the canals will be closed, and it was said that they might close down very shortly, but the superintendent authorizes the statement that navigation will go right ahead, so far as the Canadian "Soo" is concerned, up to 24 hours of the forming of the ice.

The hull of the schooner *Adams* has become badly demoralized since the last heavy southwest blows, which have prevailed for the past two days. Her decks have all washed ashore at Colchester and her deck beams are still attached to the wreck

but floating on the surface. The chances are that by spring there will be but little of her left to mark the spot where she went down.

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November 27, 1896

The steamer *B.W. Arnold*, with a cargo of 800,000 feet of lumber, was burned in Lake Superior on Saturday morning. Her crew and the life-savers could not save her. She was valued at \$45,000.

A spar buoy now marks the spot on Southeast Shoal, Lake Erie, where the gas buoy with stationary light was located. The "blinker" which was on Pelee middle ground has also been removed to Amherstburg for the winter.

Both the steamers *Bannockburn* and *Rosemount* will make at least one more round trip from Kingston to Fort William before going into winter quarters. If the weather will permit and the canals remain open, a second trip will be made.

George Gott, Collector of Customs at Amherstburg, has been asked by the Lake Carriers' Association to call the attention of the Canadian Marine Department to wrecks of the steamers *Cottrell* and *Grand Traverse* and the schooner *Adams*, all of which are sunk near the mouth of the Detroit River and which are regarded as obstructions to navigation. Unless objection is raised by the owners or the insurance companies and provision made to remove these wrecks, they will probably be destroyed by order of the Dominion Government. Under directions of the War Department a wreck in this same vicinity, that of the schooner *Macy*, which is in American water, is being removed.

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December 4, 1896

Officials of the Detroit & Cleveland Steam Navigation Co. have sent to the Marine Department reports from their captains commending very highly the gas buoys recently placed by the Dominion authorities near Point Pelee in Lake Erie. They also report that the lights can be seen in clear weather at a distance of full seven miles. The captain of the S.S. *Grecian* wrote to the Lake Carriers' Association: "They reduced by thirty-five minutes the *Grecian's* time between Cleveland and Bar Point. If I mistake not, they will greatly reduce also the hump that usually gathers on an old skipper's back when getting in and out of this passage on a dark night. We are all grateful to the Government of Canada and Col. Anderson for the buoys."

Contracts have been made for the building of lake vessels this winter as follows:-Chicago Shipbuilding Co.: steel freight steamer 400 feet long for A.B.

Wolvin of Duluth; two steel steamers, Welland Canal size, 2700 net tons capacity, for Robert H. Rhodes of Cleveland; one steel tow barge, largest lake size, for C.W. Elphicke and others, Chicago. Cleveland Shipbuilding Co.: steel steamer 400 feet long for Capt. Thomas Wilson of Cleveland. Globe Iron Works Co. of Cleveland: steel tow barge of largest lake size for Bessemer Steamship Co; one large modern steel schooner to be owned by the Globe Co. F.W. Wheeler & Co., West Bay City, Mich.: steel steamer to cost \$120,000 for O.W. Blodgett of Bay City. James Davidson, West Bay City: one wooden steamer, 210 feet keel, and two wooden tow barges 300 feet long. Union Dry-dock Co., Buffalo: steel oil tank barge for Standard Oil Co.

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*December 11, 1896*

The Welland Canal will be closed on the 15th inst.

The steamer *Cumberland*, missing for some time, was sheltered in the west end of the Portage Canal. The steamer *John N. Glidden* and consort *Aberdeen*, concerning which there has been much anxiety, reached Milwaukee covered with four inches of ice.

The passenger steamer *City of Kalamazoo* of the Williams Transportation line burned early Monday morning of last week and now lies on the river bottom at her dock at South Haven, Mich., a blackened wreck. Three people lost their lives in the fire. They were: Robert Van Ostrand of South Haven; Joseph Lang, fireman on United States steamer *Michigan*; and Rosa Germs, cabin maid. The bodies of the first two have been recovered, but that of the cabin maid is still in the wreckage.

The steamer *Acadia*, which went aground on the shore of Lake Superior, is a complete wreck, the cargo of grain has gone through the bottom, the hatches burst open, the decks upheaved and the machinery broken and twisted. A huge rock protrudes into the hold. A story of one of the most miserable and at the same time one of the most romantic honeymoons on record is furnished by the shipwreck of the steamer. It seems that on the last trip up, the purser and the cook were married at Amherstburg and the newly-united couple probably went through the most thrilling honeymoon experiences heard of.

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December 18, 1896

In navigating the Great Lakes during the season now closing, sixty-six lives were lost. Compared with previous years, the list is much below the average.

Crews have been fortunate in their escapes in some wrecks, and then the season has been freer than for many years from disaster. There have been many storms, but owing in a large degree to good luck, vessels have escaped. Even many rotten old hulks have succeed in dodging the storms and coming into port time after time in safety. Another cause for the lessening of disasters is the improved construction of lake boats, all vessels now coming out being built to ride out the severest storms known in this latitude.

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*December 25, 1896*

The *Malta* and *Matoa*, the last boats of the season bound for Duluth, have arrived there and are laid up.

While unloading coal at the Pennsylvania dock at Chicago, the steamer *L.R. Doty* caught fire Saturday, 12th inst. The inside of the steamer aft is badly gutted and the damage is estimated at \$10,000.

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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 *led*); 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. Schooners 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.

