

Echo SOUNDINGS

MARINE NEWS of 1897-1898

Excerpts from the
Amherstburg Echo



Volume IV, Number 4
Winter 2001

Marsh

Quarterly publication of the Marsh Collection Society, Amherstburg, Ontario

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The Marsh Collection Society wishes to thank Fort Malden National Historic Site for allowing us to reproduce photographs for this book.

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.

February 12, 1897

A line of car ferry steamers between Detroit and Toledo is to be organized and ready for operation by next June. The plan is to tow these ferries or barges. It is claimed that the railroads can be beaten thus by several hours in the handling of coal and other freight.

During 1896 the total freight through both the Soo canals was 16,239,061 tons, exceeding all previous records by nearly 1,250,000 tons. There was a reduction of 3,383,556 tons passing the United States canal as compared with 1895, a result due to the Canadian canal.

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February 19, 1897

James McBrier of Erie has gone to the rivers of Africa for another name for one of his steamers. He has changed the name of the steamer *Emily P. Weed* to *Savona*.

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February 26, 1897

The Wilson Transit Company's steamer *Andrew Carnegie*, which was launched at Cleveland on Saturday, has a length of 400 feet between perpendiculars, 420 feet over all, 48 feet beam and 28 feet molded depth. Her water bottom is 5 feet deep and has a ballast capacity of 2000 tons. The engine is a triple-expansion, 23, 38 and 63 by 40 inches, and will turn a wheel 13 feet in diameter with 17 feet lead. Steam will be supplied by three Scotch-type boilers 12 feet in diameter and 13 feet long, carrying a working pressure of 175 pounds. The *Carnegie* carries three pole spars and is supplied with steam gear throughout. She is expected to carry 4000 gross tons of ore on 14½ feet mean draft, or about 6000 gross tons on 16½ feet.

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February 26, 1897

Hughes Bros. & Bangs of Syracuse, N.Y., have divided their big Buffalo breakwater contract with Dunbar & Sullivan and the two firms will prosecute the work with H.T. Dunbar as manager.

The steamer *Forest City* and barge *Nelson*, wintering at Detroit, are being strengthened with steel outside chords and arches. On the *Nelson* the strengthening consists of steel chords running the greater part of her length, and on the *Forest City* of triplicate arches.

Capt. Al. Reed, who commanded the steamer *Maricopa* last season, is to sail the *Brazil*, vice Capt. Gibson. Capt. John Smith has been transferred from the *E.C. Pope* to the *Selwyn Eddy*. Capt. Williams, last season mate of the *Boston*, will command the *Nyanza*.

The civil sundry appropriation Bill which carries appropriations for river and harbor improvements has been passed by the United States House of Representatives. Lake items in the Bill include \$1,090,000 for completing the 20-foot channel. No appropriation has been made for gas buoys.

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March 5, 1897

Death of Capt. Thos. Hayes.-Capt. Thos. Hayes, who died at his home on Rankin Avenue yesterday (Thursday) morning, was born in Amherstburg on the 4th of January, 1853, and has always made his home here. He began sailing when about 15 years of age and was one of the best-known men on the lakes, having been in charge of the wrecking tug *Saginaw* for the past 9 years. He returned home after laying up the *Saginaw* at Windsor in the early part of December and was then suffering with what afterwards proved to be a serious attack of malarial fever which left him very weak. He recovered sufficiently to go out during the warm spell last week but in his weakened condition it proved too much for him and he took a severe cold on Thursday of last week which later developed into pneumonia. Drs. Park and Fisher were called in and they sent for Dr. Clark of Detroit, but their efforts were unavailing and he passed away early yesterday morning. Deceased was married to Maggie, daughter of Antoine Bernard of this town, in 1879. Besides his wife, four children, 2 boys and 2 girls, the oldest of whom is 16 years of age, survive. One brother, John, of the Detroit Police Force and three sisters - Mrs. A.A. Parker and Mrs. Thos. F. Manning of Detroit and Mrs. John Fenning of Chicago, also survive. Deceased was a member of Milne Lodge, No. 336, A.O.U.W.¹ of Windsor, in which he carried an insurance of \$2000. The funeral will take place from the family residence, Rankin Avenue, on Sunday afternoon at 1:30, thence to the R.C. church, where services will be conducted at 2 o'clock, interment taking place in the R.C. cemetery.

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<sup>1</sup> Ancient Order of United Workmen

March 5, 1897

For the first time this winter the *Shenangoes* have been in trouble. A new plan was adopted whereby the boats ran together instead of separately as last season. On Tuesday morning of last week, they left Conneaut, but were soon held up by a strong northwest wind, which packed the ice into the entrance of the harbor. No. 1 was ahead about a quarter of a mile from the end of the west pier. Both boats became fast in the ice and unable to extricate themselves.

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March 12, 1897

The *City of Detroit* of the D.&C. Line was to have left on her first trip this season yesterday morning, but having received word that the upper end of Lake Erie was filled with heavy ice it was decided not to start her until tomorrow (Saturday).

With the opening of navigation a rate war that promises to be very bitter and give Detroit and Cleveland people some cheap steamboat riding will be inaugurated. On the first trip made by the *City of Detroit* the rate of fare charged will be 25 cents to Cleveland with a berth for 25 cents extra. The announcement was made on Wednesday afternoon from the Grummond Line office that the 25 cent rate would be met and probably lowered by them.

The Grummond Line steamer *State of Michigan*, which left Detroit on Monday, February 22nd for Cleveland, but was compelled on account of the heavy ice to lay at the dock here, started out again on Wednesday morning. The soft weather and heavy rains on Monday and Tuesday had softened the ice somewhat and the boat was to have left at noon on Tuesday, but as a heavy fog prevailed at that time, a start could not be made. On Wednesday morning the river had cleared of ice except a narrow belt at the foot of the island and the lake was clear as far as could be seen and the steamer left here about 6 o'clock in the morning. She encountered considerable drift ice and narrowly escaped several shoals but made good time, arriving in Cleveland safely the same evening. The tug *Swain* accompanied the *State of Michigan* and both boats were fast in the ice off Colchester for a while but managed to free themselves.

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March 12, 1897

The funeral of the late Capt. Thos. Hayes was held last Sunday afternoon and the large number which attended attested to the esteem in which the captain was held in this vicinity. The Watt Wrecking Co., with which the late captain was engaged and in which company he was a stockholder, chartered the ferry *Excelsior*

to convey the friends of the captain in Windsor and Detroit to Amherstburg and about 300 availed themselves of the opportunity to pay the last respects to the dead. The funeral cortege left the house about 1:30 and proceeded to the R.C. church, about 60 of the members of Lorne Lodge, A.O.U.W., attending in a body, being requested to do so by Milne Lodge, No. 336, A.O.U.W., of Windsor of which deceased was a member. Services at the church were conducted by Rev. Father Ryan, the funeral thence proceeding to the R.C. cemetery, where the remains were interred. The pall-bearers were Capts. D. J. Girardin, E.C. Gatfield, T. Quinlan, J.T. Hutton, James Tobin and D. Nicholson. The floral offerings were many and very beautiful.

John G. Mullen left on Monday on a business trip to Toledo, returning on Wednesday. Yesterday (Thursday) he left for Detour, Mich. The Cuddy-Mullen Coal Co. have engaged docks at Detour and will have an agency there this coming season. Mr. Mullen's trip to Detour is in connection with the work to be done there by the coal company. He was accompanied by his cousin, Michael McCarthy of Cleveland, O., who has been in the Cleveland office for some years and who will have charge of the Detour office.

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March 19, 1897

FISHERY MATTERS.-The following despatch from Ottawa is of interest to the people of Pelee Island and the mainland of Essex County on Lake Erie. "When Mahlon K. Cowan, the member for South Essex, visits Ottawa, the Government Departments are aware of the fact. He visited this city a few days ago and the officials of the Fishery Department thought a blizzard had struck the city. Mr. Cowan is looking for a number of changes and discussed them with the Minister of Fisheries for two hours. The Pelee Fishing Club complain of a change in the close season for bass. The members of the club represent that they have invested \$20,000 in clubhouse and grounds on the island. Before deciding to do this they examined the fishery regulations regarding close seasons for years back and found that no changes had been made. From this they arrived at the conclusion that the policy of the Department in this respect had been pretty well established and that any material change in the regulations was not likely to take place in the near future. A change, however, has been made in the close season. It now begins in April and extends till June. The club suggest that the regulations would serve the purpose of protecting the black bass if the close season did not begin till, say, May 20th and continued till about July 15th. The club say the bass do not come up from the deep water to the

spawning beds before about the beginning of June and are found there up to the early part of July. As the close season is now fixed, the bass are spawning after the close season expires. Mr. Cowan represented very strongly to the Department that this club, although consisting of rich Americans, was deserving of the most liberal treatment by the Department. It was composed of a number of very prominent gentlemen, such as Robert Lincoln, son of the late President Lincoln, Marshall Field, the big dry goods man of Chicago, and other wealthy men of the Republic. They were genuine sportsmen who spent probably ten dollars for every bass they caught. He said the presence of the members at their clubhouse on the island for two weeks in the spring and two in the fall was a great benefit to his constituents on the island. They paid annually about \$800 duties; they employed 30 to 40 men to row their small boats while fishing; two steamers were engaged to take the boats to the fishing grounds every day and a tug was employed to bring their mail. In addition to these expenses, the club members were generous in their gifts to churches and charity. Mr. Cowan also pointed out that as a matter of fact most of the bass caught were afterwards liberated. They were put into a large pound at the clubhouse and every few days were let out. The minister promised to give the matter careful consideration and if it were consistent with the preservation of the bass would grant the request. Mr. Cowan then took up the question of the fishing along the shore of the mainland opposite his riding. He wanted the close season for pickerel done away. He did not think they were a fish that needed protection or should have it. They preyed on the eggs of other fish and were very destructive. He thought special consideration should be given to the fishermen west of Point Pelee. These men had their nets exposed to destructive winds from the west and were compelled to lift their nets in the fall at the time when the fishing was at its best. He asserted that the Detroit sewage dumped into the lake at the mouth of the Detroit River was driving along the shore west of the point and was an injury to the fishing. The fishing was now so bad that American fishing boats which called east of Point Pelee for fish did not think it worthwhile to call west of the point. He thought the license fee, \$50 a year, was excessive. He thought the fishermen west of the point should be allowed to use gill nets. He also urged that each licensee should be allowed to fish four pound nets. In support of this he said that the same number of men required to work one pound net could take care of four. It is understood around the Department that the suggestions made by Mr. Cowan will be met as far as it is possible to do so, having regard to the protection of the fish."

March 19, 1897

H.C. Burrell of Lorain, O., has made arrangements for conducting a marine reporting bureau in Detroit the coming season. His office will be at the foot of Woodward Avenue.

The Bois Blanc Lighthouse shed forth its light for the first time this season on Wednesday night of last week and the Bar Point Light was lighted on Saturday night for the first time. The Bois Blanc ranges were lighted on Tuesday night of last week.

At their recent annual meeting in Washington, the United States Supervising Inspectors of Steam Vessels adopted a new rule with reference to pilots of steam vessels which will prevent the captain of a sailing vessel from taking full charge of a steamer, no matter what his ability may be, until he has served one full season as second-class pilot on a steamer.

Among the appointments announced for the season of 1897 are the following:- *Castalia*, Capt. C.C. Allen; *Frank E. Kirby*, Capt. A.J. Fox; *Wyandotte*, Capt. John Desana, engineer Julius Holder; *State of Michigan*, Captain D. C. McCarthy; tug *Swain*, Capt. Geo. Odette; *Algonquin*, Capt. James McMaugh; *Rosedale*, Capt. James Ewart; *Harvey H. Brown*, Capt. E.C. Gatfield; *S.R. Kirby*, Captain D. Girardin; *Fayette Brown*, Captain J.W. Nicholson; *E.M. Peck*, Captain C.H. Chamberlain; *George E. Hartnell*, Captain John F. Jones; *D.C. Whitney*, Captain Robt. Sunderland; *Seguin*, Capt. James C. Symes; *Myles*, Capt. Geo. Mackey.

The U.S. Treasury Department has issued the following notice regarding a change in the laws governing the issuance of steamboat officers' licenses:- "An Act of Congress authorizes licenses to officers of steam vessels to be issued, after January 1st, 1897, for a term of five years, instead of one year, as heretofore. Inspectors will therefore after the date indicated, in issuing original or renewing old licenses, issue them for the term of five years. The Act referred to also provided that after the 1st day of January, 1897, 'no person shall be qualified to hold a license as a commander or a watch officer of a merchant vessel of the United States who is not a native-born citizen, or whose naturalization as a citizen shall not have been fully completed.' Inspectors will see that the law as here quoted is carried out, by refusing after January 1st, 1897, to issue licenses except to persons qualified as therein stated, and should also demand for cancellation all outstanding licenses held by persons not so qualified."

The Grummond Line steamer *State of Michigan* was unable to leave Cleveland on Thursday morning of last week on account of the weather, but left on her return

trip on Saturday morning, passing here about 3 o'clock that afternoon and arriving at Detroit at 5 o'clock, the tug *Swain* accompanying her. The D.&C. steamer *City of Detroit* left Detroit on her first trip at 9 o'clock on Saturday morning, returning on Sunday morning. She will make regular trips from Detroit on Monday, Wednesday and Friday nights, returning on Tuesday, Thursday and Saturday nights. The Grummonds have purchased a new steamer to run on the Detroit-Cleveland route with the *State of Michigan*. About the first of June, the Detroit & Cleveland Line will inaugurate a double daily service between Detroit and Cleveland. Steamers will leave Detroit every morning at 9 o'clock and every evening at 11 o'clock, returning to arrive at the regular time of 6 o'clock in the morning and about 4 o'clock in the afternoon. This arrangement will be permanent every summer hereafter. Arrangements have also been nearly completed for the same service between Cleveland, Put-in-Bay and Toledo as last year. The Detroit & Cleveland Line will furnish the steamer *City of the Straits* for the route and the Cleveland & Buffalo people the *State of New York*.

The Grummond Line steamer *State of Michigan* called here on Tuesday night and took on Capt. D. Nicholson and wife and Miss Lily Nicholson, who will visit in Cleveland for a week or so with the captain's daughter, Mrs. John Eberlein. The *State of Michigan* will call here at any time during the coming season when there are passengers for Cleveland.

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March 26, 1897

The *Lakeside*, Capt. N.F. Wigle, has commenced running between Toronto and St. Catharines.

The steamer *Energy* called here on Monday morning on her way from Wallaceburg to Pelee Island.

It is said that the Welland Canal will open this year on April 19th, which will be a little earlier than last year.

John Manson reached Colchester Reef Lighthouse on Sunday after several unsuccessful attempts and the light was displayed Sunday night for the first time. There has been considerable floating ice in the river and lake the past week but nothing to obstruct navigation.

The ferry boat *Victoria* was damaged about \$300 on Wednesday by the *City of Detroit*. The Detroit and Cleveland steamer was trying to make a landing at the Bates Street dock and just ahead of the *Victoria*, which lay at the regular ferry dock, but the strong wind blew the big steamer against the smaller one, crushing in the

wall of the men's cabin on the starboard side. A curious thing about the accident was that while the woodwork along the entire side was crushed in and the window frames twisted out of place, the glass in the frames was not broken. Some of the passengers were badly frightened for a few minutes but nobody was hurt and the *City of Detroit* was not damaged.

Capt. Wm. Tobin died at his home in Detroit on Friday last, after an illness extending over three years, in the 39th year of his age. Deceased was a native of Amherstburg, being the fourth son of the late Edward Tobin, and moved to Detroit about 25 years ago and has resided there continuously since. He began sailing when quite young and was master of the tug *Winslow* for several seasons. Three years ago this spring he went to Port Huron to fit out the tug *Castle*, the last boat he commanded, and was brought back to his home sick and had been ailing continuously until his death on Friday last. He married Miss Hattie Kinney of Detroit about ten years ago and she survives him. The couple had no children. Capt. James and Richard Tobin of this town and John and Joseph of Windsor are brothers of the deceased. Mrs. Chas. Conroy of Windsor is a sister of the deceased. The funeral took place in Detroit on Monday morning, the services being held in St. Peter and St. Paul's Church, the remains being interred in Mt. Elliott Cemetery.

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April 2, 1897

The Cuddy-Mullen Coal Co. of Cleveland is preparing to expend about \$6000 in improvements to the Watson and Anthony coal docks at Detour, which they have leased for the purpose of extending their vessel fuelling business.

The announcement from Ottawa that the Dominion Government has definitely decided to complete within two years the work of deepening all of the St. Lawrence canals to 14 feet is a matter of the greatest importance to the grain trade of the lakes.

Pfohl & Son of Buffalo are about to contract for the raising of the steamer *Grand Traverse* off Colchester, which they bought off the insurance companies last fall. The Canadian Government insists on their signing a bond of some sort before the permit to raise the vessel is given.

As a result of persistent efforts on the part of officers of the Lake Carriers' Association to secure gas buoys as aids to navigation in connecting channels and on dangerous lake shoals, there will be at least ten of these buoys at different points throughout the lakes by May 1st of this year. It is understood now that the officers of the Lighthouse Board have managed to secure several gas buoys for the lakes, which will be in position by May 1st. The points to be covered include Ballard's

Reef on the Detroit River, as well as Fisherman's Shoal, Poverty Passage and Lansing Shoal, Lake Michigan. Notice is also given of a gas buoy showing a fixed white light that will on the opening of navigation mark the southeast of the inner entrance to the straight channel of Maumee Bay in the position heretofore occupied by a spar buoy.

Two new lights on the Detroit River, to be known as the Grassy Island north channel ranges, will be established about April 1st. The front light will be red and the structure in which it will be established has been erected in 3½ feet of water near the northerly end of the flats lying to the northward and westward of Grassy Island. The structure is of wood, painted yellowish drab, and the light will be about 30 feet above the mean level of the river. The rear light of the range will also be red and located in a yellowish drab tower, but this second tower will be fifty feet above the mean level of the river. These lights will mark a range line for running the channel of the Detroit River between the Ecorse range line and Detroit. The range line clears the 18-foot curve off the northwesterly part of Fighting Island by about 400 feet, off Ecorse marsh by about 500 feet, and the point of the Canadian shore opposite Fort Wayne by about 500 feet. The range line intersects the Ecorse range line at a point about 3500 feet from the Ecorse range front light and about 3150 feet from the front light of this range.

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April 2, 1897

The *City of Buffalo* passed down yesterday (Thursday) morning to resume her regular trips between Buffalo and Cleveland.

The steamer *Desmount* and consort passed up on Wednesday afternoon. They were the first freight boats to pass here this season.

A dispatch from Mackinaw says the prospect is that there will be no navigation earlier than April 10th. The temperature was at freezing point during the past five or six days. The Straits are still solid.

At a meeting of the Lake Carriers' Association on Tuesday the scale of wages for the present season was adopted. The wages will be lower than they were last year, being about what was paid in 1894 and 1895. The crews will be well satisfied, however, as they have been anticipating a heavier reduction.

Navigation opened from Chicago on Monday when the schooner *B.C. Canter* left for the East Shore with lumber. The lumber fleet was expected to be before the wind yesterday (Thursday). The start is an early one. Some years have passed since boats have cleared from Chicago as soon in the season.

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April 9, 1897

The schooner *Lothier*, lying at the Mineral Springs canal, is being thoroughly overhauled and repaired for the coming season. Wm. Lane, shipbuilder, Windsor, has the contract.

The Watt Wrecking Company at their annual meeting appointed P.J. Cuniff as captain of the *Saginaw* and L. Cronk, Dresden, as chief engineer. Capt. Cuniff is an old Amherstburg boy but is now a resident of Detroit.

The Westcott Wrecking Co. held their annual meeting at Sarnia Wednesday of last week. J.W. Westcott of Detroit was elected president and the Board of Directors are J.W. Westcott, C.M. Garvey, Sarnia, and Isaac Watt, Windsor.

Reports from the Soo state that the present stage of water there is about the same as it was last year. The water in the vicinity of Ballard's Reef, Detroit River, where the shoalest spots are to be found, is about 9 inches higher than it was at this time a year ago.

In the first installment of eight gas buoys to be located on the chain of lakes, three will be placed at Ballard's Reef, Detroit River. Following the establishment of this first lot of buoys, the Detroit station will receive four more of them about April 20th, five more about May 1st and another lot of five about July 1st. In the meantime the appropriation of \$25,000 in the sundry civil Bill will be available and this money will provide at least eighteen more of the buoys, which will come along during the season of navigation. There will be no difficulty regarding the maintenance of the buoys.

The tug *Active*, Capt. Bell, sprung a leak near the Lake Shore bridge near Port Clinton, Ohio, and sank while returning from Oak Harbor on Thursday of last week. She is the property of Bell & Co., fish dealers, and has but recently been remodelled at Cleveland.

The steamer *Imperial* has commenced running on the Pelee Island, Amherstburg and Windsor route, having made her first trip from here on Monday last. The steamer has had her engines compounded the past winter by the Kerr Engine Co. of Walkerville and the work was to have been completed by April 1st. The engine work was finished in time but other work on the boat was necessary, which made her a couple of days later in starting. The *Imperial* has the contract for carrying the Pelee Island mail for the season of navigation on April 1st and mail will be taken down on Monday and Thursday nights, leaving Windsor at 4 o'clock. Some decided improvements have been made in the accommodation on the boat, by

changing the staircases and enlarging the cabin. As the boat did not come down on Thursday night of last week, the *Scotia* was engaged on Friday morning to take the mail to the island. The *Imperial's* timetable will be found in another column and a glance at it will show that the trips are about the same as last season's. The fares are 35 cents for single trip and 50 cents for return from Amherstburg to Windsor.

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## Steamer Imperial.

RUNNING BETWEEN  
Windsor, Amherstburg & Pelee Island  
Daily Trips Between Amherstburg  
and Windsor.

On Monday, Wednesday, Thursday and Saturday will leave Amherstburg at 8:00 a.m., arriving at Windsor at 9:30 a.m.; and on Tuesday and Friday leaves Amherstburg at 9:00 a.m., arriving at Windsor at 10:30 a.m. Returning leave Windsor at 4:00 p.m., arriving at Amherstburg at 5:15 p.m. On Saturday, will leave Windsor at 5 p.m. for Amherstburg. Will stop at C.S.R. dock both ways.

### Pelee Island Trips.

Monday, Thursday and Friday Nights will leave Windsor at 4:00 p.m., and Amherstburg at 5:30 p.m., for Pelee Island direct.

Tuesdays and Fridays will leave Pelee Island North Dock at 5:00 a.m., West Dock 5:30 a.m., arriving at Amherstburg at 9 a.m., Windsor at 10:30 a.m.

Friday evening will leave Pelee Island at 8:30 p.m. for Amherstburg.

CAPT. EUGENE McCORMICK, Master.

CHAS. E. PARKE, Clerk

*Amherstburg Echo*, April 9, 1897

April 16, 1897

The steamer *City of Berlin*, the first of the grain fleet to get away from Chicago for the lower lakes, sailed at 8:30 o'clock Thursday morning of last week.

There was a report afloat Thursday evening of last week that a deal had been consummated between the D. & C. Company and the Grummond people, whereby the latter would pull off of the Cleveland route and leave the course clear to the D. & C. boats. The rumor was that \$35,000 had been paid by the D. & C. people to the Grummond Line to keep it off the route. Some color was given to the rumor by the fact that the Grummond boat *State of Michigan* did not go down that Thursday night. In her stead the large tug *Swain* went down with the load of freight that had accumulated. General Manager Carter of the D. & C. Line said that there was no truth in the rumor to his knowledge and that no deal had been made with him or to which he was a party, nor was there any probability of one. Hugh Grant Grummond, manager of the Grummond Line, said the rumor had no foundation in fact and that his company would not get off the route for anybody. The reason the *State of Michigan* did not leave for Cleveland is that she had to be laid up a few days for repairs to her machinery.

The steamer *Argo*, coal laden from Cleveland and consigned to Cuddy-Mullen Coal Co., arrived at Detour at 2 o'clock Monday afternoon. She left Cleveland Saturday afternoon and encountered no ice on the trip.

The wreck of the schooner *George W. Adams*, which was sunk by the ice off Colchester over a year ago, has been located and a buoy placed on it. It is said the wreck is badly broken up and it is thought the wreckers will blow up the hulk.

Three gas buoys (black) numbered 1, 3 and 5 have been placed in Ballard Reef channel, Detroit River, in lieu of the private lights heretofore maintained there. These buoys mark the western edge of the channel and great care should be exercised in keeping away from them, as there is a natural set of the current to the westward in this part of the channel. Tows and rafts should be especially careful, as these buoys are replaced with difficulty when once removed. A temporary black spar buoy (No. 5½) has been placed just above the upper gas buoy and a little in the channel to mark a 17-foot ledge of rock, which will probably be removed during the coming season. Vessels drawing over 16½ feet of water should give this latter buoy a berth of at least 50 feet.

Manager Grummond of the Grummond Line on Monday stated that the real reason for laying up the *State of Michigan* was that he did not propose to run on losing rates for passengers. As a result she will be tied up until the D. & C. Line

gets tired of paying people, as the Grummonds say, to do business with it and rates come up to a living figure. The *Swain* will be kept running with freight but if the D. & C. people want to carry freight for 20 cents a ton they are welcome to do so as long as they please. Mr. Grummond went on to say that freight cannot be handled for that price, to say nothing of carrying it from Detroit to Cleveland. A.A. Schantz, general passenger agent for the D. & C. Line, says that there is no prospect of a change in its rates for some time at least. Capt. Dan. C. McCarthy is in command of the *Swain*.

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April 23, 1897

The steamer *Frank E. Kirby* started running on the Detroit-Sandusky route on Monday last. For the present she will make three round trips a week.

Among the appointments announced for the season are the following:-*Tom Adams*, Capt. D. Nicholson; *Jesse H. Farwell*, Capt. D.J. Duncanson; schooner *J.H. Rutter*, Capt. John Eberlein; steamer *City of Milwaukee*, Capt. John Stewart, Engineer C. L. Barron.

During the severe gale on Sunday night last the schooner *John T. Mott* broke from her anchorage, beaching well out just south of P.B. Leighton's breakwater; she was out 2 feet. The tug *Home Rule* worked on her all Monday, releasing her at 2 p.m. The only apparent damage to the schooner was a sprung rudder shoe and twisted tingle eyes in stern post.

With all colors set, the line steamers began their season, leaving Chicago at noon on Tuesday. The *Delaware* of the Anchor Line led the fleet with the *Saranac* of the Lehigh Valley close behind. Half a mile astern followed the steamer *W.A. Paskell* of the Ogdensburg line. The *Buffalo* of the New York Central Line and the *Ramapo* of the Erie left Milwaukee at exactly the same hour.

The coal freight market is in bad shape. Boats are plentiful and cargoes very scarce. Tonnage has been offered from Cleveland for the head of Lake Superior at 20 cts., and a couple of boats were placed at that figure. The big steamer *Andrew Carnegie*, drawing 15 feet forward and 15 feet 4 inches aft, left Cleveland for Sheboygan Friday night with 5000 tons of coal. In addition, the steamer had 250 tons of fuel.

The steamer *Massena*, bound up from Ogdensburg with a general cargo, ran into the storm on Monday night at the foot of Lake Ontario. Capt. Dana was compelled to run his boat into Maitland on the River St. Lawrence. There is no shelter at that place from a southeast gale and as the *Massena* was heavily laden she was subject

to a terrible battering by the sea. The windows were smashed in and the water poured into the steamer in such torrents that she filled in and sank. She now lies in 16 feet of water with her hurricane deck out.

The delegates to the Central Traffic Association on Monday passed a resolution that the Grummond Line and Detroit & Cleveland Steam Navigation Co. must restore freight between the two cities, to last year's figures, or else all other members of the Association will break off relations and charge full local rates on all freight delivered to or received from the steamboats for carriage. Nevertheless, D.C. McIntyre, representing the D. & C. Company, refused to comply. It was finally decided to allow until May 1st for a final answer. Eight members voted against the resolution because they are bound to some extent by contracts. The Grummond people are willing to accede.

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April 30, 1897

On Monday, in accordance with instructions received from the Marine Department, Andrew Hackett replaced the barrel buoys at Bar Point and Big Creek with spar buoys.<sup>2</sup>

While coming down the St. Clair River Wednesday night of last week, the schooner *Hartnell* of the Northwestern Transportation Co. broke her rudder. The tug *Fred A. Lee* towed her to Detroit and she was docked. The *Hartnell* passed down in tow of the *S.R. Kirby* on Friday.

The steamer *John N. Glidden*, Chicago to Lake Ontario with grain, ran into the sunken wreck of the steamer *Grand Traverse* near Colchester on Lake Erie Saturday night. The *Glidden* put into Cleveland for repairs. Some water is coming through a break in her hull. Underwriters will take immediate steps to have the old hull blown up.

It is believed at Conneaut that another car ferry line will connect that point with Port Burwell, Ont. before the end of the present season. Nearly \$75,000 will be spent this year improving the Canadian port, \$25,000 of which is said to be furnished by American capitalists on an agreement with the Canadian Government. About 150 cars of ore are now shipped daily from Conneaut.

The Canadian steamer *Bannockburn*, which was ashore at Snake Island Light,

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<sup>2</sup> Barrel buoys are cylindrical in shape. Spar buoys are shaped like logs with one end weighted down so that they stick perpendicularly out of the water. Both are fixed to a chain and anchor weight to hold them in position.

was released on Tuesday after 30,000 bushels of corn had been lightered. Nearly the entire amount is damaged. The steamer has been docked for inspection. The loss will be the heaviest of the season thus far. She carried a cargo of 60,000 bushels of corn. It was consigned from Toledo to the Montreal Transportation Co. and both vessel and cargo are insured. In the big gale of Monday night the Canadian steamer *Rosedale* was driven on the rocks near Rock Island Light in the River St. Lawrence. The steamer's wheel was broken and the bottom plates are badly damaged. She is light. The *Rosedale* is insured and is owned by Haggarty & Crandall of Toronto. She was released and taken to Kingston and docked. The damages to her bottom amount to \$6000.

The Cuddy-Mullen Coal Co. are finishing another 400 feet of dock and four more chutes or pockets at their Sandwich dock, so that when navigation is in full swing they will be running with 10 chutes and two Cleveland derricks. Flook & Babcock, who built the first 500 feet of dock, are constructing this addition and the company will have the place lighted by electric lights the coming season from their own dynamo. The prospects for the coming season's business are excellent and with their coal docks at Amherstburg there is no doubt but that the company will do the cream of the coal business, as they have in the past few years, on the Detroit River. They will be in a position to handle any number of boats at one time and to give satisfaction in coaling any kind of steamers, as they have chutes at Amherstburg and Sandwich, besides being able to coal by barrows or derricks at either place.

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May 7, 1897

The dredging on the Thames from Chatham to the lake is ordered by the Dominion Government to start forthwith.

It is reported that the Canadian Government has agreed to make Seine City a port of entry to facilitate trade with Rainy River points.

Complaints are made that the gas buoys for the middle ground and Pt. Pelee are still lying at Amherstburg unplaced. An arrangement will be made to have the American Lighthouse Board supply them with gas as formerly.

It is thought probable that the Grosse Point channel will be lighted by the

Pintsch gas system³ - the same used in gas buoys - within a year. The idea is to put the lights on cribs big enough to ward off the blows of anything that might strike them.

The steamer *James Watt* of the Bessemer fleet left Cleveland for Duluth Wednesday night with the largest cargo of coal ever carried on the lakes. She has 5500 tons of cargo and 270 tons of fuel on a draft of 15 feet 4 inches forward and 15 feet 8 inches aft. The coal is shipped by the Cuddy-Mullen Coal Co.

The steel steamer *Andrew Carnegie* of the Wilson Transit Co. left Duluth for Buffalo on Tuesday of last week with the largest wheat cargo ever carried on the lakes, 182,000 bushels. She drew 15 feet 8 inches forward and 16 feet 3 inches aft. A.B. Wolvin's steamer *Queen City* carried a larger mixed cargo on a greater draft.

There is a belief among Toledo coal and railroad officials that the proposed Detroit-Toledo car ferry line will not run to Detroit as has been announced by its projectors, says the *Toledo Blade*. The real route will be from Toledo to Canadian ports along the north shore of Lake Erie. There is reason to believe that the company is quietly securing dock privileges at Port Stanley and Port Dover on the Canadian side, and perhaps at Lorain and Huron.

David Bell of Buffalo has begun the construction of a steel tug for the Cleveland Tug Co. (L.P. & J.A. Smith) that will be the most powerful vessel of its kind on the lakes. Dimensions are 90 feet over all, 23 feet beam and 14 feet depth. Engines are to be fore-and-aft compound, with cylinder 20 and 40 inches diameter and 30-inch stroke. A boiler 16 feet long and 12 feet diameter will furnish steam at 140 pounds pressure and the shaft will be 8½ inches with a 9-foot wheel. The tug will be fitted with steam steering gear and other modern appliances. She will be finished in August.

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May 28, 1897

The gas buoys at Point Pelee will be placed in position in about a week.

The Canadian Government has given official notice that the two red barrel buoys in the Detroit River off Bar Point and Big Creek were replaced this spring by red spar buoys.

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<sup>3</sup> The Pintsch gas system, instituted in 1870, used an oil gas transported in pressure containers which charged the storage tanks on the buoys. Although it was efficient and clean, the large containers made transportation difficult and the system was replaced by acetylene in the early 20th century. (Source: Canadian Coast Guard website)

The steamer *J.H. Outhwaite*, while entering Lock 7, Welland Canal, on Friday, the crew failed to get a snubbing [*sic*] line<sup>4</sup> working in time and the steamer struck the front gates, springing them out and taking out one of the gates with her. The damage is estimated at \$8000.

The steamer *Tom Adams*, in charge of Capt. N. Nicholson, found Walter Reese, George Chapin and Charles Dunlap in the little steam yacht *Queen of the West* adrift in Lake Erie on Sunday. They had been out nearly all night and were nearly exhausted. The boat was in danger of swamping, as a gale was blowing at the time. The boat was off Port Colborne. The *Adams* gave the yacht a line and towed her into Buffalo.

*Marine Review*:—"Some time ago, while the barge *Geo. E. Hartnell* was in tow of a steamer passing up Detroit River and just after passing the Lime-Kiln Crossing light-vessel (south), she was struck by what Capt. Jones thinks was a cross-current and swung across to the east (Canadian) bank, where she struck about midway between the south and north light-vessels. The barge *Arenac* and other vessels have had a similar experience. Capt. Jones suggests that vessels in tow shorten up on the topline and the towing steamer keep well to the west side when passing this point with large barges deeply laden. A little farther up the river the current sets in a directly opposite direction. About one mile above the Lime-Kiln Crossing light-vessel (north) and approximately halfway between it and Ballard's Reef light-vessel, the set of the current is westerly. This information is from a report submitted to the branch hydrographic office at Cleveland by Capt. John F. Jones of the *Hartnell*."

The steamer *Florida* of the Lackawanna Line, bound from Chicago with grain and merchandise to Buffalo, was sunk on Thursday of last week by the *George W. Roby*. The collision took place in a dense fog between Middle Island and Presque Isle. The *Roby* struck the *Florida* on the starboard side about midships. A hole 20 feet long was cut in the steamer's wooden side and within 12 minutes after the accident she went to the bottom in 220 feet of water. The *Roby* steamed alongside the doomed boat and her crew jumped aboard without being able to save any of their personal effects. The cargo of the *Florida* consisted of 56,000 bushels of wheat and about 560 tons of merchandise. The loss on the cargo is estimated at about \$60,000.

<sup>4</sup> A "snubbing" line is used to slow a vessel's speed and bring it to a stop. The line has some elasticity to take up strain without breaking. On today's larger vessels a similar method is used in conjunction with winches and multiple lines. The snubbing line is hitched to the vessel and the other end is passed ashore to be "snubbed" on a mooring bit.

The *Florida* belonged to the Kilderhouse syndicate of Buffalo and was built by the Union Drydock Co. of Buffalo in 1889 and had a gross tonnage of 2103. She was 270 feet long by 40 feet beam. Her valuation was about \$100,000. She was insured for \$80,000. The damage to the *Roby* will amount to about \$5000.

The excitement among American vesselmen is very intense and it is beginning to spread to the coal and iron trades, where men are just beginning to see the import of the tremendous movement that is on foot. The contract between Rockefeller and Carnegie contemplates by its long continuance the absolute destruction of all who would compete. Carnegie controls the Conneaut & Pittsburg Railroad through the rich fields of the New York and Chicago Gas Coal Co. All the small furnaces, foundries and steel plants in the United States will be crushed out and coal miners and carriers will not be allowed to compete any more than steamboat lines and railroads will be permitted to do the hauling. The far-reaching nature of this gigantic combination is as much larger than the Standard Oil trust as a barrel of oil is larger than a grease spot. It means an absolute revolution in three great industries, the carrying trade, the iron and the coal business. The effect upon Cleveland and smaller Lake Erie towns is sure to be disastrous. It is now apparent that Mr. Rockefeller proposes to absolutely monopolize the ore- and coal-carrying business on the lakes, says the *Cleveland Recorder*. He has entered into a contract extending over a period of 10 years to carry ore and coal at a rate so low that no one can possibly compete with him. The ore-carrying business which in ordinary seasons amounts to \$40,000,000 with \$8,000,000 profit to the carriers is now absolutely absorbed by him. The owner of 16 vessels at Cleveland said on Monday that he did not consider his vessels worth a ham sandwich and another vessel owner denounced him as a human gorilla. "This is not competition; it is conquest. It ought not to be tolerated. Mr. Rockefeller should be banished, like Napoleon, to St. Helena."

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May 28, 1897

THE GRACE RUELLE CASE.-The British Government's Reply to Demand for \$75,000.-District Attorney Finney of Detroit has received the reply of the British Government to his statement of the *Grace Ruelle* case. The reply covers 135 typewritten pages. It will be remembered that on June 6th, 1895, the Canadian Government cruiser *Petrel* fired on the tug *Grace Ruelle* of Detroit off Amherstburg when she was towing a scow loaded with garbage, took the crew in charge and

locked them up.⁵ Reparation was asked for to the amount of \$75,000 and both sides of the case have been represented in part so far. Mr. Finney says he is not at all alarmed by the arguments brought to bear on the case by the English attorneys and expects eventually to be able to convince the Government of the justice of the *Ruelle's* claim. "They admit," said Mr. Finney, "that if the facts are as we represent, it was a flagrant violation of international law, but they do not agree with our statement of the case." It will be a year before a settlement of the case is arrived at.

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June 4, 1897

The Northern Steamship Co. will start out its great vessels, the *North Land* and *North West*, about June 15th. Ashley & Dustin's *Frank E. Kirby* will begin her daily runs to Put-in-Bay shortly and the *Wyandotte* will make two round trips to Amherstburg a day instead of one.

For the first time in the history of the lakes, crews of vessels rendering assistance to disabled craft in times of storm are to receive a recompense for the perils incurred in the saving of life and property. Judge Lochren, in the United States court sitting in Admiralty at Duluth, awarded the owners and crew of the *Arabia* \$5000 for saving the steamer *George E. Hadley* from being wrecked in the storm on Lake Superior on Sept. 8th, 1895. The owners of the *Arabia*, the New York Central Line, are to receive seven-tenths of that amount, the captain gets one-twentieth or \$250, and the remainder of the crew the balance, \$1250.

The steam fog whistle at the Dummy light in Lake Erie is disabled and will be out of commission for a week.

About 1 o'clock on Saturday morning the steamer *Tecumseh* and steamer *L. Shickluna* collided about three miles off Long Point. The *Shickluna* was struck abreast of the boiler room and sank in a few minutes. The crew had just time to get in the small boats and did not have time to save any of their clothing. The crew had a hard time in the small boats, as the wind was blowing strong and quite a sea was running, but they managed to keep afloat until daylight, when the *Tecumseh*, which had stopped and was on the lookout for them, picked them up and brought them to Port Colborne. The *Shickluna* was owned by Sylvester Brothers of Toronto.

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⁵ See Vol. IV(2), pp. 103-109.

June 11, 1897

The Canadian steamer *Queen of the Lakes* left on Saturday on a particularly long and eventful voyage. She has taken a cargo of corn from Toledo which she will discharge in Glasgow, Scotland. The steamer will go direct to Kingston, where part of the cargo will be lightered to enable her to get through the St. Lawrence River canals. This grain will be re-loaded at Montreal and the salt water voyage begun. This expedition was frequently made in the days of the sailing schooners, but in later days only the small Scandinavian steamers which brought fish to the lakes have made the trip. The *Queen of the Lakes* is owned by Richardson Bros. of Kingston and measures 374 tons gross.

The Duluth grain cargo just delivered at Buffalo by the Wilson Line steamer *Andrew Carnegie* consists of 171,000 bushels of oats, 51,000 bushels of wheat and 55,000 bushels of barley, equal in all to 5586 net tons.

The actual weight of the steamer *Queen City's* big Ashland ore cargo, including the 1 per cent moisture allowance, was 4891 gross or 5477 net tons. This is the largest load of ore ever moved from Lake Superior. It was unloaded at Fairport.

The steamer *Pewabic*, loaded with \$88,000 worth of copper, which was sunk in a collision six and one-half miles off Thunder Bay light 32 years ago by collision with the *Meteor*, has been found after almost endless search and the expenditure of a large sum of money.⁶ Capt. Smith is the lucky man. It is alleged that \$60,000 was in the safe when the steamer sank, besides other valuables. The *Pewabic* was 200 feet long. 125 passengers went down with the steamer.

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June 18, 1897

The freight conditions are slowly improving on the lakes.

The steamship *Mills* broke a part of her engine on Friday and ran ashore on Bois Blanc Island. She was released by the tug *Saginaw*. She completed repairs and got away on Saturday.

The work of pumping the coal from the wreck of the steamer *Grand Traverse* at Colchester is progressing favorably now. For some time back they were obliged to remain idle, owing to rough weather.

The Michigan Wrecking Salvage Company of Detroit has completed the work of removing the sunken wreck of the schooner *Geo. W. Adams* at Colchester by

<sup>6</sup> See Vol. IV(2), pg. 43.

blowing it to pieces and claim to have left 25 feet of water over her remains.<sup>7</sup>

The steamer *State of Michigan* (Captain Dan. McCarthy) started on her summer season daily trips between Detroit and Cleveland on Tuesday night. Any time our citizens make a party of twelve or over, the genial Dan. will stop for them at the 'Burg dock on his way down and land them on his return.

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June 18, 1897

The steamer *State of Michigan* began daily trips from Detroit to Cleveland on Wednesday, making a 50-cent fare each way and with 50 and 75 cents for berths. The *State of Michigan* goes to Cleveland at night and returns by day. The freight rates to Cleveland will be the same as those made by the D. & C. people, ranging from 2½ to 10 cents per 100. The rate war thus passes into a new and active stage. June 15th was the date set by the D. & C. people for the beginning of their double daily service to Cleveland, a daylight and a night boat each way.

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July 2, 1897

The steamer *Atlantic* of Collingwood will be placed on the Rond Eau and Cleveland route next Monday.

The steamer *City of Buffalo* made the run from Cleveland to Put-in-Bay with an excursion party - 60 miles - in 2 hours and 57 minutes.

The *Pewabic* wreckers brought into Alpena a well-preserved, rust-covered trunk with the name "*Pewabic*" burned on both handles. They also brought in three pieces of copper marked "C.T.M.C., No. 206," weight 3960; "No. 216," weight 245; "No. blank," 155."

Officials of the Baltimore & Ohio Railroad are making arrangements to establish a line of car ferries between Detroit and Sandusky. It is the purpose of the projectors of the enterprise to have two boats built that will carry thirty cars each. The Detroit Dry-dock is now figuring on the boats.

The steamer *Wallula*, loaded with iron ore from Ashland to Cleveland, ran aground at midnight Monday and sank in about 17 feet of water. She is about a mile from Bar Point light, just north of the first red can buoy. Her decks are above water. The theory is that she either struck a rock or that her captain mistook his lights. The wrecking tug *Saginaw* brought down four steam pumps and two divers from

<sup>7</sup> The *George W. Adams* sank December 11, 1895. See Vol. IV(3), pg. 32.

Windsor and a gang of men were taken out from here. The vessel has to be lightered before she can be raised. The captain and crew are all on the boat. The *Wallula* is owned and managed by Thomas Wilson of Cleveland, O. Her tonnage is 1924 and she was built in 1882. The vessel is rated at A 1½.

At about 11 o'clock Monday night the steamer *Monohansett*, bound up, struck the tug *Wells*, owned by Horn Bros., near Ballard's Reef. The *Wells* was towing a schooner at the time but was compelled to let her go and run for the reef, where she was grounded. The *Monohansett* struck the tug about amidships and broke her steam pipe, as well as giving her a severe shaking up. Fireman Andrew Welch of the tug was badly scalded and together with the entire crew was taken to Detroit on the steamer.

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July 9, 1897

Within a few days a contract will be signed between the Moreton Truck & Storage Co. Limited of Detroit and the receivers of the Baltimore & Ohio Railroad Co. for a car ferry service between Detroit and Sandusky.

The war between the Grummond and D. & C. lines is over. Mr. Grummond has tied the steamer the *State of Michigan* to his dock and thrown up the sponge. Mr. Grummond said: "I shall let the boat lay still until the fare goes up to a reasonable point and then I'll start again."

Richard Radditz of Oshkosh, Wis., whose submarine boat is the marvel of the engineering world, is prepared to explore the bottom of the Great Lakes. He will start in a few days, accompanied by Frank Wetzel, his engineer and pilot. The first part of the trip will take in Green Bay, Washington Island, Sturgeon Bay, the Straits of Mackinac, Bay City and Detroit. Then the craft will be sent on a journey down under the water of Lake Erie to Buffalo by the way of principal lake ports. Coming back to Detroit the craft will go along the eastern shore of Lake Michigan to Ludington, cross over to Manitowac and from there make Sheboygan, Milwaukee, Racine, Kenosha and Chicago. This is a distance of nearly 2000 miles, and over 700 miles will be travelled under water. Young Radditz, the inventor of the boat, has made a number of successful trips in the Fox River, frequently remaining under the water twenty-four hours. The remarkable features of the craft are its provisions for sustaining a supply of good air for several hours at a time and the mechanical arrangements which prevent its overturning or tipping. The means of getting air which does not come from the surface is a secret and will not be disclosed until the method is patented. The boat is cigar-shaped, 65 feet in length, 7½ feet in height,

4 feet wide and its weight is 64,000 pounds. When navigating on the surface a thirty-horse power hot air engine furnishes the moving power. Powerful storage batteries propel underneath the water. The boat is submerged, raised and held in position by means which are also known only to the inventor. Every function of the boat, with the exception of steering in any other than a straight course, is subject to automatic control and regulation. The boat, Mr. Radditz says, is capable of withstanding the water pressure at a depth of 300 feet. The boat will carry a strong electric searchlight. On top of the craft is a pilothouse with glass covered lookout. Mr. Radditz is a practical engineer and has been at work on his invention since he was 10 years old.

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July 16, 1897

The following circular has been issued by the Minister of Customs:—"You are instructed that memorandum No. 627B, dated May, 1893, respecting the collection of duty on repairs to vessels in foreign ports, is hereby cancelled. Until otherwise advised, customs duties are not to be collected on ordinary repairs which go to make up the hull of a Canadian vessel, nor upon repairs to tackle thereof when made in a foreign port. This exemption from duty does not, however, apply to machinery from any country excepting the United Kingdom for use on Canadian vessels, if the machinery is of a class or kind made in Canada. If a Canadian vessel is rebuilt in a foreign country the question of liability should be reported to the Department of Customs for decision."

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July 23, 1897

The D. & C. steamer *City of Alpena* ran hard aground on a reef a mile from Alpena in a dense fog. She had 300 passengers on board. After lightering 150 tons of coal and freight she was released and it was found she was 150 yards out of her course. She was not injured.

The Owen liner *Ira H. Owen* and the Anchor liner *Susquehanna* collided off Presque Isle Point, Lake Huron, early Tuesday morning in a dense fog. The stem of the *Owen* was carried away and both vessels were badly damaged. The *Susquehanna* received temporary repairs at Middle Island and proceeded on her way to Chicago. The vessels came together head on.

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July 30, 1897

**THE CAMBRIA WRECKED.-Her 100 Passengers and Crew Safely**

**Landed on the Canadian Shore.**-The steamer *Cambria* of the Windsor and Soo Line left Sarnia, upward bound, Tuesday night. A strong gale was blowing from the north and when some distance up Lake Huron, Capt. Hill decided to run back to Sarnia on account of the heavy seas running. About 1 a.m., while within a few miles of Gratiot Lighthouse, the *Cambria* ran into a raft of logs which had broken loose from the tug *Vigilant*, broke her paddle and blew out a cylinder, thus leaving her at the mercy of the waves. The shock of striking the logs aroused the passengers, who ran from their staterooms in their night clothes, and for a few minutes it seemed as if a panic would ensue, but some of the cooler heads prevailed upon the more panic-stricken and order was restored and the passengers were persuaded to return to their staterooms and dress themselves. To make matters worse, the straining of the vessel when she struck burst a steam pipe leading to the electric light dynamo and the lights went out, leaving the boat in utter darkness. The passengers then became panic-stricken in earnest, as the water was breaking over the vessel and the escaping steam was thought by many to be the sound of water pouring into the boat. She slowly drifted ashore about three miles north of Sarnia on the Canadian side of Lake Huron and about 200 feet from shore. The passengers, who numbered about 150, mostly from United States points, were all safely landed and lodged at the Northern Hotel, Sarnia. The crew also are safe. Large quantities of the cargo and parts of the cabin were cast up by the big seas. The captain of the *Cambria* says the raft towed by the *Vigilant*, into which he ran, had no lights on it and he could not see it until his steamer had run among the logs. The *Vigilant* is owned by H.N. Loud. The wrecking tug *Saginaw* left on Wednesday for the *Cambria* with three pumps and a diver.

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July 30, 1897

The steamer *Kaliyuga* struck on the U.S. works at Ballard's Reef on Sunday morning and came here leaking badly. Diver Quinn patched the hole up and she left Sunday night. She was loaded with iron ore and drawing 17 feet 8 inches.

The vesselmen are finding great trouble at Ballard's Reef, Detroit River, by loading boats so deep that they have to take the Canadian Soo Canal and try to pass Ballard's Reef drawing 17 feet 8 inches when there is not more than 16½ to 17 feet of water at most.

The schooner *George B. Owen*, in tow of the steamer *W.P. Ketcham*, went on the rocks at Lime-Kiln Crossing at 4 o'clock on Sunday morning on account of the towline parting. She arrived here at daylight and diver Hamilton patched her up.

A pump was secured and she left Monday for Kingston. The *Owen* has a cargo of corn from Chicago to Lake Ontario. It is thought that not much of it is wet.

The schooner *Amazon* of the Corrigan Line passed down Monday morning with a net cargo of 6027 tons of ore, thus holding the Lake Superior record for large cargoes, for about the space of an hour, when it was wrestled from her by her sister ship, the *Polynesia*, with a cargo of 6074 net tons. She was drawing 17 feet of water, the same as the steamer *Kaliyuga* was drawing when she passed through the lock early Friday morning.

The steamer *Mariposa* of the Minnesota Steamship Co., bound for Two Harbors with a cargo of coal, and the steamer *Selwyn Eddy*, bound down with ore, collided off Manitou, Lake Superior, at 8:15 Tuesday morning. Both boats were badly damaged and the loss will probably exceed \$50,000. The lake was calm at the time of the collision and there was a thick fog. The boats came together almost head on. They must have been going at nearly full speed, as both suffered severely. The *Mariposa* reached Marquette and the *Eddy* the "Soo".

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August 6, 1897

**WANT A DUTY ON FISH.-Clevelanders Demand Protection Against Canadians.**-(*Detroit Free Press*.)-The wholesale fishermen of Cleveland and other Lake Erie ports on the American side are making an effort to have the new tariff law retain the clause which provides for a tariff of half a cent a pound on fresh water fish and they will try to induce the dealers at other ports on the upper lakes to join with them. They claim that the Canadian fisherman has every advantage over his American competitor; that Canada imposes a tariff on American fish, and an American is not allowed to fish in Canadian waters; that on the other hand Canadians can fish all they please in American waters; that the low wages paid in Canada, \$15 a month, whereas fishermen on this side are paid \$60, enables the Canadian dealer to undersell the American; that the Buffalo Fish Company practically has a monopoly of the handling of Canadian fish; and that to allow their free entry fosters a trust.

E.A. Davis of the firm of S.H. Davis & Co., extensive fish dealers of this city, said that the one-half a cent a pound duty on fish would have to be borne by the consumer, who in this case is the poor man in the main; that large quantities of Canadian trout and whitefish are brought into Detroit, Milwaukee and Chicago from Canada; that to impose a duty on it is to check the competition, which keeps the price down; that where this kind of fish now sells at retail for ten cents a pound, to

put a duty on it would raise the price according to the rate of duty; that food products ought not to be taxed at all, especially where the poorer classes got the principal benefit of them; that the Lake Erie fishermen and dealers catch herring and other fish of equal caliber and want protection for them against the inroads of the whitefish and trout of the upper lakes. He is of the opinion that all the upper lakes fishermen will oppose the action of the Cleveland people.

**A DUTY ON FISH.-American Fishing Companies Must Pay a Quarter of a Cent a Pound on Their Canadian Catch.**-A special from Erie, Pa., to the *Buffalo Express* says:-"The ruling of the assistant secretary of the Treasury upon the question submitted by the Sandusky Fish Company of Erie as to what fish were dutiable settles a point at this port which is of benefit to the local fishermen. Under the McKinley tariff Bill the large dealers were enabled to fish in Canadian waters by leasing their twine to Canadians and get the catch into American ports without paying duty. The fact that labor is cheap in Canada enabled the fish dealers to get their fish very cheap, and that fixed the price for fish caught in American waters by smaller fishermen, who could not afford to furnish twine for the Canadians. The Wilson Bill let in fresh fish free of duty. The Dingley Bill states that none but fish caught in the Great Lakes and fresh waters by American citizens can be admitted free of duty. The laws of the Dominion provide that none but citizens of the Dominion may fish in Canadian waters. If the dealers on this side bring in fresh fish from Canada now they must pay the duty of one-fourth of a cent per pound. Under the old regulations the Erie fish dealers brought into Erie anywhere from 50 to 1200 tons a year and that supply at times killed the fishing in the waters on this side of the line. The small fishermen are greatly pleased with the provisions of the Dingley Bill, as it will be some measure of protection against cheap Canadian labor and the duty on the fish will keep up the price on this side of the lake."

United States fishermen operating on Lake Erie are again in great trouble. They find that the fish in the lake have left their side and insist on living in Canadian waters. The Erie fleet, indeed, find they will either have to tie up or run the certain risk of being overhauled and heavily fined by the Canadian Government patrol boat. The *Petrel* is in the vicinity and the United States fishermen know that they will not be able to raise any questions as to the boundary lines, as the *Petrel* officers conform to a United States chart when overhauling and seizing the nets of trespassers in Canadian waters. In the present condition of international law, the Canadian fishermen have a distinct disadvantage over their neighbors on the other side of the line. If Lake Erie fish persist in inhabiting our waters, they will be caught by



Canadian fishermen and the only course open to United States fish dealers is to hire Canadian men and Canadian lines to catch them. With their laws governing the fisheries made so illiberal in regard to the marketing of fish by outsiders, the United States people can hardly expect any privileges at the hands of Canadians.

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August 13, 1897

The steamer *Britannic* ran into Lock 6 of the Welland Canal and carried away four gates. Navigation is stopped until repairs are made.

The American steamer *Fern* has taken one of the boilers out of the wreck of the *Grand Traverse* near Colchester and has it stored at Amherstburg. Capt. Hemminger says he will take the other boiler out and then blow up the wreck.

The wrecked steamer *Cambria* which was towed to Port Huron for repairs has been examined. She was insured for \$10,000 and it is estimated that her repairs will cost \$9000. The owners hope to get her in shape for this season's trade but it is hardly likely they will succeed.

Collector of Customs Gott is in receipt of a letter from the Dominion Department of Marine and Fisheries relative to the wreck of the *Adams* near Colchester and enclosing a copy of the report of Capt. Dunn of the steamer *Petrel*, who recently made an examination of the wreck. Capt. Dunn reports that there is a considerable space with but 18½ feet of water over the wreck and in two places there is but 14 feet of water. Capt. Dunn placed a flag buoy over the wreck, which he considers a bad obstruction. Collector Gott is instructed to call on the Michigan Wrecking and Salvage Co. to complete the removal of the wreck in accordance with the terms of their contract, failing which the work will be done by the Dominion Government and costs collected from the bonds of the company. The contract called for 25 feet of water at the place of the wreck.

The Lake Superior cargo record was sent upward another good-sized notch last week when the schooner *Amazon* loaded at the Massabee docks 6272 net tons of iron ore. The *Amazon* tug wrests from her sister ship, the *Polynesia*, the record of 6134 net tons, which was made about the middle of July. The *Polynesia* was the first boat to establish a 6000-ton record for Lake Superior. These large schooners, the property of James Corrigan and others of Cleveland, have demonstrated that as large cargoes can be carried from Duluth as from Chicago. The two bodies of water now are practically on the same basis, for the difference between Duluth and Buffalo and Chicago and Buffalo is of small consequence on a 1000-mile run.

On Friday last Collector of Customs Gott seized the American steamer *Fern*,

owned and commanded by Capt. Hemminger, for taking an anchor, hoist etc. off the wreck of the steamer *Cottrell* near Bar Point and keeping them on his boat at the dock here from July 31st to August 6th without reporting. The steamer was fined \$200 for violation of the customs laws and the stuff seized is held for the Dominion Marine Department. The fine was paid and the boat released. Capt. Hemminger claims to have had permission from Capt. Dunn of the *Petrel* to take the stuff, but Capt. Dunn gives the statement a most positive denial.

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August 20, 1897

The Windsor, Detroit & Soo Line has decided to leave the steamer *Cambria*, recently blown ashore above Sarnia and later released, out of commission until next season. Her repairs will amount to more than \$7000 and will be made in the winter.

The *Detroit Free Press* has the following article:—"Local marine men are wondering whether when the deepening and lengthening of the St. Lawrence Canals are completed, the Canadian Government will allow American vessels to use them free of toll. The impression prevails that a toll will be imposed; that the Canadians would not wish to see the vessels of a rival nation use waterways on which millions of good Canadian coin has been spent, free of charge, especially when it is considered that the United States would be a strong competitor for any trade that Canada might aspire to enter. If the Canadians do impose a toll it will probably be of such magnitude as to practically prohibit the American boats from using the canals except for very rare and profitable trips. As a means of retaliation the United States has just one point on which it could put a toll - the cut at the St. Clair Flats. The Canadians even claim that the southeastern part of this canal is in Canadian waters and if an attempt were made to impose a toll there would undoubtedly be a protest from Canada, an international dispute and a settlement, once for all, of the vexed question, which thus far each side has settled to its own satisfaction and of course in its own favor. One of the most expensive of all the cuts on the lakes, that at Lime-Kilns, is almost wholly in Canadian waters. Here, again, the Canadians could levy a toll and there would be no chance to evade it. In the Welland Canal they could impose still another. At the Soo each side is independent with its own canals. The building of the Canadian Soo Canal made the Canadians masters of the situation. When it comes to blocking channels as a means of retaliation, Canada has most of the best points in her own possession. Had she possession of the lower end of the St. Clair Canal, as she wants, the entire American lake carrying trade except that part trading between Lake Superior and Michigan would be at her mercy.

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August 27, 1897

The steamer *Energy* towed the schooner *Benson* up from Cleveland to Sandwich on Sunday with a cargo of 815 tons of coal. The *Energy* discharged 85 tons of coal at Amherstburg.

A dispatch from Port Huron says the passenger steamer *Cambria* of the Windsor, Detroit & Soo Line, which went ashore above Sarnia and was released by Thompson of Port Huron, has been towed into Sarnia Bay and allowed to sink. Her bedplate and gallows frame are broken and the hull is said to be in a bad condition. Supt. Calder of the Detroit Dry-dock Co. has looked her over and there are some prospects that the new steamer to be built for the line, with the old *Dix's* engines as motive power, will be put together by that company.

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September 3, 1897

Fire on the tug *C.W. Wells*, belonging to Horn Brothers, created plenty of excitement near Fighting Island Monday. The flames were extinguished with but little damage to the boat. A mattress in the after-cabin caught fire. The *Wells* may spend the rest of the season tending the dredge at Bar Point for L.P. Smith & Co.

Capt. James Davidson's vessels are carrying great grain cargoes. The steamer *Appomattox* and consorts, now bound down from Duluth, have the largest consignment of grain that ever left a lake port in a single tow. The *Appomattox* has on board 115,000 bushels of wheat, or 3450 tons. The schooner *Crete* has 123,000 bushels of wheat, or 3690 tons. The schooner *Armenia* has on 122,786 bushels of wheat, or 3684 tons. The schooner *Algeria* has on 122,000 bushels of wheat, or 3660 tons, aggregating in all for the tow 482,786 bushels of wheat or 14,484 tons. The steamer *Sacramento*, towing the schooners *Abyssinia*, *Athens* and *Granada* is also bound down from Duluth, this tow having on board very nearly as much as the *Appomattox* and consorts. The cargoes of the *Appomattox* and consorts and the *Sacramento* and consorts aggregate almost 1,000,000 bushels, or about 28,000 tons.

The death of Captain Frank Hall Park, which took place last Sunday morning, the result of a stroke of paralysis, carried away from Amherstburg one of its youngest and most popular mariners. He began sailing when about 16 years of age, and at the age of 26 years Captain Park was in command of the Lehigh Valley Transportation Company's steamer *R.A. Packer*, and when he returned home this summer on account of illness, he was first officer on the steamer *Corona* (Mutual Line). His death is a very sad one, and leaves many regrets amongst his numerous

friends and the friends of his family in Amherstburg and vicinity. Captain Park was the second son of the late Theodore Jones Park and Caroline F. Kevill. His mother, one brother, Dr. T.J., and three sisters survive. His family have the sincere sympathy of all in their greatest affliction. The funeral took place Tuesday morning from the family residence to the R.C. Church and thence to the R.C. cemetery, where his remains were placed in the family vault. The funeral was attended by a very large concourse of people. His comrades of the C.M.B.A. turned out in full force and the floral offerings were beautiful and numerous. He was also a member of Lake Erie Tent, No. 72, K.O.T.M. The pall-bearers were F.J. Trotter, F.P. Scratch, Captain D. McCarthy, A. Welsh, J.J. McSpadden and H.L. Drouillard.

On Wednesday morning while the str. *Energy* was coming down the river with the schooner *Glad Tidings*, she rounded to take the schooner *Smith and Post*, which was lying above the M.C.R. slip, in tow. Having but a short towline, the current forced the steamer when turning over against the schooner and the latter's jib-boom became jammed in the steamer's cabin, and in attempting to release it Capt. Stockwell of the steamer had his right hand jammed, the flesh being badly torn and mangled. Dr. Park dressed the wound, which required several stitches, and it will be some time before Mr. Stockwell will be able to use it.

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September 10, 1897

The Dominion steamer *Petrel* has been keeping an eye on the contractor for the removal of the wreck of the schooner *Adams* at Colchester. A number of dynamite cartridges have been exploded in the wreck but there is still very little over 14 feet of water in some places.

Capt. A. Hemminger's small steamer *Fern* had a close shave on Thursday night of last week. The steamer had been at work on the wreck of the steamer *Grand Traverse* at Colchester and about ten o'clock that night was run into by the schooner *Porter*, which carried away the starboard part of the steamer's cabin, wrecked her engine and cut her down to the water's edge. On the steamer at the time was about 500 pounds of dynamite, and had the schooner struck the steamer ten feet farther forward, there would have been an explosion and very little would have been left of either boat. The *Porter* took the *Fern* in tow and brought her to the dock here, from whence she was towed to Detroit by the tug *Schenck*.

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September 17, 1897

The steamer *Fern* has returned to her work on the wreck of the *Grand Traverse*

at Colchester, after having undergone repairs at the Detroit Dry-dock.

The D. & C. steamer *City of Alpena* will be laid off the Mackinac route early next week, leaving the *City of Mackinac* to finish the season alone.

The steamer *North Land* passed Amherstburg for the last time this season and has laid up in Buffalo, where the *Northwest* has already gone into ordinary.

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September 24, 1897

J.A. & L.P. Smith have laid up their steam derrick scow for a few days.

The barge *Rutter*, in tow of the *Jesse H. Farwell*, was aground at Elliott's Point on Monday, but was released by the tug *Home Rule*.

High winds have been all the rage on Lake Michigan the past two weeks but "blown itself out" and the outlook for mild weather is more encouraging.

Capt. Dunn, master of the steamer *Petrel*, reports that the wreck of the schooner *George W. Adams* off Colchester Reef Light has been broken up so as to give a depth of at least 20 feet over every part.

Smith's steam derrick scow lifted four large boulders, one of them weighing five tons, from the channel, 100 feet outside of the red stake, near the New York shoal. Vessels have been striking them for years and the rocks are full of splinters.

C.D. Thompson of Port Huron is fitting his fleet of tugs with first-class wrecking outfits and announces that he will have tugs stationed at Detroit, Sand Beach, Sault Ste. Marie, Amherstburg and Port Huron for the remainder of the season.

The *City of Chicago*, of the Graham and Morton Trans. Co. of Benton Harbor, Mich., laid up in that port Monday, 20th September and it is expected the *City of Milwaukee* of the same line will follow soon as freight is getting rather slack. The *City of Louisville* will be kept on the route the remainder of the fall and also the coming winter.

While leaving the Canadian Soo Canal on Saturday, the steamer *Castalia*, Capt. C.C. Allen, struck the end of the pier with her wheel. All four buckets were broken off and the steamer, helpless, sagged out over onto the rock bottom and broke a small hole in the bottom. A diver put on some new buckets and the steamer proceeded to Marquette.

John R. Goodchild of Malden has been awarded the contract by the Dominion Government to remove the wreck of the steam barge *Harry Cottrell* from Bar Point. The contract price is \$400 and hull and outfit. He is to raise the craft and remove it. Diver Grady went out on the *Scotia* yesterday morning to size up the situation

and work of raising her will be commenced at once.

A very peculiar accident occurred on the schooner *F.A. Georger* while she was taking a tow about 3 o'clock Sunday afternoon. She had sailed up from Toledo and lay at anchor near Bar Point waiting to catch a tow through the river when the steam barge *John B. Lyon*, which belongs to the same line as the *Georger*, came along. A towline was thrown her and when the steam barge made the first pull, a timber head in the bow of the *Georger* gave way. Sailor Martin White at that instant stood astride the towline between the towpost and the bow. The snap of the line broke his right leg off just above the knee and carried it overboard. No one was looking at him just at that instant. When the attention of the rest of the crew was attracted by the breaking of the timber head they saw White lying a few feet from the towline, minus one leg. His left arm was also broken. He expired in a few minutes. He was 60 years of age and had been a sailor most of his life. The steamer stopped here on Sunday night but as Coroner Hobley was away from home, the body was taken to Detroit.

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October 8, 1897

As the schooner *J.R. Benson*, owned by the Cuddy-Mullen Coal Co., was sailing over from Cleveland with a load of coal on Saturday, she encountered a heavy wind storm in which she lost her deckload of coal.

The steamer *Sheldon*, bound down with iron ore, ran aground on the foot of Fighting Island on Tuesday night. A gang of men was taken up from here and a hundred tons of the cargo was lightered onto one of her consorts. The tug *Schenck* released her on Thursday morning.

The United States steamer *Michigan* has located the wreck of the steamer *Dean Richmond*.<sup>8</sup> The wreck lies seven miles off Silver Creek, having drifted four miles to the westward of where it sank. There were 13 fathoms of water over the deck and 13, 15 and 17 fathoms around the hull. One of the spars is afloat on top of the water but held by the rigging.

Four gates of Lock No. 1 of the old Welland Canal were carried away on Saturday night by the steamer *Lakeside* (Capt. Wigle), allowing the water to be drawn off the long level. The signals were misunderstood. Traffic was suspended

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<sup>8</sup> The *Dean Richmond* foundered off Dunkirk, New York, in a severe storm on October 14, 1893. (See Vol. IV(1), pg. 59.)

on both old and new canal for three or four days, it being feared that the retaining walls on the new canal would not be heavy enough to stand the pressure.

Captains of the steamers *America*, *Stevens* and several other vessels recently reported striking in the channel near Amherstburg (vicinity of New York shoal), Detroit River. Col. Lydecker ordered the engineer in charge of the work at this point on the river to search for obstructions and it seems that they have been removed. Capt. Andrew Hackett of Bois Blanc Island, who keeps vesselmen informed of matters pertaining to the navigation of the river, says in a letter to Capt. Geo. P. McKay of Cleveland: "Four boulders, one of them very large, were removed from the vicinity of New York shoal a few days ago. The large boulder is very probably the one on which the *America* struck, as it was worn off smooth and there were pieces of oak in the crevices. Vessels bound down the river should pass on the island side of the channel, as there is better water on that side. A black stake should be stationed opposite the red one on the New York shoal. On one of the days of low water last week the steamer *Waldo*, drawing 17 feet, passed down on the island side of the channel without difficulty." A few days ago, the captain of the steamer *Sir William Siemens* reported that his vessel struck abreast of the black stake at the north end of Bois Blanc Island, which is also in the vicinity of Amherstburg. The matter was taken up by Geo. L. McCurdy of Chicago and the attention of the engineers called to it. Early in the spring when this stake was placed in position, there were no obstructions to the east of it, but the stake may have been moved since and the locality will therefore be examined for obstructions. Many obstructions are being removed as a result of these reports from the vessel masters.

**What is a Sailing Ship?**-The average landsman may be surprised to hear that there is doubt as to what constitutes a sailing ship in the eye of the law. This question was raised in London the other day before a divisional court of Admiralty. Mr. Commissioner Kerr held that a barge which had a jury sail up to assist the rowers was a sailing vessel and held her in fault for a collision which occurred in Barking Creek between her and a sailing barge, on the ground that she could and ought to have kept out of the way. Her owners appealed and it was contended on their behalf that she could not reasonably be considered as a sailing vessel because a vessel could only be a sailing vessel when it could comply with the rules laid down for sailing vessels, such as tacking to port and starboard. Besides, if she were a sailing vessel she would have to carry sidelights and a canal barge with sidelights was a thing unheard of. The court did not think it necessary to decide this point because the appellants' barge, having a motive power of two knots, could be kept

out of the way by porting and so dismissed the appeal with costs. The judges added that when the question of what was a sailing ship came to be decided it would have to be very carefully considered, as there were a number of important points to be determined.-*Exchange*.

October 15, 1897

The wrecker *W.H. Johnson* with two pontoons is now at work attempting to raise the steamer *Cottrell*, which foundered off Bar Point about a year ago and which was ordered removed by the Canadian Government.<sup>9</sup>

John D. Rockefeller has just closed a contract with F.W. Wheeler & Co. for three vessels - one steamer and two barges - which will be the largest carriers on the lakes. The steamer's dimensions are 475 feet overall, 455 feet keel, 50 feet beam and 29½ feet deep. The engine will be quadruple expansion, the cylinders measuring 42, 28, 40, 59 and 85 inches in diameter,<sup>10</sup> with 42-inch stroke. The boilers will be of Scotch pattern, 4 in number. The barges will each be 450 feet long, 50 feet beam and 28½ feet deep. Each vessel is equipped with the most modern machinery for the rapid handling of ore. The vessels will carry over 20,000 tons of iron ore in a single trip. The price will be between \$500,000 and \$600,000 and the vessels are to be completed by next May.

**NORTHERN LIGHT SEIZED.-The Sheriff Officers Gathered in the Big Northern Freighter-The Suit of Hackett vs. Northern Takes Another Turn-The Company puts up the Money-Boat Released.**-At noon on Wednesday the steamship *Northern Light* of the Northern Steamship Line, while that freighter was coming up the river in the Canadian channel opposite Bois Blanc Island light, was seized by the Sheriff of Essex County in the suit of Hackett vs. Northern Steamship Co. The suit is over the wreck of the old schooner *Fayette Brown* and has been in the Canadian courts for the past three years. The seizure is to satisfy a judgment of about \$3000 and costs, amounting to about \$9000 in all. When the *Northern Light* was entering the mouth of the river, the tug *Home Rule* left the docks here with Deputy Sheriff Rumball and Colborne Wright on board. The tug signalled to the big freighter to slow down and the *Northern Light* immediately complied with the

<sup>9</sup> See Vol. IV(3), pp. 80 and 89.

<sup>10</sup> Obviously this is an error in the newspaper: a quadruple engine would only have 4 cylinders.

request. The tug then ran alongside and the mate of the *Light* was informed that they had a couple of gentlemen for him. No doubt thinking, from their appearance, that they were some of Capt. Jim Hill's millionaire friends, the ladder was at once lowered and only reached the top of the tug's pilot house. Deputy Sheriff Rumball and Wright went on board and served the papers on the captain, who immediately headed the big boat into the upper dock. Officers were put in charge and the freighter was detained until midnight, when O.E. Fleming, attorney, of Windsor arrived with the necessary documents to satisfy the officers that the funds had been paid over to F.E. Marcon at Windsor. The officers, as well as all the marine men, were surprised when the *Northern Light* was taken so easily, as they all thought after the publicity the matter had got that the freighter would have been given full head of steam and not stopped. If she had, the officers could not have boarded an upbound boat, as they are so light and high out of the water. But probably the Northern people did not think that W.H. Hunter, attorney for Capt. F.B. Hackett, would gather in a steamship worth \$275,000 to satisfy a claim of less than \$10,000. Speaking of the matter, Mr. Fleming stated that in his opinion the writ of execution should not have been issued, and that in any event Capt. Hackett had much injured his case. The Northern Steamship Co. could, he said, claim damages for the detention of its vessel, which would almost, if not entirely, wipe out the award of damages now standing against the company. The question arose as to whether the deputy sheriff was acting within his rights in stopping an American vessel upon an international highway. However, this is a question to be determined later and the company, he said, will push the matter to a conclusion. Mr. Hunter, Captain Hackett's solicitor, arrived last night and will look after his client's interests and if they do not settle he will have an opportunity to gather in some more of the line boats.

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October 22, 1897

The big ocean tug *Robert Wilmont*, built at Bay City for use on the Gulf of Mexico at New Orleans, passed through the Detroit River on Tuesday en route for her southern destination. She draws 14 feet of water and as there is but 12 feet in the Welland Canal, she will be raised by pontoons. These will be left at Port Colborne to be used on the *Yantic* when she puts in an appearance. The big tug, it is said, can pull any four ordinary tugs on the Great Lakes. She is magnificently fitted up with electric lights and all the modern conveniences. Her engines are powerful triple expansion machines.

About 7 p.m. Saturday night, the tug *C.W. Wells*, Capt. Innis, left the dock here and when near the Bar Point lightship was discovered to be on fire. Two streams from the hose were turned on the flames with little effect, as the fire appeared to be all around the house and the hose was soon destroyed by the fire. The raft was launched from the fantail and the crew of three men took to it. Although two steam barges were near at hand, no effort was made to assist them. After being on the raft for two hours with the seas breaking over them, they managed to wade ashore at Bar Point. The tug *Home Rule* went out and found the wreck floating two miles below the lightship and brought the burned wreck in here the same night. The *Wells* was owned by Capt. Horne of Detroit and was rebuilt last winter. She carried a fire risk of \$2000 and was valued at \$11,000. The tug *Home Rule* towed the wreck to Detroit on Tuesday.

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October 22, 1897

A rumor is current that John D. Rockefeller has secured a large interest in the F.W. Wheeler & Co. shipbuilding plant and is anxious to secure absolute control. It is also said that the yard will be "re-unionized" in a few days.

The Detroit and Cleveland Steamboat Company have under consideration the overhauling of their four boats. The intention is to greatly increase the sleeping accommodation and to improve the boats in other respects. The cost is estimated at \$125,000.

F.B. McCormick of South Pelee Island says regarding the projected ice-crushing car ferry from Sandusky to Detroit that there is a perfectly practicable mid-winter route across Lake Erie from Marblehead, six miles northwest of Sandusky, to either Wheatley or Leamington, Ont., passing eastward of the islands in Lake Erie. He speaks from 50 years' intimate acquaintance with that region.

The Canadian steamer *Sir S.L. Tilley*, laden with wheat from Fort William to Prescott, collided with the wing wall of Lock 7, Welland Canal, Saturday night, breaking two holes in her planking below the water. A piece of canvas was stretched over the hole and the steamer's pumps were able to keep the hold free from water. It is thought that not much of the cargo is damaged.

The schooner *Kate Winslow*, carrying 1200 tons of pig iron, foundered in Lake Michigan Thursday of last week near Seul Choix Point in a southwest gale. She was bound from Gladstone to Sandusky, towed by the steamer *Queen of the West*, behind the schooner *Richards*. Off Gull Island her towline parted and she went to the bottom. The *Winslow* was insured for \$10,000.

The Canadian steel steamer *Bannockburn* of the Montreal Transportation Co.'s fleet, laden with wheat from Fort William to Kingston, struck the wing wall of Lock 17<sup>11</sup> in the Welland Canal on Friday last, knocking a hole in her forward compartment. The compartment rapidly filled with water. A diver went to her assistance to try to stop the leak. It is feared a large portion of her cargo will be damaged.

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October 29, 1897

The Welland Canal will be kept open on Sunday for the balance of the season.

The chief engineer of the United States Army asks Congress to appropriate over \$3,200,000 for the rivers and harbors of Michigan, to be expended during the fiscal year ending June 30th, 1889 [sic].¹² \$91,257 is asked for Detroit River improvements.

The heavy fogs on Monday and Tuesday nights caused a lot of damage to navigation.

The steamer *City of Milwaukee* made her last trip from Chicago last Saturday and laid up in Benton Harbor on Sunday Oct. 24th. It will be a month before she is properly laid up.

The steamer *Linden*, bound down with lumber, went aground at Bar Point in thick weather Tuesday morning. She was out five feet forward. The cargo was lightered and the steamer released Tuesday night.

Capt. A. Hemminger, who had the contract for removing the wreck of the *Grand Traverse* near Colchester, reported to Collector Gott last week that the wreck had been entirely removed with 25 feet of water over same. Capt. Dunn of the steamer *Petrel* was instructed to examine same with the result that in some places but 17 feet 6 inches of water was found.

The big steamer *Yale*, bound up with coal, was overtaken by the fog after passing here at midnight Tuesday and before she got over the Lime-Kiln Crossing, with the result that she grounded close to the lower light at the crossing. The *Wales* and *Home Rule* worked on her next morning and after a quantity of her cargo was lightered and the water rose she was released. The steamer *Phoenix* also got aground

¹¹ In 1897 the Welland Canal had 25 locks, compared to the 7 main locks and 1 guard lock of today.

¹² probably 1898

at the crossing during the fog Wednesday morning but was released at noon.

The whaleback steamer *A.D. Thompson* and barge 116 were bound up during the fog on Saturday night when they both grounded at the lower lightship at the Lime-Kiln Crossing. They were both loaded with soft coal. The steamer released herself but could not release her consort and the tugs *Saginaw* and *Wales* were brought down on Sunday. After 450 tons were lightered the barge was released on Monday morning. Her two compartments were full of water and she was taken to Detroit for repairs.

The *Detroit Free Press* says that the large fleet of the American freight and passenger boats now plying on the lakes could so easily be armed and manned in case of war, any of them would be worth more than the old hulk *Yantic*, about which there has been so much senseless howling. Canadians are advised by the *Free Press* to build fortifications along the lakes. A few boulders dumped into the river at the cut at the Lime-Kilns would soon stop the American freighters. But as they are all built with British capital, Canadians have no desire to stop the Englishman from drawing the dividends.

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November 5, 1897

The steamer *Flora* was offered for sale by public auction last week at Port Stanley by William Boyd of Toronto. The boat was purchased by Capt. George Shanks of Windsor for \$2700, subject to the approval of the judge of the Toronto Admiralty District. The boat is 450 tons net, contains 32 staterooms and 102 berths. She was valued at about \$4000. The claims of Detroiters against the steamer were heard on Friday. They consisted of wages, supplies, etc., aggregating \$7000. Judge McDougall allowed the wage claims, but the others will be settled at the November meeting of the Admiralty Court at Windsor.

It is reported that Capt. Shanks purchased the steamer *Flora* for the purpose of running her from Port Stanley to Cleveland for the Lake Erie & Detroit River Railroad.

It is estimated that the damage to the *La Canadienne*, which was run down by the American frigate *Yantic* on Friday morning, will reach between \$6000 and \$7000. The vessel will be relieved of her cargo to undergo a survey and will afterwards be docked at Quebec for repairs.

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November 12, 1897

The steamer *Geo. T. Hope*, bound up, ran aground between the lightship and

lighthouse at Bar Point on Monday and was out six inches all around. The *Saginaw* released the *Hope* after lightering about 100 tons of coal. The steamer *Oregon* and consort *S.H. Foster* ran aground later at the same place but were released after some time.

During the gale on Saturday last, a large fleet took refuge at the docks here. The big steel steamships *Castalia* and *Thomas Maytham*, drawing about 16 feet 8 inches, struck on boulders about 200 feet from the docks and off Murray Street. Capt. Allen says that masters are afraid to come near the coal docks here on account of the rocks. He was assured that the upper dock and shutes are clear of all rocks and as much water [is] there as the largest ones draw. The dredge *Ontario* and steam hoist, with a diver, are doing great work cleaning up the boulders and on Friday Capt. Jarmin put a charge in a big boulder that the steam hoist was unable to lift and broke it all to pieces. The dredge *Ontario* cleaned up the pieces on Saturday. Peter Laird is doing the diving and has been very successful in chaining the big rocks. Some of the boulders taken up weigh several tons and they show marks where vessels have been scraping them. A big red oak log, 1½ feet through, was also brought up. It is cut in several places by propeller wheels striking it. They also brought up the blade of a large propeller wheel which no doubt was broken off by coming in contact with some of the obstructions on the bottom. If the *Ontario* and steam derrick hoist are kept at work here until the front is cleared of obstructions, we will have one of the best harbors in a gale on the lakes, and at no place on fresh water is a safe harbor more required, as when a gale is from the west and the water is away down no large vessel will attempt to pass the Lime-Kilns. The U.S. Government has taken the obstructions from the west side of the river in Canadian waters, the least the Dominion Government can do is to clean up the east side which has so long been neglected. New York shoal should be removed and also the point from above the waterworks to the Bois Blanc range at the [Lime-Kiln] Crossing, thus making a straight course. This matter has been brought to the attention of the Minister of Public Works, and by starting the work he shows that he knows the importance of it.

LOSS OF THE IDAHO.-She Goes Down On Long Point in a Terrible Storm-Only Two Left to Tell the Tale.-The steamer *Idaho* of the Western Transit Line, which left Buffalo on Friday afternoon in the face of a big gale, bound for Chicago, loaded with packet freight and carrying a crew of 21 men, foundered off Long Point on Lake Erie at 4 o'clock Saturday morning, and but two men survive to tell the tale of a fierce battle with the angry waves. Long Point juts out into Lake

Erie from the Canadian shore about 50 miles west of Buffalo and its vicinity has been the scene of many disasters. The *Idaho* was an old boat, having been built in Cleveland in 1863. She had lately been completely overhauled, however, and was considered a staunch boat and able to stand any kind of weather. Her captain, Alexander Gillies, who went down with the vessel, was one of the most widely known of lake seamen. The big steel steamer *Mariposa*, Capt. Frank D. Root, rescued in a terrible sea two men, Louis Laforce Jr., second mate, and Wm. Gill, a deckhand, of Rochester. They clung to a mast for 24 hours in a sleet storm. The following are the names of sixteen of the nineteen men who lost their lives:-Alex. Gillies, captain, Buffalo; Geo. Gibson, first mate, Buffalo; John D. Taylor, steward, Buffalo; Nelson Skinner, first assistant engineer; Louis Gilmore, watchman; Richard McLean, wheelsman; Robert Williams, wheelsman; A.J. Richard, lookout; Henry Thomson, lookout; Conrad Blanker, fireman; Wm. Gregory, fireman; John Healy, assistant steward; Frederick Miffort, oiler; Edward Smith, deckhand, Rochester, N.Y.; M. Bell, deckhand. The names of three of the men drowned are unknown. One was a fireman, another a deckhand and the third a porter. The hailing place of most of those lost is also unknown to the steamer's owners. Two of the crew are known to hail from Hamilton, Ont.

The steamer *Rosedale*, laden with wheat from Fort William to Prescott, became disabled in the gale on Lake Erie off Rondeau and after drifting helplessly in the sea for some time was picked up by the steamer *Vega*, which towed her to Port Colborne Thursday morning of last week. The *Rosedale* will probably have to go to a drydock at Buffalo.

Contracts already placed with lake shipbuilders for winter work provide for 18 vessels. Eleven of these will be steam and seven sail, and the aggregate value is \$3,187,600. All but four of the vessels are to be of steel. There are 14 freight carriers, two revenue cutters for the United States Government, one side-wheel passenger steamer and a large ocean tug. The 14 freight carriers will have a combined capacity of 72,900 gross tons on 17 feet draft. They are evenly divided, seven steamers and seven consorts. The four wooden vessels are all to be built by James Davidson of West Bay City and, alike to a big fleet of wooden ships which he has built during two or three years past, will undoubtedly be operated by him, as no purchasers have been found of late for new wooden craft. Two of the Davidson vessels are to be schooners and all practically the same size, 312 to 315 feet overall. Particulars of the steel freight vessels show how well lake builders are keeping up with the best practice in the world. Nearly all of the steel ships will be capable of

moving 6000 gross tons (67209 net tons) on 17 feet draft and two of them will carry cargoes of 7000 tons. Five of the steamers will be fitted with quadruple expansion engines capable of developing 2500 to 2700 horsepower, and three of them will have Babcock and Wilcox water tube boilers, furnishing steam at 250 pounds pressure. The two vessels that are to have quadruple expansion engines but not water tube boilers will have Scotch boilers constructed to stand a pressure of 200 pounds.

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November 19, 1897

The docks here were lined with boats on Monday night on account of the heavy fog which hung over the river nearly all afternoon and until after midnight.

The big schooner *Constitution*, in tow of the *Victory*, grounded at the Lime-Kiln Crossing on Friday last during the fog, but was released on Saturday morning. The *Constitution* met with a second mishap on the same trip, going aground on Monday in the St. Mary River.

The barge *J.R. Benson*, coming across the lake with a load of coal for the Cuddy-Mullen Coal Co., was struck by the heavy storm on Thursday of last week and lost her rudder when off Kingsville. Her anchor was cast and she weathered the storm until Sunday, when she was picked up and towed here.

The steamer *H.S. Pickands* was seized by Deputy Sheriff Rumball, on board the tug *Home Rule*, while in mid-stream off Amherstburg on Saturday, on an execution issued by Hutchison & Hicks of Port Dalhousie. The *Pickands* was brought to the dock here and tied up but was later released, having effected a settlement of the matter.

The Admiralty Court closed its session in Windsor on Saturday morning, but decision has been given in only a few claims against the *Flora*. The aggregate claims against the boat amounted to about \$6000, while she was knocked down to the Lake Erie & Detroit River Railway for \$2700. The claim of the railway alone amounted to about \$2000 for money advanced. Many of the claims for wages were not made before the seizure by the sheriff.

*Wyandotte Herald*:—"It is said that J.R. Goodchild & Sons of Malden, who obtained the contract for removing the wreck of the steamer *Cottrell* from the mouth of the Detroit River, did the work in four days and will make \$5000 profit." That depends on what you value the old hull at. They certainly have the hull and the 85 tons soft nut coal at \$2 a ton. They paid the tug *Johnson* \$500 for her work and got \$400 from the Government in cash for doing the job.

Buoys on the upper end of Lake Erie and on the Detroit River will be taken up and replaced with winter buoys about December 1st. The gas buoys and lightships at Ballard's Reef, Lime-Kiln Crossing and Bar Point will be left in position as late as circumstances will permit, probably between December 5th and 10th. The position of the lightship at Bar Point will be marked by a black buoy. The gas buoys at Pelee Passage will likely be brought in by the *Petrel* this week, but all depends on the weather.

At West Superior, the crew of the steamer *L.C. Waldo* protested against the food that was being given them and Roy Hutton, a deckhand, threw some biscuits on the floor, whereupon Capt. John Duddleson and mate Alex. Callam gave him a trouncing. Hutton swore out a warrant against Capt. Duddleson and his mate, demanding damages to the amount of \$500. Service was had on the captain and mate and they gave bail to appear for trial. The steamer got away safely, however, the next day, Capt. Duddleson and Mate Callam having settled without trial the criminal action for damages.

The new car ferry line between Sandusky and Detroit was duly inaugurated on Wednesday by the arrival at Detroit of the tug *Champion*, Capt. R. Tobin, towing the barge *Tycoon*. The tug and barge left Sandusky at 8 o'clock with eight coal cars for a cargo, passed here at 2 p.m. and reached the D. & M.<sup>13</sup> ferry slip at the foot of Brush Street at 4:30 p.m., making the distance in eight and half hours. By the new line the loaded cars are themselves ferried on the tracks ready to be sent to their destination. The coal can be put down at Detroit as cheaply after the cars have reached there by water as by land. The Baltimore & Ohio have now a connecting link between their coal fields and Detroit that is shorter than their former rail connections by Toledo and far less expensive to operate than a similar distance by land. The *Champion* and *Tycoon* returned to Sandusky and arrived again yesterday, accompanied by the barge *Mikado*.

A storm, the brunt of which was borne by poor little Lake Erie, swept over the lake region on Thursday and Friday of last week. Lake Superior got the edge of it, but everywhere on Lakes Michigan, Huron and Erie vessels were driven to shelter. The passage reports at the Straits [of Mackinac], Detroit and Port Huron show that but few vessels were on the move. At the Lime-Kilns the water was down about four feet and all the big crafts had to stop. So it has come to pass that the antics of

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<sup>13</sup> Detroit & Milwaukee Railroad



the elements have thus far been confined to this month. But if they were quiet in other months they have, to the best of their ability, made up for the past deficiencies. The condition of storm for the month so far as it has gone have been unusually severe, for they have been as full of energy as usual and have kept up without cessation to the limit. What the remainder of the month has in store is, of course, a matter of speculation. But if the precedent of quiet and riot may be considered, it will be rough weather and plenty of it.

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November 19, 1897

Doings of the Storm.-The heavy storm on the lakes on Thursday of last week did a great deal of damage.

The large steel steamer *Roman* left Ashtabula with a load of coal while the storm was at its highest and was considerably damaged by the heavy seas which struck her. Just outside the piers the breakers caught her, tossing her furiously. Suddenly a big sea seemed to run out from under the big boat, dropping her heavily upon the bottom. The steel plates and frames were cracked and broken by the crash at a point nearly in the middle of her length. The break extended from the water line through the rail and even to the hatch on deck. It was with difficulty that tugs got her back into the harbor.

The schooner *Groton* of Detroit, with a load of coal, was crossing the lake from Cleveland to Port Stanley when she was struck by the heavy seas and foundered near Port Stanley. The crew was rescued by the life-saving crew at Port Stanley. The vessel lies in 30 feet of water and will be a total loss.

The old U.S. gunboat *Yantic*, which is to be used by the naval reserve on the lakes, is undergoing alterations in the dry-dock at Montreal to enable her to get through the canals. The pontoons were placed under her in the dry-dock, lifting her to a draught of eight feet six inches, preparatory to her journey through the Canadian canals for Ogdensburg.

The *Imperial*, being unable to make her Friday trip, made a special trip to Pelee Island on Sunday and brought over all the freight she could carry, being compelled to leave a lot at the west dock. The principal articles were potatoes, rye, wheat, oats and barley, and a lot of grists to Wigle's mill at Amherstburg. Three large crates of turkeys, shipped by Wm. Fleming, Henry Feltz and James Smith, were also on board. Among the passengers were James Srigley, James Smith, Wm. Fleming, Henry Henderson and wife, Benj. Bottom and wife, Jas. Harris and wife, Mrs. Barnes, Chas. McCormick, Thos. Smith, Jos. Cousins, D. Dryden, Thos. Yellin,

Wm. Tillan and Frank Harris. The boat arrived at Amherstburg about 9:30 Sunday night, the party putting up at the hotels. Part of the passengers left on Monday for Windsor and Detroit, returning that evening. On Tuesday morning at 6 a.m. the steamer left here for Pelee Island, but when out as far as the lighthouse turned back, as the sea was so heavy that it would have been impossible to make a landing at the west side dock, Pelee Island. She got away at 5 p.m. on Tuesday evening.

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November 26, 1897

The tug *Philadelphia* went aground near Grassy Island light on Sunday morning last, but was released by the tug *Thompson*.

The steamer *V. Swain* struck at Ballard's Reef on Sunday morning last on account of low water and injured her rudder post.

On Friday and Saturday last the steamer *Petrel* brought in the Pelee Passage lightships. They were left in charge of Andrew Hackett at Bois Blanc lighthouse, who will haul them out.

The steamer *Iroquois*, bound up with coal, struck a boulder off Colchester last Saturday morning, which caused her to leak very badly. She put in in Amherstburg but later continued on to Detroit with all pumps working. On her arrival there, 100 tons of coal had to be lightered to enable her to get into the dry-dock.

The steel steamer *Lackawanna*, laden with merchandise and bound down, struck a rock at Ballard's Reef on Sunday morning last and began to leak. The crew did not notice how badly she was leaking until the steamer was out in the lake, when they at once returned to the dock here. A pump was sent for and on Monday was set to work. A quantity of flour was lightered onto the steamer *Sakie Shepherd* and taken to Detroit. A diver then went down and patched up the hole, and the steamer, in company with the *Gould* of the same line, left for Buffalo on Tuesday afternoon.

On Monday morning the crew of the Dominion steam hoist located what they thought was a lot of boulders off the lower dock below the mill and about 175 to 200 feet from the dock. Diver Laird went down and found that it was part of a load of limestone dumped there. Several wagon-loads of first-class building stone has been taken out. This is right in the channel and has caused a serious obstruction for some time. None of our mariners remember any vessel upsetting or lightering her [cargo] at this point. It is not thought to be Kingston stone, [which] was often brought here by timber vessels as ballast and thrown overboard.

December 3, 1897

The American "Soo" Canal will close about December 4th or 5th and the Canadian canal will take care of the boats for the rest of the season.

The large boats will keep out this fall as late as they can, as freights are up pretty high and the insurance rates continue in effect on grain until December 10th and on other freights till December 12th.

John Manson of the Colchester Lighthouse is of the opinion that the steamer *Iroquois* struck the hull of the wrecked steamer *Grand Traverse*, which lies directly in the channel off Colchester, instead of a boulder as reported.

Navigation was virtually suspended on the Detroit River on Thursday night and Friday morning of last week. Shortly after dark the drizzling rain transformed itself into a dense fog, causing the vessels bound both ways to tie up. No boats attempted to pass over the Lime-Kiln Crossing after 7 o'clock Thursday until 10 a.m. on Friday.

The low water on Monday caused a few mishaps at this end of the line, but nothing serious. The steam barge *Venezuela* and consort *Granada* were aground at Bar Point but were released on Tuesday morning. The *Andasta* was aground on the east side of Bois Blanc and the *Thomas Davidson* was on the New York shoal, but with the water raising they both worked themselves free. Lying at the dock here were a number of large steamers, six of them being abreast and extending nearly halfway across the river.

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December 3, 1897

The *Mariska* was the last boat to leave Duluth with a cargo of iron ore. She left on Wednesday.

The wheat rate from Fort William to Buffalo has advanced to 3 cents. Some owners are holding out for 4 cents.

The ice is five inches thick in the Torch Lake channel. Navigation will close on Portage Lake earlier than usual.

The steamer *Hackett* and schooner *McGregor* of the Northwest Transportation Co. have laid up. They have only been out about a month.

The *Lackawanna* had 1025 bushels of wet grain in her hold when she reached Buffalo, the result of striking on Ballard's Reef. She has been docked for repairs.

The excursion steamer *Dove* caught fire while lying at a dock at Toledo on Wednesday of last week and was burned to the water's edge. The steamer was valued at \$10,000 and was not insured. The *Dove*, 25 years ago, was on the

Amherstburg and Detroit route.

The steamer *Gogebic*, bound down from Chicago to Lake Erie without cargo, in the snowstorm on Sunday morning struck on the southeast corner of North Manitou Island, at the same spot where the *Alva* struck a few years ago. She ran out two feet forward, lying on a rocky bottom. The wind shifted to the northwest in a little while and a big sea began rolling in. To save his ship from pounding on the bottom, the captain scuttled her, but the bottom received severe damage from the rocks. The wrecker *Favorite* was working on her.

The owners of the steamship *Mariposa* of the Minnesota Steamship Co., the crew of which, with considerable risk, saved two sailors from the wrecked steamer *Idaho*, have not forgotten the crew. The first mate and chief engineer have been given a month's extra pay; the other members of the crew half-a-month's pay; and Capt. Root was presented by the owners of the steamer with a beautiful gold watch, inside the case of which the following was engraved: "Presented to Capt. F.D. Root by the Minnesota Steamship Co. for the bravery and seamanship displayed in rescuing the survivors of the steamer *Idaho*, Nov. 6th, 1897."

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December 3, 1897

The steamer *S.R. Kirby* with her consort, the *George E. Hartnell*, arrived at Duluth on Thursday of last week and the two have gone into winter quarters.

The steamer *F. & P.M. No. 5* got fast on a boulder in the river opposite town on Sunday morning last and was released by the tug *Morgan* after two hours' pulling.

The steamer *C.S. Parnell* is aground at Oxley, having gone on during the fog on Wednesday night. She is loaded with hard coal. The tugs *Saginaw* and *Home Rule* are at work on her.

The *Lackawanna*, about whose safety fears were expressed, and the *Russia*, which went to look for her, are stuck in the ice near Green Bay, Wis. Tugs have been sent to their relief.

The *St. Catharines Journal* notes the finishing of the new pier on the east side of the entrance to the harbor of Port Dalhousie and the Welland Canal. The old wooden pier, which was in a dangerous state of decay, has been replaced by a concrete pier, which the *Journal* describes as equal to adamant. It is 30 feet wide and stretches 2000 feet into the lake, with every appearance of lasting for ages. It is described as a national work that does credit to all concerned in its construction.

Although a month has passed since the ill-fated steamer *Idaho* sank off Long Point, not one of the bodies of the crew has been recovered. Nearly all the men on

the doomed boat were on the upper deck and a few in the chain hold when the vessel sank, a few having life preservers tied around them. The bodies of drowned men generally stay under water not more than a week before coming to the surface, being then buffeted about by the waves. One reason why they have not come ashore is advanced. Off Long Point is a stretch of sand - some people claim it is the regular quicksand and that the bodies have been swallowed up in it. In 1884 the schooner *Eddie Fitzgerald* sank in almost the same place. The vessel slowly disappeared and none of the bodies were ever found. This disappearance is accounted for in the same way - quicksand. As the members of the crew of the *Idaho* were free on the decks, it is very strange that none of their bodies have been recovered.

The Canadian steel steamer *Rosedale* of the Montreal Transportation Co. ran on Charity shoal near Kingston in a heavy sea. The *Rosedale* is laden with 60,000 bushels of wheat from Fort William and had nearly reached the head of the St. Lawrence River when she struck. Tugs were sent out in response to her signals of distress, but on account of the shoal water around the steamer and the heavy seas they were unable to do anything for the imperiled steamer. The steamer was able to back off the reef the first time, but in starting ahead she ran on again. She did not make any water until the gale sprung up Monday. The amidship section filled with water and the steamer settled on a ledge under her centre, with both bow and stern in deep water. It is thought that there will be saved dry about 25,000 bushels of her wheat. The amount of insurance on the hull is \$100,000 and the steamer was valued at \$110,000. The wheat cargo is insured in New York for \$65,000 and the freight list is placed with the Western Insurance Co. of Toronto for \$4000. It was thought the steamer is broken in two, but if the weather continues favorable she will be released.

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December 3, 1897

The steamer *Kirby* and consort *Hartnell*, which were on Lake Superior for three days, have arrived at Duluth all right and will tie up there.

On Thursday night of last week the wooden steamer *Egyptian*, bound up with coal from Cleveland for Milwaukee, in some way took fire when near Thunder Bay Island light, Lake Huron, and when noticed was beyond the control of the crew. An hour after the fire was discovered, the steamer *Mesaba* came up and turned two streams of water on the fire and twenty minutes later the steamer *Fairbairn* added another stream, but it was no avail, the hatches being blown off and thus giving a draft to the fire, which had by that time communicated with the coal in the hold of

the vessel and was rapidly gaining headway. Seeing it was useless to continue fighting the fire, the crew of the *Egyptian* was taken off by the *Fairbairn* and the *Egyptian* was left to her fate. It is believed she burnt to the water's edge and then sunk. The crew was taken to Detroit by the *Fairbairn*. The *Egyptian* was owned by Capt. Nelson S. Whipple of Detroit and had an insurance valuation of \$30,000, but had only about \$10,000 fire insurance.

Dock No. 4, owned by the Chicago & Northwestern Railroad Co. at Escanaba, was totally destroyed by fire on Monday night. The fire started in the hold of the *Nahant*, which was lying alongside taking ore, and soon communicated to the dock, which was soon one mass of flames and beyond recovery. The company's private waterworks were unable to cope with the flames and owing to the location the city fire department could not reach it in time. The fire was an imposing scene and was witnessed by almost every inhabitant of the city. The extreme heat made the waters of the bay boil for a radius of 50 feet. The loss on the dock will approximate \$200,000. This includes 30 ore cars which were on the dock and could not be removed. The loss on the boat will reach \$28,000, insured for only \$6000. The dock, owing to the depression in the ore trade, will not be rebuilt. It was one of the very largest in the world. The loss in ore is \$12,000. Two lives were lost on the *Nahant*: fireman Jacob Blesner and a deckhand named Harold Miller, both of Cleveland. Edward Lee, in trying to escape, was severely burned and may die. The Escanaba ore docks are the largest in the world. They are five in number and have a capacity of over 150,000 tons. Almost 50 steamers can be loaded simultaneously at them and 30,000 tons of ore can be shipped in 24 hours.

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December 17, 1897

It has been decided to abandon the steamer *Rosedale*, wrecked on Charity Shoals. Despite the efforts of five pumps, not an inch could be gained on the water, the inrush being in excess of the output. Orders were given to cease work and everything movable was placed aboard the schooner *Grantham* and the wreck was abandoned.

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December 17, 1897

The new and old Welland Canals closed for the season on Tuesday. Business on the whole has been more satisfactory than last year, both for freight and passenger boats.

The Donnelly Salvage & Wrecking Co. has taken a contract to release the

steamer *Rosedale*, ashore on East Charity Shoal near Kingston, for \$17,000. The wreckers are at work and now have seven steam pumps on the steamer. The weather is clear and mild.

In navigating the Great Lakes during the season just closed, 68 sailors lost their lives. This is very nearly an average for the past two seasons. The only disaster was the loss of the steamer *Idaho* on Lake Erie, when 19 lives were sacrificed. The remainder of the 68 were lost one at a time, either from falling overboard or from accidents on shipboard. Falling into the hold was responsible for the death of a dozen. Forty-six were drowned and three committed suicide. Not a single passenger was lost during the season on lake steamers, but one jumped overboard. The season was chiefly remarkable for the large number of narrow escapes of crews from wrecked vessels. In this respect the work of the life-saving service was extremely good throughout the chain of lakes, many daring rescues being placed to the credit of the life-savers.

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December 24, 1897

The U.S. Government steamer *Hayes* brought in the Bar Point lightship on Wednesday of last week. Next morning she left for Detroit, picking up the Lime-Kilns and Ballard Reef lightships on the way up.

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1898

January 21, 1898

Capt. E.C. Gatfield's Funeral.—The funeral of the late Capt. E.C. Gatfield took place on Sunday afternoon last from the family residence on Rankin Avenue to Christ Church, thence to the Indian burying ground¹⁴ on the riverfront of the Township of Anderdon. The ferry steamer *Excelsior* chartered by the Knights Templar of Windsor, carried over 250 persons from Windsor and Detroit to the funeral. The Knights were accompanied by Great Western and Windsor lodges,

¹⁴ E.C. Gatfield was married to Agnes Bernard, daughter of John Bernard and Kitty Warrow. The Warrows were one of the Wyandotte families of Anderdon Township. According to one of Gatfield's descendants, his remains were later moved to Rose Hill Cemetery in Amherstburg, where a stone bears his name.

A.F.&A.M. [Masonic Lodge], representatives of Frontier Lodge, I.O.O.F. [Independent Order of Oddfellows], and lake captains and engineers from Windsor, Detroit and other places, and the 21st Battalion band. At 1:30 p.m. the members of the different organizations to which deceased belonged met at their lodge rooms and proceeded in a body to deceased's residence, where a short Masonic service was held, conducted by E.S. Wigle, Past D.D.G.M. [District Deputy Grand Master], after which the procession formed and proceeded to Christ Church in the following order:—21st Battalion band, Windsor Preceptory Knights Templar, Great Western and Windsor lodges, A.F.&A.M., Thistle Lodge, A.F.&A.M., Lorne Lodge, A.O.U.W. [Ancient Order of United Workmen], and Rose Lodge and Frontier Lodge, I.O.O.F. The pallbearers, six stalwart lake captains who were life-long friends of deceased, were Captains C.C. Allen of Cleveland, O. F. Hart of Detroit and D. Nicholson, D.J. Girardin, J.T. Hutton and J. Laframboise. At the church the services were conducted by Rev. John Berry, at the conclusion of which the procession re-formed and proceeded to the cemetery, where all that was mortal of the deceased was laid to rest. The 21st Battalion band played funeral marches from the house to the church and from the church to the cemetery. The flags on the public buildings and at the U.S. consulate were floating at half-mast all day. The floral offerings were varied and beautiful. A large steering wheel with one spoke broken and an anchor and chain with a broken link, composed of roses, lilies and carnations, with the words, "His Last Voyage," across the wheel, were among the tributes offered by his old shipmates, Capts. Thos. McGowan, F. Hart, Currie, Draper and Honor; a beautiful wreath and anchor was given by Capts. H.N. Brown and L.C. Waldo of Cleveland, of the Northwestern Transportation Co.; Prince of Wales chapter of R.A.M. [Royal Arch Masons] presented a wreath with a double triangle; Rose Lodge, I.O.O.F., of Amherstburg a wreath of three links with the emblem of the order, F.L.T.; a wreath on which was worked the emblems of the A.O.U.W. was received from Lorne Lodge of Amherstburg; the Canadian Order of Chosen Friends gave a pillow of carnations; the family gave a pillow on which were the words, "Our Dear Father"; the captains of Amherstburg a life preserver bearing the words, "In Port"; Capt. H.G. Duff sent a pillow; a wreath of palms and crimson roses was received from J.G. Mullen; Thos. Ashwell and Misses Bernard presented an anchor of lilies and roses; J.R. Gillean gave a star; Fred. J. Trotter gave an anchor with the words, "At Rest"; H.F. Corsant sent white roses and English violets.

Among the captains and lake engineers from Detroit, Windsor and other outside ports who attended the funeral were the following:—Captains J.B. Forrest, D.

McLaughlin, Wm. McKay, J. Stevenson, J.W. Westcott, W.E. Campbell, P. Cuniff, P. Bassett, Thomas McGowan, R. Morrison, Timothy Lemay, M. Humphrey, J. Doner, James Watts, Thos. Brady, J. Crosby, Robert Ferguson, H. Jeffrey, S. Millen, Thos. D. Quinlan, D.J. Duncanson and H.F. Corsant of Detroit; A. Clinton, E. Horn, J. Wilkinson, John Tobin, Isaac Watts of Windsor; A. Gaines of Port Huron, Mich.; W.R. Dunn of Ashtabula, O.; Thos. Honor of Grand Haven, Mich.; Joseph Powell of Chicago, Ill.; C. Chamberlain of St. Clair, Mich.; Engineers W. Cullen, M. Delaney, J. Cronin, M. Lamurser and J. Hand and W.H. Sullivan and W. Smith of Detroit.

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*January 21, 1898*

Capt. David Girardin is attending the Vessel Owners' Association in Detroit this week. Mrs. Alex Callam attended the ball given by the Shipmasters.

Capt. Wm. and Miss Minnie Caldwell went to Detroit on Wednesday, the former to attend the Vessel Owners' convention and the latter to attend the annual hop given by the Shipmasters.

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March 11, 1898

The new Canadian-Atlantic Line have chartered five steamers in Cleveland and will run them between Duluth, Chicago and Parry Sound.

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*March 18, 1898*

The Chicago Shipbuilding Company have launched the largest ship on the Great Lakes, the *Wm. R. Linn*, and since then has received an order for a still larger one. The latter will have a length of 430 feet, a depth of hold of 28 feet and a breadth of 48 feet. The tendency of the time is toward big ships, both on the seas and on the Great Lakes. The *W.R. Linn* has a freight capacity of 5800 tons and when the 20-foot channel is completed will increase the capacity to 6800 tons. She is 420 feet long overall; 400 feet keel; beam 48 feet; depth 28 feet; water bottom 4½ feet. Capt. Arthur Orr will command her.

Capt. James Jarmin left on Monday for Ottawa, from where he is to proceed to the Stickine River with the party that the Dominion Government is sending out to do dredging work on the river.

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March 25, 1898

At a meeting of the executive committee of the Lake Carriers' Association at

Cleveland on Tuesday afternoon the wage scale for lake sailors, engineers, etc. of last year was adopted.

Lake navigation will open April 1st, the beginning of marine insurances. If that day did not come on Friday a large fleet would leave Chicago, but probably from sailors' superstitions a large part of the boats will not leave until after midnight on the morning of April 2nd. The winter grain fleet at Chicago and South Chicago numbers 138 vessels and has on board 12,986,000 bushels of grain. There is still some chartering to be done and the first fleet will probably hold by the opening of navigation fully 13,000,000 bushels.

John Manson has resumed his duty as lighthouse keeper at Colchester Reef. His many friends will give him a hearty welcome back.

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*April 1, 1898*

The Mackinaw Straits are now free of ice.

The U.S. lighthouse tender *Haze* on Thursday of last week placed the lightships in position at Ballard's Reef, Lime-Kiln Crossing North, Lime-Kiln Crossing South and Bar Point Reef.

The steamer *Juno* (Capt. Wm. Allen) made her first trip of the season the beginning of this week. She goes to Lorain for a load of coal for Windsor, then back for a load for Port Stanley, and then for another load for Windsor.

When contracts for the several sections of the 20- and 21-foot ship canal between Duluth, Chicago and Buffalo were let in 1894, the firm of L.P. & J.A. Smith of Cleveland was awarded that part of the work known as Section 8, at the mouth of the Detroit River.<sup>15</sup> Upon completion of their section of the work last fall, the Cleveland firm sought an extension of contract to include a large amount of dredging between Bar Point lightship and Ballard's Reef. This would include the stretch of Canadian channel between Bois Blanc Island and Amherstburg and on up the river through the Lime-Kiln Crossing - just the part of the Detroit River where groundings of steel ships have occurred repeatedly during the past two seasons, and where the greatest obstructions to deep navigation exist at the present time. This is the part of connecting lake channels that was not sufficiently provided for in the 20-foot channel appropriations. Deep draft in lake navigation was limited last year and will be delayed for some time to come on account of the conditions existing at this

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<sup>15</sup> See Vol. IV(2), pp. 65-66 and 89.

point. In view of these condition, the Cleveland dredging contractors were supported by the owners of large vessels in their effort to secure an extension of contract. It was known that there was in Washington a balance of about \$950,000. The Smiths were not successful in their efforts to secure an extension of contract, but their agitation of the subject has led to a ruling in the Department that will admit of the \$950,000 being expended on parts of the ship canal where, in the opinion of the engineers, it is most needed. This surplus fund will go a great way towards removing obstructions at points that were not fully covered in the 20-foot channel project, but the difficulties that have existed at Amherstburg and in the vicinity of the Lime-Kilns will still be a source of great annoyance to deep-draft vessels. It is altogether probable that some of the money will be spent near here.

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April 8, 1898

The Mackinac division of the D. & C. Navigation Co. will open up on April 7th.

The corn-laden boats at Chicago are not expected to leave there until the 15th.

The *Juno* brought the first load of coal to Windsor Thursday of last week for the ferry company.

The steamer *M.C. Neff* arrived here on Friday last with the first load of coal of the season for Cuddy-Mullen Coal Co.

The steamer *State of Michigan* will run from Detroit to the "Soo" the coming season and expects to start next week. She has had a thorough overhauling and her machinery has been put in shape. Capt. Wm. E. Comer will command her.

The steamer *Fayette Brown* on her first trip of the season from Chicago to Buffalo with grain had a hole punched in her bottom by striking an obstruction. Repairs were made at Mackinaw on Monday night and she cleared from there for Buffalo, passing here on Wednesday.

Part of the grain fleet left Chicago on Saturday. The rest will be held for a week or so. There are afloat 1,693,000 bushels of wheat, 8,254,000 bushels of corn, 2,300,000 bushels of oats, 389,000 bushels of rye and 93,000 bushels of barley. The opening of the straits is the earliest in 63 years and the grain fleet is the largest in Chicago's history.

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April 15, 1898

Capt. H. Brush is master of the tug *Wales*.

Capt. John Varner has sold his scow, the *E. Bailey*, to Capt. Richard Smith of Oakville for \$350. Capt. Smith is having the scow fitted out and will take her to

Lake Ontario where she will be engaged in hauling gravel and sand to Toronto.

The steamer *Superior City* was launched on Wednesday at the yards of the Cleveland Shipbuilding Co. at Lorain. The *Superior City* is the largest ship on fresh water, and in size exceeds all but a few of the cargo steamers on the ocean. The dimensions are 450 feet overall, 430 feet keel, 50 feet beam. She will go into the general carrying trade of the lakes. She will be operated by the Zenith Transit Co. of Duluth.

Vessel and marine interests are becoming much alarmed over the continued lowering of the waters of Lake Superior. At West Superior the water is now down 30 inches from last year's level and is of the same effect as though thousands of dollars' worth of dredging had not been accomplished. The low water is a direct loss to the vessel interests, as it prevents them loading their boats to their normal carrying capacity. The reason for this low water is not clear, and the old talk among vesselmen of the subterranean passage to Lake Huron is revived. This is furthered by the fact that the water in Lake Huron is correspondingly high and it is not going down the St. Mary's River.

The U.S. Government have appropriated the funds to erect a keeper's dwelling for Grassy Island range light station, Detroit River, \$5000; a keeper's dwelling for Grosse Isle, north channel range light station, Detroit River, \$3500; keeper's dwelling for Grosse Isle, south channel range light station, Detroit River, \$5000.

The Vessel Owners' Association writes to Gen. Alger as follows:-The cut at Lime-Kiln Crossing is now 440 feet wide with quite a sharp turn at each end, the edges of the cut being of hard and jagged rock. A project should be adopted for widening the cut to 600 feet and for cutting off the angles above and below to a corresponding extent so as to make an easy approach to the cut. **Ballard's Reef**-The present improvement at Ballard's Reef consists in cleaning out the boulders from a channel 300 feet in width. The west half of this channel is now cleaned out to a depth of 18 feet. The east half of this 300-foot channel is being cleared out to a depth of 20 feet. A project should be adopted here calling for a channel 600 feet wide and 20 feet deep. This work does not consist of excavating solid rock. The soundings show that most of the 600-foot channel is now over 20 feet deep. The work would consist of cleaning out boulders and small shoal spots. This work is as urgently needed as any on the Great Lakes. The draft of vessels is now limited by the water at this point, there being more water at all other points in the channel than at Ballard's Reef.

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April 29, 1898

While passing through the Welland Canal the U.S. cutter *Gresham* collided with a swing bridge, knocking it off the pivot and doing considerable damage.

The steamer *Flora*, Capt. Fred. Dale, will be taken to Walkerville and thoroughly overhauled, preparatory to being placed on the route between Cleveland and Port Stanley.

The Welland Canal opened on Friday. A large fleet were waiting at both ends.

One hundred and ten vessels passed Detroit on Friday and between 9 and 10 a.m. twenty-six boats passed, of which nine were of the Minnesota Steamship Co.

The Windsor and Soo Line will not build a new boat this season to take the place of the wrecked *Cambria*. The *Carmona* is now being fitted up for this route. She is being thoroughly overhauled and will be in excellent shape for business when she starts in June.

Records are being smashed all to pieces by the big lake vessels already this season and speculation is rife as to what it will lead to. On her first trip down the steel propeller *Andrew Carnegie* brought the largest recorded cargo of clipped oats - 333,000 bushels - to Buffalo. On Sunday the *Carnegie* brought 225,000 bushels of corn, or 6300 tons, believed by marine men to eclipse in weight any cargo previously brought into the port of Buffalo.

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May 6, 1898

The steamer *Servia* was burned on Lake Superior. The crew was rescued by the C.P.R. steamer *Alberta*.

The steamship *Andrew Carnegie*, Chicago, brought 230,000 bushels of corn to Owen Sound. This is said to be the largest cargo of corn ever floated on fresh water.

The Dominion Government gave permission to the United States revenue cutter *Gresham*, which is now being cut in two in Lake Ontario, to let it pass through the St. Lawrence Canals early in April last, before there was any word of war between the United States and Spain.

The large freight steamer *Northern King* of the Northern Steamship Line had her wheel broken off early on Wednesday morning by striking some sunken obstacle nearly opposite the waterworks dock at Amherstburg. She cast anchor immediately after and thus kept off the shore. The *Home Rule* towed her to Detroit where a new wheel was put on.

The U.S. Engineers have finished taking boulders from the Lime-Kilns cut in Canadian waters. About 800 large rocks, some of them weighing two or three tons,

have been removed. It was the intention when the work was done to have 20 feet of water on the crossing, but it was found last season that there was scarcely 18 feet and boats were continually striking. The U.S. Engineers concluded to remove the obstructions and now there is no reason why vessels should strike as long as they keep in the cut. The water there is now over 19 feet. The work was commenced early in the season under U.S. Engineer Dixon and completed without any hindrance to navigation. There are still a lot of boulders in the Canadian channel between Amherstburg and Bois Blanc Island which should be removed, but as no effort is being made in that line, the U.S. Government will send a dredge and clear a channel to let deep draft boats safely pass.

The steamer *Jennie* (Capt. Dease) was here on Sunday for fuel. She is engaged taking stone from Pelee Island to Port Stanley for Flook & Babcock, who have the contract for the L.E. & D.R. Ry's<sup>16</sup> new slip there.

Capt. Chas. Danger, U.S. Inspector of the Government dredges, will be stationed at the foot of Lake Michigan this season. The captain will be safer on a dredge in Lake Michigan than on a gunboat in Havana harbor.

**CAPT. E. DUNN.-A Well-Known Marine Man.**-Last Saturday's *Globe* contains a good half tone cut of Capt. E. Dunn of the D.G.S. *Petrel* accompanied by the following sketch:-Capt. E. Dunn of the Dominion Government ship *Petrel* was born on the 6th of January, 1838, in Birmingham, England, and was brought to this country and to the vicinity of Owen Sound in 1843 by his mother, his father having preceded the family by about eighteen months. At that time that district was a wilderness, there being not more than half a dozen log houses in the town of what is now Owen Sound. The captain's father had settled on a farm lot about four miles from Owen Sound, then known as Sydenham, and there they remained until 1854. There being no schools in the country until a year or two before the family left the farm, the captain's education was therefore limited, he having graduated from a log school house after a short term.

"So you see," jocosely [*sic*] has Capt. Dunn said, "I am one of Whitney's '95 per cent.'"

Capt. Dunn was always naturally intelligent, however, and made such good use of his talent as to cause men to notice his marked ability. His grandfather was a petty officer on a British war vessel and his father was, as a boy, also in the Navy

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<sup>16</sup> Lake Erie & Detroit River Railway

and afterwards in the Coast Guards.

Capt. Dunn began sailing in a yacht built by his brother and himself and was afterwards in various vessels.

About 1858 and until ten years later he was in a tug, which was also built by his brother and himself. That tug was afterward converted into a small passenger boat and Capt. Dunn sailed her until 1878, when she was burned. In 1879 he purchased the *Chicago Belle*, a small passenger steamboat, and ran her until the water trade was cut off by the railroad. He was afterward employed as pilot and as mate and pilot on a number of steamers carrying material and supplies when the C.P.R. was running along the shore of Lake Superior. Subsequently he had an interest in a small passenger and freight boat which he ran from 1886 until 1890, when he was appointed to the Government protection yacht *Cruiser*. In 1893 he was advanced to the D.G.S. *Petrel*, which vessel he still commands.

In 1870 Capt. Dunn, with the tug spoken of above, was employed by General Wolseley when that officer was on his way to disperse the first Riel Rebellion. Speaking of General Wolseley, Capt. Dunn says:—"I found him to be not only a thorough officer and soldier, but a perfect gentleman to boot, loved and respected by his officers and men."

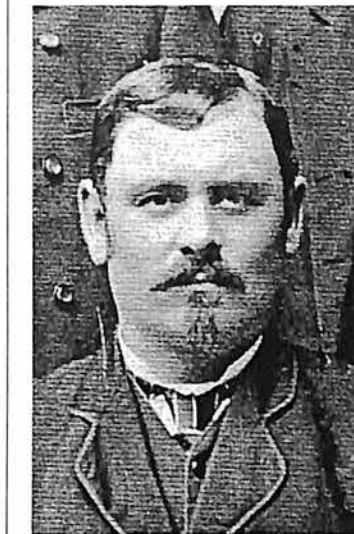
Before he began sailing, Capt. Dunn was employed from 1854 until 1858 as deputy to his father, who was then Bailiff of the Division Court at Owen Sound, and also later by Sheriff Snider. In 1866 he was a full private in the Owen Sound Company, sent to the front, and was under arms for three months for which service he is about to receive a medal, having, as he dryly remarks, "outlived the slow movement of large bodies."

Throughout his sailing career the captain has had but one disaster. In 1882 he lost the steamer *Picton* through depending on a defective compass. She went ashore at Rondeau Point.

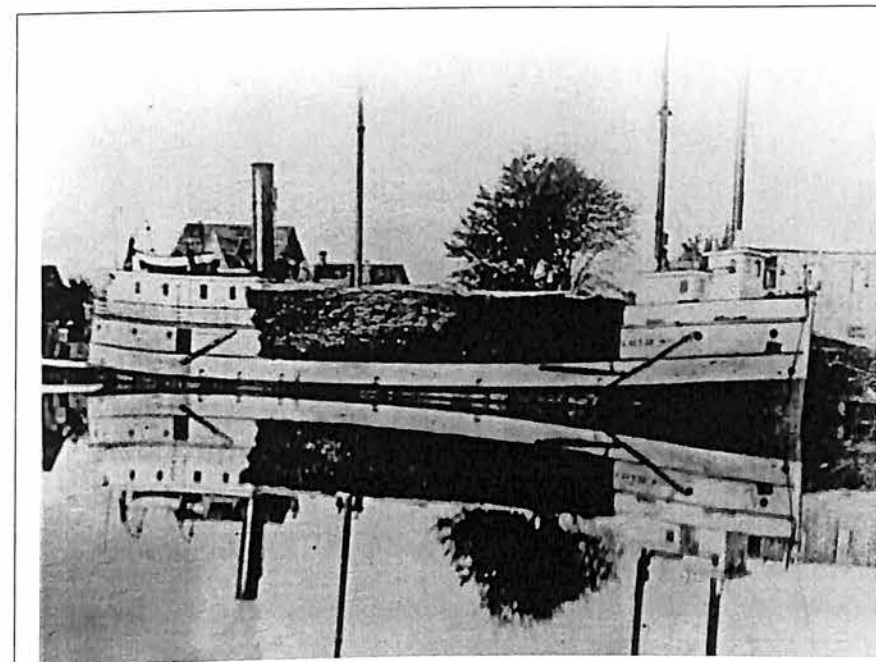
Capt. Dunn was married on the 11th of January, 1871, to Miss Jane Hannah and they have one son, John C. Dunn of [Chicago?] and one daughter, Miss May Dunn, who resides at home.

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May 13, 1898

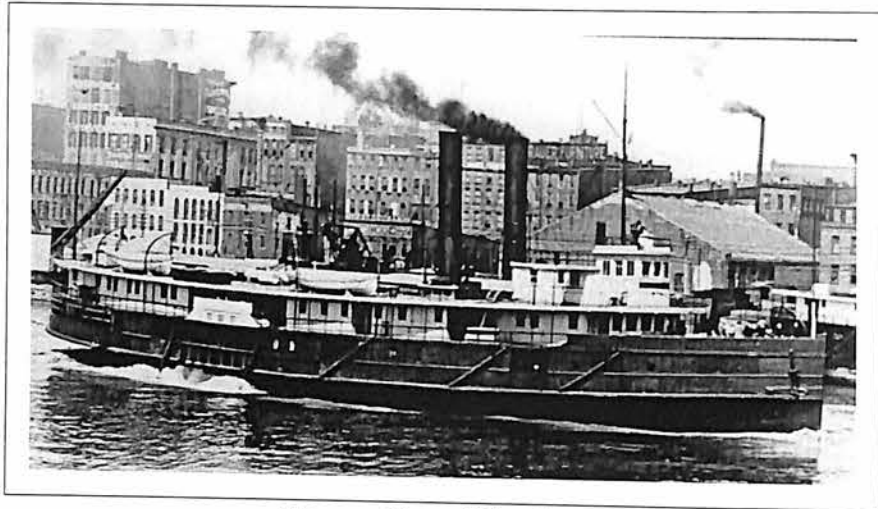
The locks at the Sault Ste. Marie, Mich., canal are now guarded day and night and no one is allowed to pass through the gates except on special business. This is owing to the supposed attempt to destroy the locks by dynamite which was frustrated by the discovery of the cartridge.



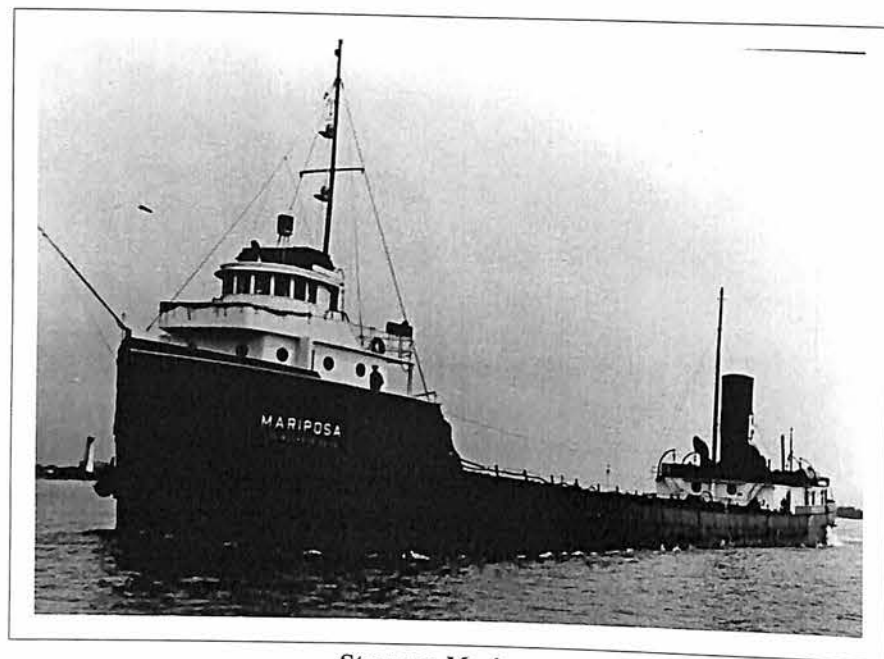
Capt. E.C. Gatfield, 1886.
Park House Museum



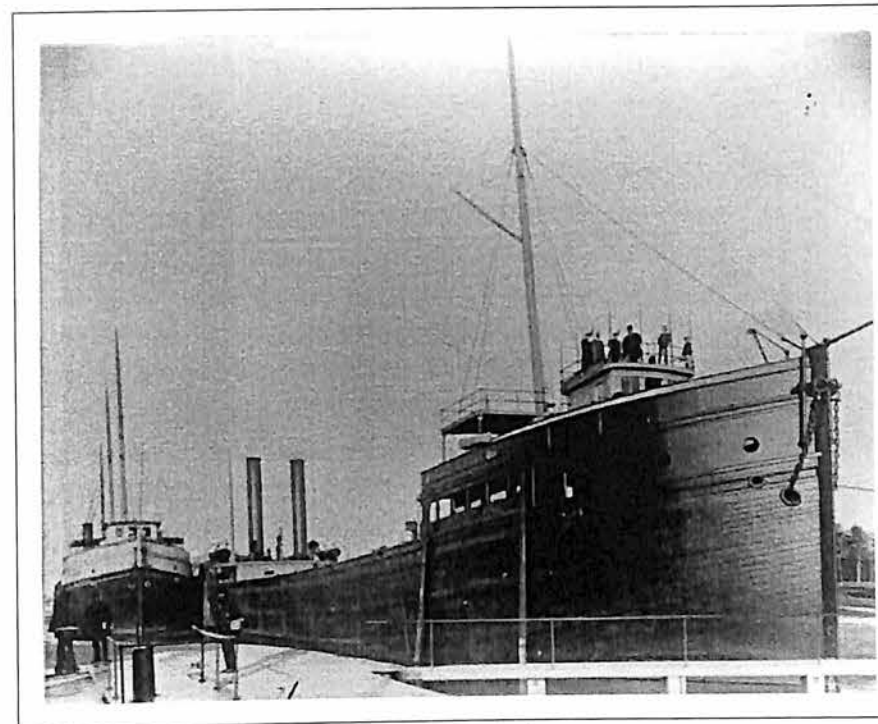
Steam barge *Lillie Smith*.
Dept. of Canadian Heritage: Fort Malden NHS



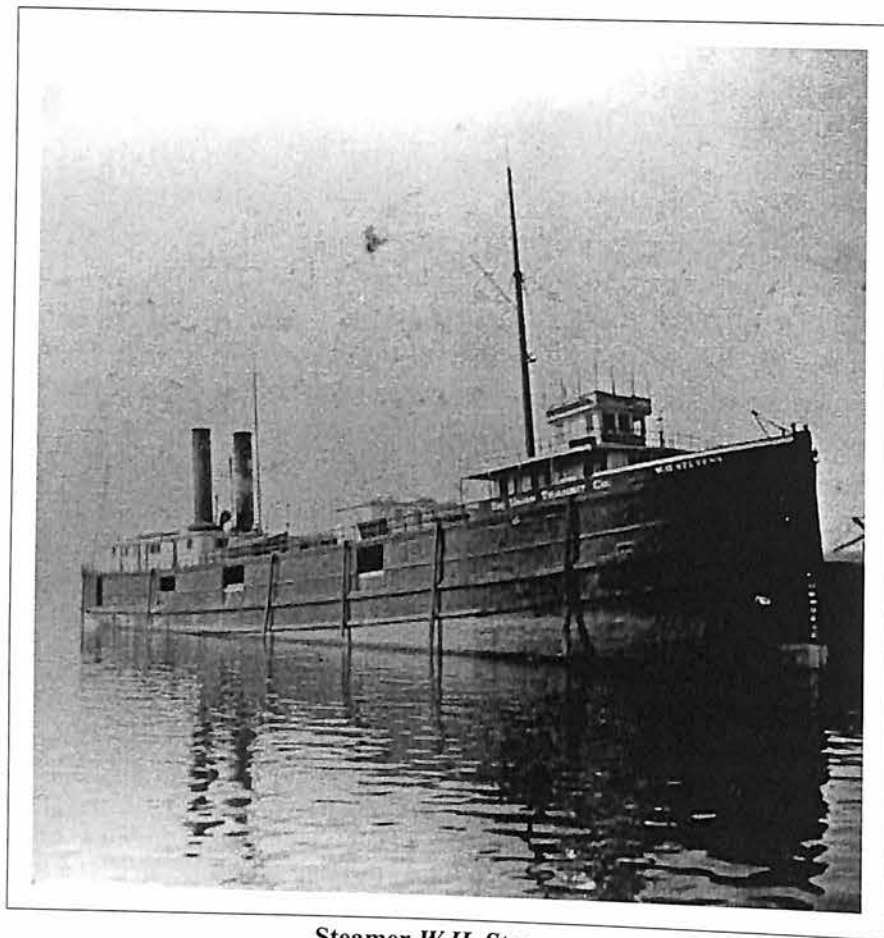
Steamer State of New York.
Dept. of Canadian Heritage: Fort Malden NHS



Steamer Mariposa.
Dept. of Canadian Heritage: Fort Malden NHS



George W. Roby.
Dept. of Canadian Heritage: Fort Malden NHS



Steamer W.H. Stevens.
 Dept. of Canadian Heritage: Fort Malden NHS

The movement of sugar and flour on the lake has almost ceased on account of rising prices which induce owners to hold shipments back. Flour within a short time has advanced over a dollar a barrel at Duluth and further advances are expected and the big lake freighters are not getting much to do. Vesselmen say that they never saw anything like it before. This has a tendency to throw excessive tonnage into the grain trade and keep rates down there.

In 1897 there was vast increase in the amount and value of freight passing through the American and Canadian canals at Sault Ste. Marie, as shown by the annual miles ton report which has just been completed. The value of all articles for 1897 is \$218,235,927.77, while of 1896 it is \$159,575,129.43, an increase of \$58,660,798.34. Notwithstanding the increase of 11 per cent in the amount of freight carried in comparison with the season of 1896, the cost of transportation was reduced the rate per mile ton being .83 mills, as against .99 mills in the preceding year.

The Bertram shipyard, Toronto, has secured another important contract, this time for a large grain carrier to replace the *Rosedale*, to the order of W.D. Matthews, Crangle & Hagarty. The new vessel is to be 255 feet long and 43 broad and will be constructed to carry as much grain as the canals will permit of. She will ply between Fort William and Prescott and is to be ready for the opening of navigation in April, 1899.

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*May 27, 1898*

The Dominion Government intends to carry out improvements at Port Stanley, which are estimated to cost \$16,000. A sum of \$11,000 has just been voted by the House, which will be expended in constructing both the piers at the entrance to the channel and building a turning basin inside the harbor.

On Saturday afternoon about 4 o'clock the large barge *Australia*, bound up with coal in tow of the steamer *Italia*, took a sheer when going over the crossing and ran on the east bank. The *Italia* with the tugs *Home Rule*, *Wales* and *Saginaw* released the barge at about 10:30 Sunday morning. No apparent damage. On Tuesday, while in the St. Mary's River, the *Australia* collided with the big steel barge *Maida*, in tow of the *Marina*, and the steel plates of the *Australia* were torn open for a distance of 80 feet. The steel tow line parted with the force of the collision and the *Australia* ran ashore. The *Maida*'s bow was also badly damaged. The *Australia* was taken to Sault Ste. Marie for repairs.

As a result of dredging operations in the Lime-Kiln cut, from which some 800

large boulders have been removed within the past month, there is now full 19 feet of water in that channel. Although vessels are coming from Lake Superior with light loads on account of lower water than last year at Ashland, Duluth and other places, the stage of water in the Detroit River is about 2 inches better than it was a year ago. In this point the actual stage is only 2 inches below the Government standard, which is much better than in previous years, and it may be said that there is full 18 feet of water everywhere from above Ballard's Reef to the mouth of the river. Vessels should not, however, load lower than 17 feet 5 inches. M. Sullivan's dredges and steam drill are at work at Ballard's Reef working down; Rooney's dredging plant from Toledo arrived in tow of the tug *John Johnson* and began work in the channel between Bois Blanc and Amherstburg on Monday, opposite Murray Street, and will work down. The U.S. Engineers are still at work with the Dominion Government steam hosting plant and a diver, raising large boulders from the channel, and are doing excellent work. If the present water holds out and if dredging operations progress satisfactorily, it will not be surprising to find vessels passing here at a draught of more than 18 feet towards the close of the season. The Canadian dredge *Ontario* will be out the end of this week and will take out some shoals along the east side of the channel and at Texas dock.

Capt. Dunn of the revenue cutter *Petrel* has so far this season seized 118 gill nets, of which 100 were American. Gill nets are not allowed in Canadian waters. The American nets, when seized, were about four miles within the Canadian limit. There were several tons of fish taken.

John Manson, who has been in charge of Colchester Light for eighteen years, has been given a leave of absence for this season. His son, Walker J., will attend to the duties during his absence. Mr. Manson is somewhat under the weather and will recuperate.

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June 3, 1898

The steamer *Imperial* brought down a large number of cannas, geraniums and other plants for Bois Blanc Island on Tuesday evening.

As usual, Canadian canals will not be open on Sunday. The Canadian Marine Association made a strong effort this spring to induce the Government to adopt a more liberal policy with regard to opening the canals on Sunday, but the Government has refused to make any concessions regarding Sunday traffic on the canals.

On Sunday last the steamer *Douglas*, Capt. Desana, brought over an excursion

from Wyandotte and Trenton.

Joseph Stephens has resumed his position as cook on the steamer *Iroquois* after being home for a week through illness.

The *Newsboy* of Detroit, Capt. Geo. King, carried a Decoration Day excursion to Bois Blanc last Monday, who were entertained there by Mrs. J. Randall in the afternoon.

The D.G.S. *Petrel* arrived at Port Stanley on Sunday last with 195 gill nets, containing 3500 pounds of fish, on board. The nets were seized off Pelee Island and are supposed to belong to American poachers. This is the biggest haul yet made by the *Petrel*. The steamer came in here on Tuesday for coal and left Wednesday for Lake Erie. Strange to say, the nets seized were not buoyed, but dumb buoys were so thick just over the U.S. line as to cause suspicion.

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June 10, 1898

An effort is being made to recover part of the cargo of the steamer *Idaho*, which went down off Long Point last fall.

The str. *State of Ohio* of the D. & C. Line made her first trip between Chicago and St. Joe on Monday, June 6th. She is a fine boat, but simply "not-in-it" with the Graham & Morton boats. The str. *City of Milwaukee* carried a crowd of some 1000 passengers to Milwaukee on Sunday last, returning early Monday morning to St. Joe.

Captain Dan McCarthy was given a grand ovation by the vesselmen of Bay City on Monday last, the event being the initial trip of the steamer *Sweepstakes* for the season. She is the flagship of the line and has been entirely rebuilt and thoroughly equipped up to date. Walker Norvell is his first mate and his brother Patrick McCarthy is lookout.

The big steel steamer *Senator*, bound down with iron ore, ran on the boulders and brought up on Ballard's Reef early Sunday morning. The tugs *Saginaw* and *Home Rule* released her about noon the same day and she proceeded on her way. Part of her cargo was shifted to lighten her up. It is thought it will cost \$25,000 to repair the damage done by running on the rocks.

The *Germania* unloaded a load of coal from Cleveland at the Cuddy-Mullen coal dock last Saturday.

The steamer *Wyandotte* gave her first afternoon ride to Hickory Island on Saturday and also commenced her Sunday excursion to Sugar Island the same day.

The big steamer *Northwest* of the Northern Steamship Line passed here Monday

afternoon, bound up. As usual she was saluted on all sides by the river craft.

H. McDowell is now clerk on the steamer *Imperial*. Chas. Parks will be purser on the D.W.&B.I.<sup>17</sup> steamer *Promise* on the Detroit & Bois Blanc Island Park route.

The hull of Dr. W.C. Lambert's new yacht is nearly completed at the Wyandotte Pleasure Yacht Works. Yachtsmen who have looked over the lines of the new craft, which is of the skimming dish order, predict for her great speed.

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June 17, 1898

Capt. John Sloan of Detroit called on friends here yesterday (Thursday).

The steamer *John Stimson*, Captain John Hayes, bound up, called in here last Saturday for repairs to her cylinder, which had become loose.

Capt. Hackett and his gang of men left yesterday (Thursday) afternoon on the tug *Home Rule* with the barge *LaBelle*, on which is the Pelee Island cable, which will be put down within the next few weeks.

How to spend Dominion Day! The popular excursion to Put-in-Bay by the steamer *Frank E. Kirby* will be the favorite way of celebration on Friday, July 1st. Return tickets to Put-in-Bay 50 cts.; to Sandusky, 75c.

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June 24, 1898

We understand that the steamer *Scotia* has been purchased and will be run in connection with the ferry company between Amherstburg and Bois Blanc Island. This will enable excursionists coming down to Bois Blanc to come over to town and spend as long as they please and return to the island again. The *Scotia* was taken to Windsor yesterday to receive some minor repairs and [be] cleaned up and receive the life preservers required under the law, furniture, &c. She will be repainted, railings, awnings and other furnishings and to make her comfortable and safe [sic]. The *Scotia* is an iron hull [and] was built on the Clyde, Scotland, for the late W.K. Muir when [he was] Supt. of the G.W.R.<sup>18</sup> and presented to him by his friends for his private use.

Last Sunday morning as the *Darius Cole*, Captain Robinson, was taking her usual Sunday excursion from Port Huron to Detroit, a strap joining the connecting rod and walking beam broke when they were opposite Marine City on the St. Clair

<sup>17</sup> Detroit, Windsor & Belle Isle Ferry Co.

<sup>18</sup> Great Western Railroad

River. It was temporarily repaired and the boat proceeded on her way to Detroit. The *City of Toledo* had brought over an excursion of over 600 Columbus, Ohio, people from Toledo Sunday morning and the *Cole* got just over the Lime-Kilns taking them back Sunday night when the same strap broke and she drifted down past the head of Bois Blanc, whistling for assistance, when she was towed into the dock here by the tug *Schenck*. Word was at once telegraphed to Detroit to send the *Greyhound* to take on the stranded passengers. Some of them drove to Windsor, while those who remained proceeded to make themselves at home during the interval of waiting. The first question asked was as to what part of the Union they were in. When they found they were actually in "Canady," a place where the majority of them had never set foot before, their surprise was unbounded and the situation was so novel, giving them an opportunity as it did of seeing "Canady" for themselves, that they made the very most of this opportunity. Every part of the town was explored, with suitable escort, of course, and several souvenirs were purchased as reminders of their unexpected visit. The *Arundell* passed up about 8 p.m., returning from Toledo with her excursion, and upon her arrival at Detroit she was sent here and it was a sleepy and worn out lot of passengers who got on board at 12:30 p.m. Quite a number would not go on the *Arundell*, willing rather to risk staying overnight in a foreign land than to tempt Providence by crossing the lake on an overcrowded boat. The *Cole* was towed back to Detroit by the tug *Saginaw*. There was no panic on board, even when the steamer was drifting helplessly across the stream.

The early opening of navigation and increased capacity of the lake fleet has resulted in an increase of more than a million tons over last year in the movement of freight of all kinds to and from Lake Superior.

Fire was discovered on board the steamer *Sakie Shepherd* on Tuesday while she was lying at the Mooretown salt docks. The whole upper portion of the boat was burned. The barge *America* was moored alongside the *Shepherd* and her lines were cast off, but not before the fire had communicated to her also. She drifted down the river, burning furiously. Both boats are total losses.

Two divers at work on the wreck of the *Pewabic*, sunk in Lake Huron, were drowned in the bell, the pressure of the water breaking one of the windows.

A hot race from Detroit to Put-in-Bay took place Monday between the new steamer *City of Erie* and the *Frank E. Kirby*. The *Erie* got one minute start and beat the *Kirby* to the bay by two minutes. The distance is 56 miles and the time 2 hours and 53¼ minutes, or close to 20 miles an hour. The *Kirby*'s best previous time was

2:54<sup>3</sup>/<sub>4</sub> on Aug. 12th, 1894.

Mrs. (Capt.) Alex. Callam returned yesterday (Thursday) after a trip up the lakes on the barge *Hartnell*.

The steamer *Ed. Windsor*, Captain W.G. Scott, took 50 cords of heading bolts to New Baltimore, Mich., this week.

The dredge *Ontario* left last Saturday morning for Port Stanley, where she will be employed on the harbor construction.

There is an able-bodied rumor afloat that the Clyde-built steamer *Scotia* has been purchased by The Great Lakes and River Steam Navigation and Transportation Company, Limited.

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July 1, 1898

The Canadian steamer *Tecumseh* struck on a rock in the lower harbor at Marquette, Mich., on Monday and sank in deep water.

The steamer *Energy*, Capt. McQueen, unloaded 85 tons of bituminous coal from Cleveland at Colin Wigle's dock on Monday.

The D.B.I.&W. Ferry Co.'s steamer *Promise* leaves foot of Woodward Avenue, Detroit, at 9 a.m. and 3:30 p.m. for Amherstburg and Bois Blanc Island Park, arriving about 10:15 a.m. and 4:45 p.m. Returning, leaves Bois Blanc and foot of Murray Street, Amherstburg, at 12:30 noon and 6:45 p.m., arriving at Detroit at 8 p.m. This gives an hour and a half in Detroit and the same time in Amherstburg or on Bois Blanc Island.

John W. Stokes shipped 25 barrels of potash for Montreal on the steamer *Arabian* Tuesday night.

Miss Jessie Wright, Mrs. Girardin and Mrs. Mertens left on the *Harvey H. Brown* Tuesday for a trip up the lakes.

The steamer *Energy*, Capt. McQueen, unloaded 85 tons of bituminous coal¹⁹ from Cleveland at Colin Wigle's dock on Monday.

The engineer on Rooney's dredge, who has been ailing for some time, was taken to Toledo on Wednesday night by the tug *John Johnson*.

The three steamboat lines now running to Amherstburg have got the fares down to 35 cts. for the round trip to Windsor and Detroit and 25 cts. one way.

¹⁹ also known as soft coal; a mineral coal containing volatile hydrocarbons and tarry matter, which burns with a yellow, smoky flame

The steamer *Wyandotte* will give a special summer rate until further notice as follows:-Amherstburg to Detroit and return, 35 cts.; Amherstburg to Detroit, one way, 25 cts.

The fare on the steamer *Imperial* between Windsor and Amherstburg and return is now 35 cts.; one way, 25 cts.

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July 8, 1898

Supt. Frank E. Kirby of the Detroit Dry-dock Co. has been made consulting expert by the War Department for the purpose of determining the fitness of vessels offered for transport service.

The Canadian steamer *Rosedale*, which was badly damaged through stranding on one of the shoals of Lake Ontario last fall, but released through a remarkable wrecking job performed by the Donnelleys of Kingston, is again ready to go into commission.

The large freight steamer *Hendrick S. Holden* was launched at the Globe Iron Works, Cleveland. She is 430 feet overall, 50 feet beam and 28 feet depth. The new whaleback *Alexander McDougall*, launched at West Superior, is 430 feet overall, 50 feet beam and 27 feet depth.

A contract for harbor improvements at Cleveland involving an expenditure of \$450,273.95 has been secured from the War Department by the L.P. and J.A. Smith Co. of Cleveland. The work includes the construction of a new pier, superstructure for a long line of new breakwater, dredging, etc.

Steamboat Inspector Dodd and Hull Inspector Evans of Toronto were here this week inspecting and measuring the steamer *Scotia*.

The steamer *Imperial* will give a cheap excursion to Windsor on Thursday next, July 14th, the date of Buffalo Bill's Wild West Show in Detroit. Leaves Amherstburg at 8 a.m.; returning, leaves Windsor after the show.

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July 15, 1898

Chas. Snider met with a very painful accident last Tuesday forenoon while working on the U.S. Government sweepscow. The tackling of the hoisting apparatus gave way, allowing the upright to fall, and it struck him in falling, a terrible blow on the arm and back, knocking him into the river. Notwithstanding his injuries, he struck out in the water and kept afloat until assistance reached him. He was pulled aboard the tug *John Johnson* and taken to the foot of Murray Street dock, from which he was carried to the Lake View [Hotel], where Dr. Hobley made an

examination, but found no bones broken. He is now convalescing at his home.

William Wilcox of the steam hoist had a close call for his life while working in the channel last Saturday. He and Frank Laframboise were standing on the deck of the scow when a boom pole broke, flying up with terrific force. It missed Laframboise, who dodged it, but Wilcox was standing directly in its way, dressed in full diving suit except shoes, and he received the full force of the blow in the breast. He was knocked overboard and in falling, very fortunately for him, his feet became entangled in a rope lying near and by means of that he was hauled up out of the water a few minutes later, almost exhausted. Had the rope not caught Mr. Wilcox's feet, there is little doubt but that he would have smothered before assistance could have reached him.

The Dominion Government on Friday last completed relaying the telephone cable between Point Pelee and Pelee Island, destroyed by ice last winter. The new cable has been laid by way of the "Dummy" light, giving it connection with the mainland and enabling the lightkeeper to summon help for vessels in distress. The cable now works better than ever.

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July 22, 1898

Notwithstanding that many vessels drawing approximately 18 feet have passed down the Detroit River this season without accident, the fact remains that the trip, except under the most favorable conditions of wind, etc., is fraught with danger for vessels of that draught. Many masters have, either on their own account or in compliance with orders from their owners, adopted the plan of ascertaining from Duff & Gatfield the stage of water before undertaking the passage. With reference to the recent striking of the steamer *Maritana* abreast Amherstburg, it has been learned that there is at the ordinary stage of water a clear depth of eighteen feet along the new ranges and for 100 feet on either side of them, but on the evening on which this accident occurred, June 28th, the water was unusually low for this time of year, being .40 below zero, with the wind northwest, fresh. This would leave a clear depth at the time of 17.6 feet. The entire stretch along this range has been swept this spring and many boulders removed, but the last depth is still 18 feet and this cannot be improved until dredging is done. The dredging abreast Amherstburg is progressing slowly, inasmuch as much hard digging has been found. So far as can be learned, however, vessels have sustained no damage by reason of the obstructions thrown up in dredging.

The steamer *Rosedale* arrived at Chicago Friday on her first trip after being

wrecked last fall on Lake Ontario and rebuilt. The boat looks none the worse after changing owners through the agency of the insurance companies.

During the past three seasons on the Great Lakes 90 vessels were lost, their total value being estimated at \$2,011,743. Of these losses, nine were due to fog and 81 to gales. During the same seasons there were 181 casualties to vessels, resulting in partial losses estimated in the aggregate at \$1,020,280 or a total loss of \$3,032,023. Of the partial losses 74 were due to fog and 107 to gales. In these disasters there were 90 lives lost - 50 in Lake Michigan, 26 in Lake Erie, eight in Lake Superior, three in Lake Huron and three in Lake Ontario. The aggregate loss was swelled by the sinking of three fine steamers, the *Cayuga* on Lake Michigan, being valued at \$335,000, and the *Norman* and *Florida* at Lake Huron, valued respectively at \$163,000 and \$160,000. The total loss resulting from foggy weather alone was \$1,042,698.

The steamer *Petrel* came in on Monday evening and spent Tuesday and Wednesday cleaning out and painting her hull. Capt. Dunn reports everything quiet on Lake Erie; many of the fishermen have taken out their twine after an excellent catch of fish this season.

The steamer *Imperial* brought over the two Bemis tobacco planters imported by F.C. Kirby and seized by the Customs on Pelee Island and stored them in the Customs House warerooms.

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July 29, 1898

An immense falling off in the movement of food stuff from Lake Superior is shown by the report of the Sault Ste. Marie canals for July.

Twenty thousand dollars has been appropriated by the U.S. Congress for light and fog signal stations to mark the new 20-foot channel, Lake St. Clair.

The new schooner *John T. Fritz* of the Bessemer fleet broke the Lake Superior record for big cargoes by loading 7794 net tons on a mean draught of 17½ feet.

The schooner *Mott* in the delay in casting anchor at the foot of Stag Island, River St. Clair, ran into Rooney's dredge last Friday, breaking 3 spuds²⁰, bending the dipper shaft and causing other damage to the extent of \$1000. The schooner

²⁰Spuds are anchoring devices on dredges. They are long beams mounted vertically in slides in the side of the hull so they can be dropped and raised easily by deck winches. Dredges used spuds instead of anchors because anchors allow drift and dredges need to be positioned precisely.

herself received \$50 damages.

We understand that J.E. O'Connor, solicitor for Chamberlain, will appeal against Judge McDougall's judgment in the Admiralty case of the steam tug *Fern* against the schooner *Porter*. This case was tried at Windsor. During the season of 1897 the *Fern* was engaged in raising the wreck of the *Grand Traverse*, which lay in the middle of the channel, over a mile north of the Colchester Reef light on Lake Erie. The wreck was known to ship captains and the fact that the *Fern* was raising her was also known. On September 2nd, 1897, the *Porter*, Capt. McDonald, on her way light from Buffalo to Detroit ran into the *Fern*. The *Porter* had all sails set and was going about four miles an hour. Capt. Hemminger entered suit for \$252 damages and Judge McDougall awards that amount. The evidence given at the trial was contradictory. The *Porter's* crew swore that there was no light on the *Fern*, while the latter's crew swore that the top light was burning brightly. They were corroborated by the keeper of the lighthouse, who saw the light burning.

A collision occurred a short distance below the St. Clair Canal Sunday afternoon in which the steamer *Edward Smith No. 2* was sunk and the tow barge *Aurania* was badly damaged. The steamer *Aurora*, bound down with ore, had the *Aurania* in tow. A Minnesota steamer, the *Mesaba*, was bound up with the *Manda* in tow. It is supposed that the *Smith*, which was also bound up, in trying to keep clear of the *Mesaba* ran into the bows of the *Aurania*. The *Smith* was forced to the west side of the channel, where she immediately sank. She is out of the path of navigation. No one was injured and the crew of the *Smith* was taken to the old clubhouse at the Flats. The *Smith* was built in 1890 and is one of the finest of her class of steamers on the lakes. She was commanded by H.H. Townsend, one of the best-known captains in the vicinity of Detroit. She is owned by John Mitchell of Cleveland and was built at a cost of \$65,000 and was insured for \$50,000. The schooner *Aurania* is the property of John Corrigan of Cleveland, was built in 1895 and is valued at \$150,000. It is thought the *Smith* can be saved and an effort will be made to raise her.

As a result of the investigations of Com. F.V. McNair, U.S.N., on his present tour of the lakes, three additional gas buoys will be placed on Lake Erie. One will be placed on Gull Island, another on Niagara Reef and the third at the entrance of Sandusky harbor. The lightship at Ballard's Reef, which has been off to the side of the channel, will be moved to the west bank at the upper end of the channel and the three buoys which have been stationed along the channel will be decreased by one, the two being placed in new positions, the third reserved for other use. The west

side of the Bar Point Channel is at present marked by seven red spar buoys and the Canadian Government will be asked to place black spar buoys on the west side.

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August 5, 1898

The *City of Erie*, recently launched in Detroit, on her last trip from Buffalo to Cleveland covered the distance, 135 miles, in eight hours and forty-six minutes.

The Canadian steamer *Sauten* called at Sandwich last week for coal and supplies. The steamer is now on its way up the lakes to supply the Canadian lighthouses. A large quantity of coal was taken on at Sandwich, most of which was loaded in sacks, so that it can be transferred onto small boats and delivered to the lighthouses.

The actual weight (including 1 per cent for moisture) of the cargo carried by the [John T.] *Fritz* was 6960 gross or 7793 net tons. It is by long odds the largest load of any kind ever moved on the lakes. It is equal to 260,000 bushels of wheat. If loaded into cars of twelve tons each, there would be 650 cars, or sixteen trains of forty cars each. If the *Fritz* had loaded to 17 feet 5 inches, a depth to which some vessels are now loading from Lake Superior, her cargo might have been increased to about 7200 gross or 8064 net tons. If loading grain out of Chicago on 18 feet draught, this vessel would carry 285,000 bushels of wheat or 430,000 bushels of oats, provided, of course, that space could be found for the latter.

The steamer *Imperial* was delayed until 10 o'clock Wednesday forenoon on account of breaking the steam pipe in connection with her whistle.

Captain Evans, Inspector of Hulls, was here on Tuesday inspecting the steamers *Scotia* and *Wyandotte*, the latter as a result of an Order-in-Council of Jan. 27th, 1898, providing for the inspection of all passenger steamboats, other than those holding Board of Trade, engaged in carrying passengers to and from any port or place in Canada.

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August 12, 1898

The growing need of lake commerce demands a better waterway and once more there is a movement on foot among prominent members of the Lake Carriers' Association to get an additional canal by the side of the present St. Clair Canal. The scheme proposed is to get an 800-foot channel so that further collisions like the *Aurania-Smith* affair will be avoided.

The barge *Chattanooga*, coal laden, in tow of the steamer *Amazonas*, Capt. A.J. Mahon, bound up, went aground on the Lime-Kilns Saturday night. She was

lightered and released on Wednesday morning by the tugs *Swain* and *Saugatuck*. She was slightly damaged but proceeded on her trip without taking on her lightered cargo.

Miss Kitty Burns, Miss D. Duff, Steve Pettypiece and Kerby Callum left Thursday night last for a trip up the lakes on the steamer *Harvey Brown*.

The *Imperial* made her regular trip this week to Pelee Island on Wednesday night instead of last (Thursday) night. She took down a quantity of lumber for David Girardin. She will go into dry-dock today (Friday) and will be thoroughly overhauled for the fall trade.

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August 26, 1898

The Chicago Board of Trade is to be asked by marine men to take action for the removal of the tolls on the Welland Canal. The International Convention to settle the disputed points between Canada and the United States began its session at Quebec August 23rd and it is proposed to have a strong petition from the Chicago Board of Trade and other commercial interests before the convention. It is urged that the removal of canal tolls will result in greatly increasing the business of the west to Montreal for export.

It is the determination of the Dominion Government to have the 14-foot system of navigation between the lakes and seaboard completed by next summer. The Welland, Cornwall and Lachine Canals are ready, but work in the artificial waterways between Prescott and the upper end of the Cornwall Canal and also on the Soulages Canal, which will complete the link, is still in progress. Many sections of these unfinished portions are all advanced, but to carry out the policy of early completion of the whole it is necessary that there should be no lagging on the part of any of the contractors. In this connection the Government has appropriated a portion of A. Stewart's quarry at Rockland, from which stone has been secured for the Soulages Canal.

An unknown steamer collided with the barge *Uranus* at Pt. Huron Friday morning. The schooner suffered about \$2000 damages.

The steamer *H.E. Packer* of the Lehigh Valley Line and the *Garden City* collided at Marine City last Friday morning. The damage was small, as both were running under check at the time.

A new search for the lost *Chicora* in Lake Superior<sup>21</sup> has been begun by Capt. Edward Napier. Numerous searches have been made the past two years, but all have failed. It is estimated that the treasure in her is worth between \$20,000 and \$40,000.

Nearly every steamer, big and little, that carries passengers out of Detroit is making money this season. June and July were unusually hot months and the traffic grew to enormous proportions during that time, with only a week of cool weather to check it.

On Friday morning last the Red Star Line steamer *Greyhound* had just reached a point two miles below the St. Clair Canal, taking an excursion to Tashmoo Park, when her forward connecting rod broke, smashing through the machinery and engine room in a frightful manner and causing \$25,000 damage. A temporary panic among the passengers was quickly quelled and the *Darius Cole*, which happened to be passing, bound down from Port Huron, at the time, took the *Greyhound* in tow and brought her back to Detroit. She will be thoroughly overhauled and made ready for passenger traffic again by next year. No blame is attached to any of the employees or the line, as experts say the accident might have happened to any boat.

The steamer *Imperial* did not make her regular trip to Windsor on Wednesday, but went to Kingsville instead, taking an L.E. & D.R.R. excursion over to Pelee Island.

The scow *Exilda*, Capt. Lepire, brought over a load of crushed stone from Grosse Isle and the *Golden Harbor* a load of sand, both of which will be used by Mr. Cadwell in the construction of sidewalks here.

S.G. Grenville, mate of the steamer *Imperial*, last week received his Government certificate as sailing master. The quality is a first-class passenger steamer certificate and is the highest obtainable. Capt. McCormick is proud of his young mate captain.

The Lime-Kiln Crossing south light vessel will be withdrawn from her station in the Detroit River about Aug. 29th for repairs. During her absence, which will be about two weeks, a temporary light will be shown from a lantern on a float moored in the position usually occupied by the light vessel.

The *LaBelle* has arrived back after receiving a thorough re-fitting at Detroit. She looks younger and fresher than ever she did.

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<sup>21</sup> The *Chicora* was lost in January, 1895, in Lake Michigan. The following year, at least two "psychics" claimed to be able to locate the wreck, with no success. (See Vol. IV(2), pp. 78 and 87; and Vol. IV(3), pp. 73 and 79.)



Frank M. Falls is away on a ten days' trip up the lakes on the *Harvey H. Brown*. The steamer *Douglas* brought an excursion from Wyandotte to Amherstburg last Sunday.

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September 2, 1898

The steamer *LaBelle* towed the south Lime-Kiln lightship to Detroit on Monday last.

The schooner *Azov* is unloading 240,000 feet of lumber for John Fraser from Spanish River.

The steamer *Germania* discharged a cargo of 495 tons of coal from Cleveland at the Cuddy-Mullen coal dock.

The steamer *Melbourne* on Monday night discharged 100 barrels imported cement here for the Cadwell Silex Stone Co.

The steamship *LaBelle* brought in 180 barrels of salt on Wednesday last from Courtright for merchants in town. She left 170 barrels at Windsor.

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September 9, 1898

The schooner *Winslow*, in tow of the steamer *Inter-Ocean*, went down on Lake Huron in the gale of Sunday night. The crew were all taken off by the *Inter-Ocean*.

A Canadian wood scow in tow of the tug *Ariadne* was struck by the steamer *Stephenson* of the Bessemer fleet on Tuesday night. The scow was nearly cut in two and the three men on board had a narrow escape from drowning. The *Stephenson*, towing the schooner *Roebing*, was bound up and the tug and scow attempted to cross her bow. The three men were picked up by the boat of the Kendall Marine Reporting Co. and brought ashore.

The Great Lakes and Rivers Transportation Company's ferry steamer *Scotia* sunk on Tuesday morning about 8 o'clock in the slip where she usually lies, below Wigle's mill. Monday evening she was left apparently all right and it was thought there must be something wrong, until she was raised on Wednesday, when it was found that nothing whatever was the matter. The conclusion came to was that the sea cocks had been left open, allowing the boat gradually to fill. The ferry is now doing business as usual on the same old route.

Vessel owners say that the season of 1898 has been the worst year in the lake-carrying business. Prices for freighting all kinds of grain, coal, ore and lumber have been so low that only the largest vessels could clear expenses. Small craft at present freight rates are useless and vessels that cost \$20,000 ten years ago could not now

find a purchase at any price at all.

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September 16, 1898

The steamer *Imperial* has brought several loads of lumber [to Pelee Island] for the Kerby tobacco barns.

Tuesday of last week at the lightship in Lake St. Clair, the steam barge *Montgomery* was sunk by the consort of the steamer *Alex. Macdougall*. The sunken vessel is loaded with coal.

The largest steamer on the Great Lakes passed down Wednesday morning at 10:10 o'clock. She is the huge craft [*Samuel F.B.*] *Morse* and was on her first trip. All along the line she has attracted much attention. She carried 1000 tons less than her capacity, on account of the fact that the water ballast could not be pumped out.

The schooner *Todman*, Capt. Lawson, discharged 124,000 feet of lumber and 60,000 lath for J.R. Park last Saturday.

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September 23, 1898

The steamer *Keystone* was burned off Escanaba with 1000 tons of coal on Monday. The crew got safely off. Total loss.

Two freighters, the *Mead* and the *Mediator*, ran on the shore at the mouth of the Gratiot River in a fog on Monday. They both went to pieces.

The steamer *Jones*, belonging to the Buffalo Fish Co., was sunk on Monday afternoon near Collingwood by the steamer *Pacific*. The crew were all saved.

The freighter *Colorado* with a cargo of flour went aground on Monday near Eagle Harbor. The cargo was a total wreck but the boat was not severely damaged.

The schooner *John T. Mott*, laden with iron ore, sprung a leak on the high sea in Lake Erie on Monday. She was towed into Buffalo by the Buffalo life-savers and pumped out.

The steamer *Queen of the Lakes* was burned Sunday at South Manitou Island, where she went for shelter. The hull is the only thing left. The crew escaped without their effects.

The steamer *City of Erie* saved six men off the schooner *Keepsake* of Marine City in Lake Erie on Sunday morning. The schooner was struck early Saturday evening by a big storm which swept Lake Erie and was quite disabled.

The steamer *A.P. Wright* loaded 100,000 bushels of flaxseed at Toledo last week for Parry Sound, Ont. It will be shipped from there to the east. This is the first cargo of flaxseed ever loaded at Toledo for a Canadian port, all former

shipments of flaxseed having gone through via Buffalo to the east.

The steam barge *Lilly Smith* unloaded a cargo of cedar posts for John Fraser.

The fares on the steamers *Imperial* and *Wyandotte* to Windsor or Detroit are 50 cts. for round trip and 35 cts. single.

The steamer *Wyandotte* will make her last trip on Saturday. The *Newsboy* (Capt. Geo. King) will go on the Amherstburg and Detroit route.

The Cuddy-Mullen Co. has purchased the coal cargo of the barge *Montgomery*, sunk in Lake St. Clair, 1080 tons. She is unloading at Sandwich dock.

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September 30, 1898

There comes a well-authenticated report that the Northern Transit Co. will add six more steamers to their fleet to meet the competition for passenger traffic.

The steamer *Minneapolis*, coal laden, ran aground off Pt. Pelee on Friday. The tugs *Wales*, *Home Rule* and *Balize* lighted her off on Saturday. Over 400 tons of coal had to be dumped into the lake.

The lighter *Monitor*, owned by the Soo River Lighter & Wrecking Co., went down suddenly in Waiskai Bay at about 4 o'clock Monday morning and five lives were sniffed out. The *Monitor* had just finished lightering about 350 tons of iron ore from the schooner *Carrington*, which was aground east of Point Iroquois, and was being towed to a sheltered position in the bay by a tug. Ten men of the crew were asleep below. A creaking noise was heard and the ship began to settle at the bow. She went to the bottom so quickly that the captain only had time to kick in the windows of the cabin and knock upon it to arouse the sleeping men before the craft dived under. Five of the sleepers escaped from the cabin, the last one having to swim for his life.

The contract for the superstructure which is required to permit the removal of the obstruction at the Sault Ste. Marie Canal has been awarded to the Dominion Bridge Company.

Chief Engineer Schreiber and Walter Shauly have examined the St. Lawrence Canals, now being enlarged, and both these gentlemen state that they are satisfied that if the present rate of progress is maintained during all the available time in the interim, the canals will be completed to a uniform depth of 14 feet by the opening of navigation next season. The only possibility of failure arises from the fact that the contractors may relax their energy.

The steamer *Germania* arrived yesterday with 500 tons of coal for Cuddy-Mullen Co.

Cheap Excursion West.-September 29th and 30th and October 1st.-Detroit and return, \$1; Bay City and Saginaw, Mich., \$5; Grand Rapids, Mich., \$6; Chicago, Ill., \$8; Cleveland, Ohio, \$8.50; Cincinnati, Ohio, \$8; St. Paul and Minneapolis, Minn., \$33. Tickets good going Sept. 29th and 30th and Oct. 1st, good to return leaving destination not later than October 17th. Continuous passage in each direction. T. Moffat, Agent.

While going to Sandusky, towing the car ferry *Tycoon*, the tug *Maxwell* broke down in the channel opposite this town. The car ferry was brought in here when the tug *Champion* towed the disabled *Maxwell* back to Detroit. The *Champion* then took the *Tycoon* to Sandusky.

The steamer *Neshoto*, loaded with oats, ran hard aground in the fog early Monday morning just above the upper Lime-Kiln light. The tugs *Saginaw*, *Fannie Baker* and *Home Rule* lighted her off on Monday night. While working on her, the *Home Rule* broke her tiller and had to lay up for repairs.

The steamer *Imperial* will run an excursion on Friday, Sept. 30th, under the auspices of the Trustee Board of the Pelee Methodist Church and the Pelee Agricultural Society to Pelee Island and return. Fare from Amherstburg, 75 cents for round trip, 40c. one way; from Kingsville and Leamington, 50c. and 25c. As this is the last day of Pelee Fair, it will give excursionists an opportunity of seeing the products of the island to the best advantage. If you wish to enjoy a pleasant day's outing, don't miss the trip.

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October 7, 1898

The steam barge *Toledo* went aground in the upper canal at Hancock, Mich., during a storm last Friday and was a total loss. Her tow, the schooner *Shawnee*, was brought safely into port.

Captain A.C. Cuson, who has sailed the rivers and lakes for nearly a generation, died at his home in Detroit on Sunday of pneumonia. His last command was the barge *D.M. Wilson*.

The cargo of the *Superior City* broke all grain records out of Duluth. It was equal to 239,613 bushels of wheat. The new steamer *Hendrick S. Holden* loaded 215,000 bushels for a maiden cargo.

Three Canadian boats, the *Case*, *Tecumseh* and *Marengo* are loading iron ore at the Cleveland Cliffs docks at Marquette. They are bound for Descronto, Canada, near Kingston. This is the first iron ore ever shipped from that port to Canada.

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October 21, 1898

The steamer *Newsboy* ran an excursion from Detroit to this place last Sunday.

The steamer *Germania* unloaded 100 tons of coal here on Saturday for the Cuddy-Mullen Co.

Mrs. Capt. Girardin left on Sunday for a trip up the lakes on the steamer *Harvey Brown*.

The schooner *Selkirk*, Capt. O.E. Ballock, discharged 511 tons of coal from Buffalo at the Cuddy-Mullen Co.'s lower dock on Tuesday.

The steamer *Lily* brought in a load of stone from Sibley's quarries for the Cadwell Co. and work on the post office walk is going on this week.

Otto Smith of Rooney's dredge received a severe scalding one day this week. Dr. Teeter dressed his wounds and found him suffering severely from burns on the chest and arms.

The Red-White Star Cole Line of steamers have decided to build a palatial side-wheeler capable of carrying 4500 passengers for their excursion business. It is proposed that the new boat shall be almost an exact duplicate of the Hudson River steamer *New York*. It will likely be built at Wyandotte.

The steamers *C.B. Lockwood* and *A.E. Shores* collided in the vicinity of Bar Point, Lake Erie, on Friday night. The boats were both bound up and just how they happened to come together is unexplained. The *Shores* was injured forward, near the pilothouse, but the amount of damage is as yet unknown. The *Lockwood* escaped injury.

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October 21, 1898

Last Friday evening about 7:30 the whaleback *Colby* collided with and sunk the schooner *Nassau*, Capt. Dorrington, inside Bar Point. The *Nassau* left Detroit Friday morning with 23,000 bushels of wheat shipped to Buffalo parties by Carson, Craig & Co. She was just north of Bar Point and coming to anchor because of the gale outside when the *Colby* hove in sight and blew two whistles. Capt. Dorrington says he thought this unusual but nevertheless tried to obey the direction shewn by the whistle, but could not get out of the way. The *Nassau* was struck on the port side by the steamer. The force of the blow swung her around and she presented her starboard side just in time to get another blow, this time from the *Colby*'s consort. The *Nassau* immediately filled and sank decks to. In the struggle and excitement ensuing, a sailor of the *Nassau* named Belanger of Detroit was drowned. Two men climbed aboard the consort and were taken off opposite the town by the tug

*Saugatuck* and remained aboard the *Home Rule* overnight. John Harney of Detroit fell overboard but was picked up by the *Nassau*'s yawl. The woman cook also went overboard but Capt. Dorrington jumped after her and with much difficulty brought her to the side of the yawl, where they were hauled aboard. The schooner lies in fifteen feet of water. Her wheat is swelling and will probably burst open the decks and badly strain the vessel. She is also badly damaged by the two blows given her by the tow. She is uninsured and the loss falls entirely on Capt. Dorrington. Her cargo is insured in the McCurdy & Prime syndicate. Lawyers Oakes and Flinn of Detroit, representing the firm of Shaw & Cady, attorneys for McCurdy & Prime, were down on Saturday taking the evidence of the crew and a big suit for damages is sure to follow. The lighter *T.W. Snook* is busy taking off the cargo of wheat this week and an effort will be made to dry-dock the schooner.

Ore, grain and lumber rates were all advanced during the past week and it is expected ore will reach the dollar mark before long.

It is expected that the 40 or 50 vessels chartered by the Atlantic Transportation Co. from the lakes will be out of the St. Lawrence by October 15th. Several of the craft have already passed down the rapids in safety.

The steamer *Wetmore*, bound up, collided with barge 110 with her steamer *Colgate* at Detroit, Mich., Saturday night. A large hole was stove in her side and she was taken alongside the dock to prevent her sinking.

The vesselmen get 2 cents a bushel for carrying corn from Chicago to Buffalo and vesselmen are accordingly jubilant. When it is considered that a vessel's expenses are practically the same whether grain is carried at  $\frac{3}{4}$  or 2 cents, the cause of the glee among vesselmen is made plain.

While the steamers *Sibley* and *Lansing*, both coal laden, were passing up the St. Clair River near Stag Island Sunday, the *Northern King*, with grain and merchandise, tried to pass between them, with the result that the *Sibley* took a sheer and, striking the *King*, was badly damaged about the bow. She was just got into shallow water on the Canadian side when she sank.

Thirty-five of the old-style wooden lake carriers have been chartered to go to the Atlantic to carry coal from Newport News to New York and Boston. The vessels will net their owners \$400 a month and steam barges \$1000 per month. The total carrying capacity in a season on the lakes, both ways, would aggregate one million tons. They are of the smaller, old-fashioned, non-paying, light draft craft. Twelve of the vessels have already started for the coast and it is expected that the entire fleet will have passed down the St. Lawrence before the close of this. The

barges are as follows:-*F.A. Georger, Moonlight, H.D. Alverson, W.S. Croswaite, Verona, M.S. Bacon, S.H. Foster, Thomas P. Sheldon, S.L. Watson, Chas. Foster, Halloran, Camden, Brunette, John O'Neil, Charles Wall, H.W. Sage, Iron State, Iron City, San Diego, Redwing, S.V.R. Watson, Annie M. Ash, Wadena, Becker, Thos. L. Parker, M.W. Page, David Wallace, Massasoit.* Of the five steamers the *Aragon, Lindsay, Simon Murphy* and *Katahdin* are included.

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October 28, 1898

The Bradley steamer *Henry Chisholm*, ashore on the Rock of Ages, will be a total loss.

Saturday a small fishing boat containing three men, while making an attempt to gather their nets in near Rondeau, were unable to do so and were compelled to run with the raging sea to Port Colborne, arriving at dark Sunday night, making 60 miles in 6½ hours.

Work on the wrecked schooner *Nassau* has been going on steadily this week. There was a two days' delay on account of waiting for a schooner. The weather has been against the work, being so windy, but it is expected she will be brought into dock today (Friday).

The big steel steamer *Chemung* struck an obstruction in mid-stream opposite the lower dock on Saturday afternoon. She swung across the channel and was released by the tugs *Home Rule* and *Schenck*, apparently not much damaged. This is one of the obstructions pointed out to Minister Tarte when here last week.

The Canadian schooner *Edward Blake*, the ship on which McGarigle made his escape from Chicago many years ago, lies a charred wreck on Duck Islands, south of Manitou Island. The *Blake* was owned by Thos. Mills, a banker, of Kingston. She went ashore on the island and caught fire while there. She was valued at \$3000.

The tug *Walker* foundered on Saturday night near Wellington, Lake Ontario, and sank. The barges *Hector* and *Kildenan* were beached. A deckhand named Lafrance was drowned. The vessels were bound from Charlotte to Kingston, coal laden. They are owned by the Montreal Transportation Company. The crews are safe.

Harvey D. Goulder, Counsel of the Lake Carriers' Association, says the vesselmen will fight the construction of any bridge across the Detroit River that has piers. The M.C.R. might as well come to it and erect their high bridge over the Lime-Kiln Crossing, where the channel is narrow and the piers would be in shallow water on the solid rock.

The steamer *H.A. Tuttle*, grain laden from Chicago to Buffalo, sank at the mouth of the river at Michigan City on Wednesday during a terrible storm. She is broken in two and is a total loss. The crew was taken off by the life-savers after 20 hours of extreme peril. The schooner *Aberdeen*, the *Tuttle's* consort, is also believed to be lost. The *Delta, Bievabik, Safford* and *McWilliams* are missing on Lake Michigan. The *Republic* is ashore on North Point.

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October 28, 1898

The new steamer *Troy* of the Western Transit Co. passed down Thursday morning of last week with a cargo of 47,997 barrels of flour, the largest cargo that ever went by here.

The steamer *Chisholm* and her tow, the schooner *John Martin*, were wrecked off Isle Royale on Wednesday of last week. They had a cargo of 42,000 bushels of barley and 1,200,000 feet of lumber.

The Riverside Iron Works is building a new engine for the Star-Cole steamer *Greyhound*. The engine is estimated to cost \$30,000 and the boat is expected to be speedier than ever next year.

Walter Shanly, C.E., recently made a tour of the St. Lawrence Canal improvements and says that if the present rate of progress is maintained during the available period of the coming winter, the 14-foot system of navigation should be available for next season.

In a collision with the steamer *Olympia* at the entrance to Cleveland harbor on Thursday of last week, the tug *L.P. Smith* was sunk. Fireman McCarthy was caught in the fire hold and drowned. Capt. W. Cotter and Engineer E. Donaldson jumped overboard and after a fierce struggle were saved.

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November 4, 1898

This has been a great year for Canadian shipping interests. More steamers run out of Montreal for Great Britain than run out of New York. When the canal improvements are finished, Montreal's share will increase at a rate that cannot be calculated now.

By the sinking of the schooner *St. Peter* in Lake Ontario off Sodus Point Thursday morning of last week six lives were lost, including Mrs. John Griffin, wife of the captain; also the mate, John McCrate of Kingston; a seaman named Bosworth, aged 23 years; and three Swedes. Capt. Griffin is the only survivor.

The composite propeller *John Owen*, which sunk at the Lime-Kiln Crossing

early Friday morning as the result of a collision with the steamer *Atlantis*, was freed early Sunday morning by the wrecking tugs *Saginaw*, *Home Rule* and *Sweepstakes* and on Sunday night was taken to Detroit. She was about filled with water and a number of steam pumps were kept working, which, together with the assistance of gas tanks, kept her floating. On Monday she was taken to the Detroit Dry-dock.

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November 4, 1898

**STEAMER DOTY WRECKED.-Harry Sharp Among the Lost.**-The steamer *Doty*, Capt. Chris. Smith, was lost with all hands on Lake Michigan in the gale on Tuesday of last week. Her consort, the *Olive Jeanette*, broke loose and, after passing a perilous night, was towed into Chicago Wednesday morning. The crew of the *Doty* numbered 18 or 19, and the following are known to have been on board:-Capt. Chris. Smith, Port Huron; Chief Engineer Thomas Abernethy, Port Huron; 1st mate Harry Sharp of Detroit, formerly of Amherstburg; 2nd mate W.J. Hossie, Port Huron; steward L. Goss, West Bay City. It is probable that watchman Chas. Barrie and wheelmen Peter C. Peterson and Albert Nelson were also on board, as they had sailed with Capt. Smith for some time. The lost steamer was a staunch craft, was loaded with corn for Midland and insured for \$100,000 with the McCurdy syndicate, and her cargo of corn was insured for \$39,590. Capt. Smith was well-known here and Harry Sharp, the first mate, was a native of this town, moving to Detroit a few years ago. He was the oldest son of Hubert Sharp and was a great favorite with all who knew him, and his death will be deplored by many. He was a member of Rose Lodge No. 28, I.O.O.F. [Oddfellows], Thistle Lodge No. 34, A.F.&A.M. [Masonic lodge] and Prince of Wales chapter R.A.M. [Royal Arch Masons] of Amherstburg.

Capt. Wm. Hawgood on Wednesday offered a reward of \$25 for the recovery of any bodies which can be identified as belonging to the lost steamer *L.R. Doty*. Telegrams of such information can be sent to Keith & Co., Chicago.

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November 4, 1898

The tug *Home Rule* has gone to the Detroit Dry-dock for repairs.

On Sunday last the steam barge *Geo. L. Spencer*, bound up light for Cleveland, carried away the gates of Lock 8, Welland Canal. The canal was closed until Wednesday morning, which is a very serious matter at this season of the year.

The wrecked schooner *Nassau* arrived in dock Thursday night of last week, having been lightered of about half her cargo. She was towed to Detroit Saturday

morning, where the remainder of the damaged wheat will be removed and taken to Buffalo. The schooner *St. Lawrence* has taken the amount lightered at this port to Buffalo, where it will be dried and used for feed. A good deal of money came into town from the wreck, as most of the labor employed was local.

The steamer *John Owen*, bound up, coal laden, ran hard aground on the Lime-Kiln last Friday morning. She was lightered by the *Saginaw* and the tugs *Wales* and *Schenck* worked at her until Sunday, when she was released and taken to Detroit. She knocked down the bilge blocks in the dock when she was run in at the dry-dock plant, and had to back out and be further lightered. Wednesday afternoon she was back in the dock and pumped out. She was repaired sufficient to permit of her going to Amherstburg and discharging the last of her cargo, 1600 tons, and then she will return for the completion of repairs. Her damages are serious.

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November 11, 1898

Last month's shipments of grain from the port of Duluth exceeded by 3,000,000 bushels those of any month in the history of the city. The total amount was 16,383,712 bushels, of which 12,961,975 bushels were wheat.

The Bessemer Steamship Co. has asked shipbuilders for figures on two new boats. They are to be duplicates of the steamer *Samuel F.B. Morse*, the largest steamer on the lakes, and the schooner *Roebing*, the largest towing vessel.

The old U.S. revenue cutter *Andrew Johnson*, an old side-wheeler, which has been 33 years in service, was recently purchased by Messrs. Walker and brought to Walkerville last week. The machinery is being removed and will be placed in the steamer *Flora*, which runs between Port Stanley and Cleveland in connection with the L.E. & D.R.R. The old hull is very rotten. She has several old-fashioned cannon on board.

Near the end of the breakwater at Buffalo the *Maritana*, a big steel freight steamer owned by the Minnesota Steamship Co., crashed into the *Starucca*, another big steel freighter, belonging to the Erie Line, Thursday night. The *Starucca* sank immediately in 25 feet of water with a great hole in her side. Marines estimate the damage she sustained at \$10,000 to \$20,000 and say that a week's time will be required to raise her and several weeks to put her in condition for active service again. The *Maritana* also sank.

The body of Capt. Alex. Gillies of Buffalo, who went down with the *Idaho*, has been found. It had been under the water 355 days. The *Idaho* sank off Long Point, Lake Erie, on November 5th, 1897, and took nineteen men to the bottom with her.

The body of one of the *Idaho's* crew was found several weeks ago on the shore at a small Canadian town near Long Point. The body could not be identified, so it was buried by the people of the town in a cemetery there. The body of Capt. Gillies was washed ashore at Port Maitland, Ont., week before last.

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November 11, 1898

The steamer *Livingstone* is aground on one of the Apostle Islands.

The schooner *Aberdeen*, the consort of the wrecked steam barge *H.A. Tuttle*, went ashore at Grand Haven and is a total loss; also her cargo of wheat.

The steamer *Northern Belle* was totally destroyed by fire on the Magnetawan River. The passengers and crew reached Owen Sound on a tug. Loss, \$15,000.

The steamer *M.M. Drake*, Capt. Basset, bound down, struck a rock Sunday night inside of Bar Point and broke two buckets off her wheel. She lay in the river until daylight and then returned to Detroit.

The steamer *White Star*, Capt. Slyfield, having the barge *Eva Robinson*, lumber laden, as consort, dropped in here last Saturday owing to stress of weather, when the hands on the barge had her tied up for wages due. She is still here.

The steamer *John Owen* finished unloading here Saturday night and cleared for Detroit Sunday morning, where she was put in dry-dock. The damages to her bottom are serious and it will be two weeks before she can be put into commission again.

The schooner *Lillie May*, in tow of the steamer *Huron City*, water-logged off Green Island, was brought in here Tuesday night and towed to Detroit by the tug *Home Rule*. The schooner *Bay City*, also in tow of the *Huron City*, was taken to Put-in-Bay.

The steamer *J.P. Donaldson*, Capt. J.A. Ward, dropped in here early yesterday morning (Thursday) with the barges *Wright* and *Dayton* in tow. She reported having lost the barges *Montecello* and *Montmorency*, coal laden, just outside the Dummy on Lake Erie during the night. The tow post of the *Dayton* gave way owing to the strain occasioned by the fierce storm raging at the time and it was impossible to get another towline to the barges. It is feared that they will not be able to gain shelter.

H.A. Hawgood, manager of the missing steamer *L.R. Doty*, received a dispatch from South Haven Monday stating that the body of a man had been washed ashore there. The body was well-dressed, of a man about 45 years old, with black or dark hair and beard, partially bald, wearing a life-preserver marked *L.R. Doty*. The body was found a half mile from Glen's pier. No other marks were found to identify it.

Capt. Hawgood says that the description does not tally with any member of the crew he knew and cannot be the captain, as he had only one arm. The body of Lawrence Goss, steward of the *Doty*, was found at Fennville, Mich., Monday. It was sent to West Bay City for internment.

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November 18, 1898

The steamer *Germania*, Capt. McLarty, having the barge *Hayward* in tow, unloaded 115 tons of slack coal for Colin Wigle.

The Sunday trips of the D. & C. steamers to Cleveland have been discontinued. The weekday trips will continue as long as weather permits.

The schooner *Smith & Post* had a hard time in the gale on Lake Erie Saturday night last. Her foremast was broken off three feet above the deck, carrying with it the sails and rigging.

The big steel steamer *Tioga* of the Erie Line lost her rudder and shoe off Pelee Island during the storm last week. She is now in dry-dock at Detroit. It will take about six days to repair the damages.

The steamer *John Owen* is taking on her load of coal here after having undergone repairs for damages sustained three weeks ago today by running aground at the Lime-Kilns. Thirty-four damaged planks had to be removed from her bottom.

Capt. Chris. Smith, who lost his life by the foundering of the steamer *Doty* on Lake Michigan last week, never carried an insurance up to the present year. The day before leaving to take charge of his boat last spring he took out \$2000 insurance, which will go to his family.

Navigation for steel and wooden boats of the first class will close Dec. 12th; for steel and wooden boats of the second class December 1st; with the first-class vessels the insurance expires if they are in port on the midnight of Dec. 11th. On the second-class vessels insurance expires at midnight of November 30th.

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November 18, 1898

The Bessemer schooner *Roebling* made a new grain record out of Duluth. She loaded the equivalent of 252,000 bushels of wheat.

Capt. James Davidson of Bay City, Mich., is figuring on building a large steamer in his yards during the winter. Two large schooners are now under way and about 300 men are employed.

The schooner *Southwest* ran into the steamer *Elfinniere* at the Flats, carrying away her bridge and fenders and staving in her boiler house. Shortly after the same

schooner ran into the steamer *Continental*, carrying off her horn and steering gear, and by the collision was forced aground.

Ten of the Atlantic transportation fleet off for the sea coast trade have been impeded in their passage down the St. Lawrence because of the low water in the canals. The vessels are scattered along the St. Lawrence above the rapids. There is a rumor current in marine circles that some of the boats may return if the water keeps low much longer.

The little schooner *Barkalow*, with a cargo of the damaged wheat from the schooner *Nassau*, which sank at the mouth of the Detroit River some weeks ago, had a narrow escape from being lost in the big gale on Lake Erie. Her sails were all carried away or split and the little craft got into the trough of the sea, where she floundered helplessly all night. A tug and the life-saving crew from Buffalo went out at 10 a.m. and towed the schooner into that port.

The steel steamer *Bannockburn*, owned by the Montreal Transportation Co. of Kingston, ran on the rocks near Kincardine during a storm on Thursday night of last week. The *Bannockburn* is in command of Capt. John Irwin and is laden with 70,000 bushels of wheat, shipped from Fort William to the Ogilvie Milling Co. of Montreal. The steamer is valued at \$115,000 and the cargo at \$50,000. She was released on Saturday and taken to Bay City for repairs.

The *Welland Tribune* says, and it knows what it is talking about:-"The oft quoted assertion that the Welland Canal will allow the passage of vessels drawing fourteen feet of water is largely a myth. When the wind is down the lake strong and water high at this end, there is fourteen feet of water, but the greater portion of the time thirteen feet is nearer the mark, and during the prevailing easterly winds of the past few days the water fell at Port Colborne to as low as 11 ft. 6 inches on the mitre sills of the lock, causing serious detention of vessels. The deepening of the summit level of the canal and harbor at Port Colborne is urgently and imperatively needed to assure even 14 feet of water in the Welland Canal."

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November 25, 1898

The steamer *Craig* and schooner *Baltic* had a collision between White Shoal and Squaw Island. It was caused by the steering apparatus of the *Craig* breaking so that she sheered into the *Baltic*. Only the stern of the *Craig* was injured.

The *John Owen* cleared for Detroit last Saturday morning, having re-loaded 2100 tons of coal here in 44½ hours. At Detroit she put on 360 tons, the remainder of her cargo, in 48 hours. This clearly demonstrates that Amherstburg is the place

to break records. Over \$500 was paid out to laborers in the town.

The Great Lakes were swept by one of the fiercest gales this week ever experienced. The weather bureau duly bulletined its coming in time for all vessel commerce to seek shelter, so no wrecks were reported. On Lake Erie the gale reached 52 miles an hour and raged all Tuesday and Tuesday night. In the north the gale brought zero weather and snow.

The side-wheel excursion steamer *Corona* is reported to have burned to the water's edge at Edgewater, opposite Tonawanda, where she was laid up at the close of the excursion season. The fire is believed to have been of incendiary origin.

On Friday the steamer *Penobscot*, belonging to Eddy Bros., Bay City, ran aground at Bar Point, Lake Erie, but was released the same night by the tugs *Saginaw*, *Wales* and *Home Rule* after lightering a part of her cargo, without apparently having suffered any damage.

The Canadian cruiser *Petrel*, which is patrolling the fishing grounds in the western end of Lake Erie, has seized a lot of gill nets belonging to American fishermen, which were set in Canadian waters. The nets, as usual, belong to Sandusky fishermen and they raise the old cry that they were in American waters, but that is played out. Capt. Dunn knows where he is at, even when in Lake Erie.

During the past week the Kingsville evaporator shipped through this port to Germany 500 cases of evaporated apples, worth \$1750, and 100 barrels and cases of evaporated apples and cores, worth \$600.

The steamer *Imperial* makes round trip to Pelee Island on Tuesday and Friday and leaves here every other morning at 8 a.m. for Windsor; returning, leaves Windsor at 4 p.m.

Kingsvilleites are asking for a steamboat to be put on the route between Pelee Island, Leamington and Kingsville next summer. They think that the recent sad drowning accident illustrates that it is time for a change.

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December 2, 1898

The steamer *S. Lawrence*, loaded with 64,000 bushels of corn for Prescott, Ont., went ashore at Point Betsy, Lake Michigan. The steamer is owned in Marine City and valued at \$75,000.

The steamers *Globe* and *Colgate* lie with their noses in the mud and their bows stove in off Duluth harbor as the result of a collision early Saturday morning. The *Colgate's* bow went down in 20 feet of water in the bay and the *Globe* went down in Omaha slip.

The str. *Arthur Orr* was stranded at Baptist River, Lake Superior, near Duluth, on the rocks. The *Orr* measures 1900 tons and is valued at \$145,000. She has 22,000 barrels of flour, 500 tons of copper and a deckload of shingles. She is the first modern steel steamer to be lost on the lakes by stranding. The steamer *Tampa* stranded at the same time at Beaver Bay and is a total loss.

The steamer *Erin* and schooner *Danforth* are laid up for the winter in the Cuddy-Mullen coal dock slip.

The steamer *Energy* brought up a cargo of 215 dressed hogs and 500 bushels of oats for J.J. Brault last Friday.

Only in a single year between 1856 and 1880 did navigation close as early as November, and since the latter date the usual time has been Nov. 30 or Dec. 1.

The large liners *Gladstone* and *City of Rome* were unfortunate in running hard aground at Bar Point last Thursday and Friday, respectively. They were lightered and released by the tugs *Home Rule*, *Saginaw* and *Wales*. These boats struck on the same spot that the *Penobscot* struck last week. It is considered a most dangerous one by vesselmen.

Rooney & Sons' dredge *Burkhead* and tug *Johnston* quit work on the 20-foot channel on Saturday and left that evening for Toledo to go into winter quarters. This dredge has made a great record this season. She commenced work here on May 23rd and quit on Nov. 26th. Although 13 days were lost in towing to and from Lake St. Clair and in repairs at Detroit caused by collision, she made an average of 10½ hours every working day. This is a record hard to beat. The people of Amherstburg will be pleased to have the Messrs. Rooney with us next season. They are a gentlemanly lot and have a gentlemanly crew.

The tug *Sir John*, while going through the canal en route for Montreal for repairs, had a hole cut in her bow by the ice. She was steered to one side of the canal, where she was sunk. Traffic not impeded.

Leo Conlin has returned after spending the summer sailing on the str. *Amazonas*.

The *LaBelle* brought a load of 30 barrels of oil and a quantity of other freight from Detroit on Wednesday.

The steamer *Traveller* took 150 tons of coal for fuel on Tuesday last.

Our mariners are heading for home, having put in a fairly good season.

James Boxall has returned to town for the winter after spending the summer sailing.

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December 9, 1898

Capt. Thomas Wilson's ships always out late, will be among the last to tie up this fall.

The steamer *H.W. Sibley* on North Fox Island is probably a total wreck. The cargo of the lost steamer consisted of 70,000 bushels of corn, which was insured for \$25,000. The vessel was insured for \$70,000.

Exports of grain from Montreal this year showed an increase of 20,000,000 bushels over that of 1897. Montreal is getting its harbor improvements none too soon. The deepening of the St. Lawrence Canal is expected to add immensely to the export trade of the city. The Erie Canal closes nearly 2,000,000 bushels short of last season.

The storms that have swept over the lakes this season have been the most disastrous for shipping in the history of lake navigation. An estimate placed the total loss to vessels and vessel owners at \$2,500,000. On an average the boats lost have been more important and larger ones than usual. There have been over 100 accidents in the past month.

An effort will be made by persons interested in lake transportation to have the Anglo-American Commission take up the project for a canal joining the Great Lakes and the Atlantic. The present movement contemplates the devising by the Anglo-American Commission of a plan of joint action by which work will be actually begun. The proposed route would be by way of the St. Lawrence River and Lake Champlain, a cut of 29 miles being sufficient, it is said, for that link in the canal. Another cut of 24 miles would carry the canal to the Hudson River, thus connecting the shipping of Chicago and New York by way of the lakes, Welland Canal, St. Lawrence River, Lake Champlain and Hudson River.

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December 9, 1898

The *Energy* brought in a large load of salt, 215 barrels, from Mooretown last Friday.

The big liner *Sacramento*, Capt. Mansfield, was detained here Wednesday and Thursday by the low water.

The *City of Erie* ran from Cleveland breakwater to Lorain piers last Friday in one hour and sixteen minutes, the distance being thirty miles, as shown by the Government distance table. This is at the rate of 23 68/100 miles per hour, this being the fastest time ever recorded on the lakes to date.

The steamer *W.H. Stevens*, Capt. Alex. Clark, struck some obstruction near the

Dummy, supposed to be the wreck of the old schooner *David Vance*,²² which was stripped and abandoned by the Murphy Wrecking Co. some years ago. The *Stevens* came back here on Monday with her rudder unshipped.²³ Harry Hamilton, the diver, made an examination and shipped the rudder and the steamer proceeded.

The steamer *Harmel*, stranded on a reef near Isle Royale, Lake Superior, is in a bad condition. She is on a three-foot reef, her bow is sunk to her six-foot mark and her stern is sunk below the main deck. There is small hope of saving her, but her cargo is being removed. The crew have abandoned the vessel. She is valued at \$200,000 and is reported broken in two.

Freight rates are ging up. The *Harvey Brown* was placed for wheat at Duluth last Friday at 3½ cents. Vesselmen are laying up their boats rather than take 1¼ cents for corn. Coal boats are wanted at 40 cents. The *Brown* passed up light on Monday.

The N.W.T. Co.'s steamer *Fayette Brown* (Capt. Jos. Powell) with a cargo of coal, bound up, went aground on the Point Pelee middle ground in the passage. The tugs *Wales* (Capt. P. Cuniff), the *Onaping* (Capt. James Tobin) and *Home Rule* (Capt. F.B. Hackett) with complete wrecking outfits were despatched to her assistance on Monday. The *Brown* is in a very bad spot and the tugs were unable to get to work, owing to the gale blowing. She is full of water and as soon as the pumps can be set up the coal will be pumped overboard. The *Brown* is about ten years old, was built at Wyandotte and is valued at \$130,000. Capt. Powell and part of her crew arrived in town on Tuesday, being compelled to abandon their ship on account of the storm. Yesterday (Thursday) the *Onaping* took a crew out to throw the cargo of coal overboard, when it is hoped the vessel may be saved.

The crew of the dredge *Ontario*, which has been operating for the past three months on Jordan harbor [Lake Ontario], have arrived home for the winter after laying the dredge up at Hamilton. They are Ed. Bernard, Freeman McCaffrey, Herbert Coyle, Gil. Morin, Alex. Barron and David Ireland.

On Saturday evening last while walking down the gangplank of the steamer *Imperial*, Mrs. Lucinda Brush met with an accident which may yet prove serious. There being no light on the dock, she missed her footing and, stepping over the edge

²² The *David Vance* was sunk in a collision with the schooner *Lizzie A. Law* in July of 1893. (See Vol. IV(1), pg. 39.)

²³ became unhinged or slipped out of its shoe

of the plank, fell between the dock and the vessel, which fortunately lay so close to the stringers of the dock that she was prevented from striking the water. With some difficulty she was extricated from her perilous position by Allan Auld, but was bruised so seriously that she was unable to walk home. Since then she has been lying at her daughter's, Mrs. Dorsey's, suffering from the effects of her fall and, though slow, her recovery is now looked for.

The Dominion steamer *Petrel* left for Owen Sound on Saturday to go in dry-dock to have her bottom scraped and repairs made, when she will lay up.

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December 16, 1898

**JACK FROST IS KING.-Navigation Suddenly Closed and Many of the Big Boats Caught.-Amherstburg, Kingsville and Pelee Has the Attention of the Marine Men-An Eventful Week-The River and Lake Blocked with Ice-Over 30 Big Vessels Frozen In-The steamer *Aurora* Burned-The Ferries *Promise* and *Fortune* Engaged Breaking a Passage-The Ice Six Inches and Badly Windrowed<sup>24</sup>-Vessels Short of Provisions.-Amherstburg, Bar Point, Bois Blanc, Kingsville and Pelee are names that have been in every marine man's mouth this week as being very much connected with vessel affairs. The sudden cold snap succeeded in closing up Detroit River and blocking the western end of Lake Erie most effectively and many are the vessels imprisoned with windrows of ice for miles between them and the shore. The attempted passage of any boat was a series of fierce struggles with ice floes and ended almost every instance in defeat. A few of the more powerful vessels ran the gauntlet and succeeded in breaking away, only to be caught farther out in the lake. The zero weather that prevailed made ice floes very rapidly and no sooner did the ferries and tugs make a passage than it was cemented together again by frost. To add to the gravity of the situation, a heavy mist hung over the lake; provisions on many boats are running short; the lights at Bar Point lighthouse are out and the Pelee Island cable is out of order. Shifting winds have kept the channels constantly blocked and altogether such a freeze-up has never been seen at this point before. The mate of the steamer *Geo. Stone*, frozen in off Kingsville, attempted to go ashore on the ice with part of the crew and would have perished had it not been for the timely assistance given by the Pelee mail carrier. Grave fears are entertained for the safety of some of the imprisoned craft**

<sup>24</sup> in rows, swept together by the wind

off Pelee should the southwest wind continue to drive the ice into the North Channel. Several vessels are reported blowing signals of distress, but no assistance can be brought to these on account of the ice packs.

The extreme cold of the past week has brought ice down in sufficient quantities to block the river and a whole fleet of vessels are now stuck at the entrance of the lake. The tugs *Saginaw*, *Wales*, *Erie*, *Schenck* and *Home Rule* are breaking ice and endeavoring to relieve them, but the work goes on slowly. Within sight of each other at time of writing lie the *G.F. Williamson*, whaleback steamer *Thos. Wilson* and barge, whaleback *Colby* and barge *130*, *Albert L. Fryer* with barge *111* and the big freighter *Aurania*. The latter came down last Saturday in tow of the steamer *Aurora* and while passing Bois Blanc light went hard aground. She is loaded with 185,000 bushels of wheat and it was in vain the *Aurora* tried to release her.

Early Monday morning that happened to the *Aurora* which made it unnecessary for her at least to be released. Fire broke out on her at 5 o'clock and she was a total loss. The first intimation received of it was when the lookout noticed smoke issuing from between decks forward. He at once gave the alarm and for two hours the crew fought the fire without success. They then shifted the rudder and, turning on steam, ran her up on the foot of Bois Blanc. Had the wind been south, Andrew Hackett's residence would have been in danger of destruction. The tug *C.A. Lorman* hurried from here and took the crew of 18 men and the captain to town. They were in a bad state, being smoke begrimed, while some of them had lost their heavy overcoats and best clothes. They took the 9 o'clock train for Detroit. The *Aurora* was a wooden steamer of 2500 tons burden. She was loaded with 85,000 bushels of wheat from Superior City to Buffalo. She was owned by John Corrigan of Cleveland and was worth about \$50,000. The Prime-McCurdy syndicate had her insured for \$90,000 and also carried an insurance on the cargo, which will be a total loss. The hulk now lies in about ten feet of water, still burning.

At a meeting of the vesselmen at Cleveland on Monday, it was decided to charter two ferries to break the ice. Manager Campbell has had the ferries *Promise* and *Fortune* here all week releasing boats. The *Fayette Brown*, which stranded in the Pelee Passage, has been taken to Detroit, where she is undergoing repairs.

Following are some of the vessels still fast in the ice in the lake:—*McGregor*, *Fitzgerald*, *Parks Foster*, *Hennepin*, *Niko*, *Ketcham*, *Niagara*, *Boyce*, *Glasgow*, *Roby*, *Lagonda*, *McWilliams*, *Gratwick* (steel), *Stone*, 202, *John Eddy*, *Hiawatha*, *Inverness*, *St. Paul*, *Nebraska*, *Northern Queen*, *Plankinton*, *Empire City* and *Republic*.

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December 16, 1898

The Welland Canal was officially closed for the season last Monday. Last year it was closed on the 14th.

The schooner *George B. Owen*, ashore at Ashtabula, is being lightered and the underwriters hope to get her off without much damage.

Word has been received that the steamer *Harvey Brown* arrived at Duluth without mishap. She left the Soo on Wednesday morning on her return trip and reached Detour yesterday morning. She has a cargo of wheat.

The steamer *Commodore* was released from Bar Point Monday night, being there since Thursday of last week. The ferries *Promise* and *Fortune* accompanied her in here and after taking on the flour lightered from her, she proceeded.

The captain of the *Prentice* reports on arrival at Cleveland that his escort, the *Middlesex*, lies in 10 feet of water off Pelee Island. Tugs were sent to her from Cleveland and they succeeded in towing the waterlogged craft to Cleveland.

The steamer *Wyoming* of the Lackawanna Line is sunk in 18 feet of water off Peshtigo, having been cut through by the ice. She was run into shoal water and lies with her lower deck a foot under the surface. Her cargo consists of 2500 barrels of chloride of lime and much general merchandise for Green Bay City.

Capt. James Reid of Bay City was here Wednesday looking over the burned steamer *Aurora*, with the intention of raising the vessel. His tug *Protector* is heading this way and will possibly push all the ice up on the farms. She is said to be a wonderful ice breaker; can pull anything; no hawser can hold her. Look out for a flood when she arrives.

Saturday evening a free fight took place on the barge *Bermuda*, which was lying at the dock here. Trouble arose between the engineer, William Dowling, and James Hayes, one of the crew. Both were arrested and brought before P.M. [Police Magistrate] McGee and the former contributed \$10 and costs to the town exchequer. Hayes and a companion then quit the boat and on Sunday were run in for being drunk. They were released on Monday morning on promising to leave town.

The Lake Carriers' Association has passed a resolution providing that navigation should not be opened before April 25th next. The object is to prevent a rush for boats and a demoralization of rates.

The steamer *Imperial* has been laid up for the season.

Capt. Dan. McCarthy and Walker Norvell are home after laying up their respective boats.

Sullivan's dredges have ceased operations on Ballard's Reef and are being taken to Detroit to lie up.

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December 16, 1898

**BOIS BLANC LIGHT.-When the Light Was Lit-When the Glim<sup>25</sup> was Doused for the past 35 Years-Earliest Date of Lighting March 8th, 1874; Latest Date of Lighting, April 13th, 1885-Earliest Doused, December 8th, 1882; Latest January 12st, 1890.**

| Lighted.            | Doused.        |
|---------------------|----------------|
| 1863... March 31st, | December 30th. |
| 1864... April 3rd,  | December 9th.  |
| 1865... March 20th, | December 16th. |
| 1866... April 1st,  | December 14th. |
| 1867... April 1st,  | December 16th. |
| 1868... March 24th, | December 9th.  |
| 1869... April 2nd,  | December 15th. |
| 1870... April 3rd,  | December 22nd. |
| 1871... March 11th, | December 9th.  |
| 1872... April 2nd,  | December 8th.  |
| 1873... April 4th,  | December 29th. |
| 1874... March 8th,  | December 16th. |
| 1875... April 3rd,  | December 14th. |
| 1876... April 1st,  | December 9th.  |
| 1877... April 8th,  | December 29th. |
| 1878... March 20th, | December 19th. |
| 1879... April 2nd,  | December 15th. |
| 1880... March 14th, | December 16th. |
| 1881... April 3rd,  | December 29th. |
| 1882... March 16th, | December 8th.  |
| 1883... April 2nd,  | December 15th. |
| 1884... April 1st,  | December 16th. |
| 1885... April 13th, | December 23rd. |
| 1886... March 28th, | December 16th. |

<sup>25</sup> slang term for "light"

| Lighted.            | Doused.         |
|---------------------|-----------------|
| 1887... March 19th  | December 20th.  |
| 1888... March 27th, | December 20th.  |
| 1889... March 21st, | Jan. 1st, 1890. |
| 1890... March 1st,  | December 10th.  |
| 1891... March 28th, | December 30th.  |
| 1892... March 28th, | December 23rd.  |
| 1893... March 31st, | December 15th.  |
| 1894... March 18th, | December 28th.  |
| 1895... April 5th,  | December 28th.  |
| 1896... March 31st, | December 23rd.  |
| 1897... March 10th, | December 23rd.  |
| 1898... March 21st, |                 |

Re-lit from January 1st to 8th, 1886; also from February 20th to 24th, 1896, for the ferries which went to the relief of the transfer *Shenango No. 2*.<sup>26</sup>  
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December 23, 1898

The *Tom Adams*, Capt. Nicholson, has arrived at Milwaukee without mishap and will be laid up there.

The big freighter *Maruba* went aground at Bar Point last Monday but managed to extricate herself and came back here until Tuesday noon.

The steamer *Harvey Brown* went ashore above Fort Gratiot last Thursday and had to be lighted of 10,000 bushels of wheat before getting off. She has gone on to Buffalo.

Whaleback 202, which had such a rough experience in the ice at Bar Point, was towed in here last Saturday, having shipped both anchors. She will lay up here for the winter.

The steamers *City of Rome*, salt laden, and *George Presly*, with coal, both from Buffalo to Chicago, are aground at the Pelee Passage. The wrecker *Wales* is working on them, pumping the cargo overboard.

The barge *D.K. Clint*, ore laden from Ashland, Wis., to Buffalo, which has lain here since the ice jam, was noticed to be settling last Monday. A diver was employed and made repairs to her bottom. In spite of this she still made water and

²⁶ See Vol. IV(3), pg. 40.

on Tuesday morning settled to the bottom, being deck-deep in water. She will be raised and taken to Detroit Dry-dock for repairs.

The tug *Swain* burned to the water's edge Friday night lying off Roni's dock, Soo River. The fireman of the *Swain* was burned to death and chief engineer Wm. F. Cullen received injuries which may prove fatal. The tug was waiting with the tug *Merrick* to escort the steamer *Orinoco* through the ice and had a complete wrecking outfit aboard at the time she burned. The *Merrick* succeeded in towing her into shallow water and she now lies sunk in 20 feet of water. The *Swain* was uninsured and the entire loss falls upon Capt. Davidson. The loss is particularly heavy, coming as it did when the boat was about to assist in releasing the imprisoned vessels below Detroit. When the *Swain* was found to be on fire she was pulled away from the side of the *Orinoco* by the *Merrick*, and that steamer was saved. After burning to the water's edge the *Swain* sank in 20 feet. She had a full wrecking outfit on board, which was, of course, lost. She carried no insurance. Engineer Cullen is well-known here, being for years chief engineer of the str. *Lakeside*.

Marine matters were as active as ever this week. Jack Frost's backbone was broken by the soft weather and rain; still, the lake was filled with ice and many vessels attempted a passage in the early part of the week, only to be stuck fast or turned back. The tug *Mason* and ferries *Promise* and *Fortune* worked to the imprisoned vessels off Colchester and succeeded in getting most of them loose, and then the *Protector* returned to Detroit to accompany the fleet down, which had been lying at that port. Most of them arrived here Monday about noon and made an attempt to breast the ice, but nearly all quit the job and lay at the dock until Tuesday noon. It was rather an unusual sight to see such a forest of masts, there being 17 vessels in all here at the same time. They were the freighters *Pasadena*, *Maruba*, *George Gould*, *Spokane*, *Harvey Brown*, *C.W. Elphicke*, *J.O. Gilchrist*, ferries *Promise* and *Fortune*, two whalebacks, tugs *Lorman*, *Clint* and *Chattanooga*. About noon, the fog having cleared off, they started off and are expected to get to port without mishap.

James A. Naul, steward of the steamer *United Empire*, is home and has gone into winter quarters.

The sailors are coming home rapidly. Capt. James Tormey, Thos. Cooper, Jas. Tobin and Walter Mahon are the latest arrivals.

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December 30, 1898

The first mate is keeping ship on the *Chattanooga*.

The tugs *Home Rule*, *Schenck* and *Wales* got the *City of Rome* off the Pelee Passage last Friday and towed her to Detroit.

After jettisoning 700 tons of coal off the *George Presley*, the vessel was taken to Detroit by the *Protector* and *Home Rule* last Friday.

The *Snook* pumped the water out of the *D.K. Clint* last Friday and she was raised. It was found that her seacock had been burst with the frost, causing her to let in water. She will lay here for the winter.

Capt. H.W. Baker of the *Snook* has taken the contract to deliver at Detroit the remains of the *Aurora* and her cargo. He estimates the hull worth \$10,000. The wheat is not damaged to any extent. In all probability her superstructure will be replaced and a consort made of her.

The important marine case which was tried before Judge McDougall, Judge in Admiralty, in March last and resulted in a judgment for plaintiff for damages caused by collision between the schooner *Porter* and wrecker *Fern* on Bar Point has been heard on appeal at Ottawa in the Admiralty Court. The necessity for an anchor watch on a ship at anchor in a lake channel on a clear night when her light was burning was one of the points to be determined by the appeal. Judgment has been rendered and the appeal dismissed with costs. The judgment for the plaintiff stands.

Marine losses during the season of 1898 were materially greater than during any previous season on the lakes. Up to the middle of July, insurance men were congratulating themselves that they were doing very well. The losses had been few and there was a large margin of premiums to cover the latter half of the season. Along in September the trouble began and it never ceased until the last boat was in port last Friday. The trouble was not confined to any one cause of disaster. Fires contributed an unusual number [rest of original missing]

Sailors are returning thick and fast. Following have arrived:-John Brown, Albert Meloche, Wm. Pizer, David C. Girardin, Gilbert Thompson, James McGuire and Harry Martin.

During the navigation season of this year, 21,234,664 tons of freight have been locked through the Canadian and American canals at Sault Ste. Marie, an increase over 1897 of 1,251,900 tons. This [beats] all records.

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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. Schooner were often designed with a flat bottom to reach into a shallow port (**schooner-scow**).

**spiles** most likely refers to the dock pilings which were timbers driven vertically into the riverbed close to the wharf for protection to the wharf.

**steam barge** a large, steam-powered hull designed to carry loose cargoes (grain, stone, etc.). Both rabbits and bulk freighters are sometimes referred to by this term.

**steamer** originally referred to a steam-powered vessel driven by side-wheels. In the latter part of the 19th century the distinction became blurred, as there were more propeller vessels being built than side-wheeler types. The term applies to both freighters and passenger carriers.

**wheel** usually refers to a ship's propeller and occasionally the paddle-wheel of a side-wheeler.

