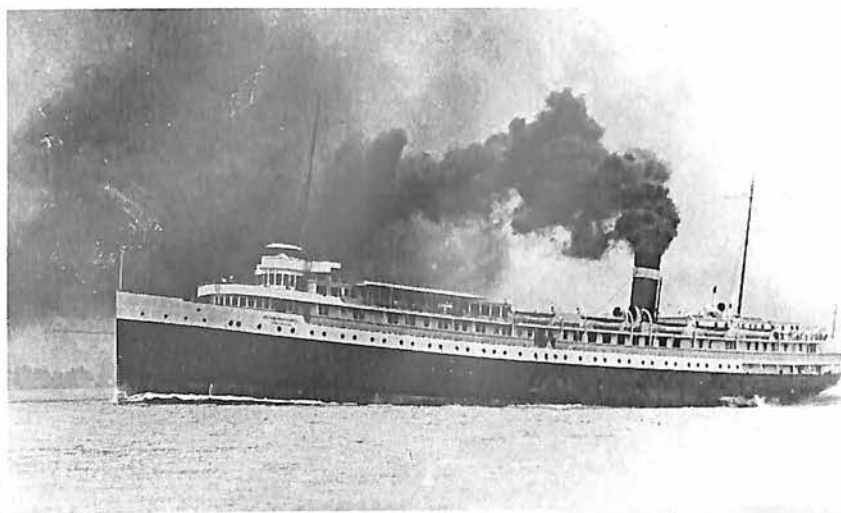


# Echo Soundings

Marine News  
from the *Amherstburg Echo*

## 1934 and 1935

Volumes XI and XII



Published by the Marsh Historical Collection  
Amherstburg, Ontario

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Marine News  
from the *Amherstburg Echo*

## 1934

Volume XII  
2011

Published by the Marsh Historical Collection  
Amherstburg, Ontario

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N9V 1W6 (519) 736-9191

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Cover photo: Steamer *Hamonic*  
*Marsh Collection P1173*

# Amherstburg Echo

## 1934

### MARINE NEWS

*January 12, 1934*

#### Light Still Shines

There are no ships to heed its warning rays; the Detroit River Lighthouse, Lake Erie, is still flashing out its signals of light from the untended beacon which has not yet burned out.

#### Tug ACTIVE

The Arundel Corporation's small diesel tug IRIS is active on the Lower Detroit River at present, carrying coal and other supplies to the company's fleet of tugs, dredges, drillboats, derrick scows and floating hotel laid up at the east spoils bank at the head of Bois Blanc Island.

#### WITH THE TIDE

WHILE BREAKING ICE at the mouth of the Detroit River on Wednesday afternoon the tug PROGRESSO of Amherstburg, owned by Captain J. Earl McQueen, ran on top of a sunken scow and was held there [several] hours before being released on Wednesday evening by the tug DART of Detroit. The scow, owned by the Arundel Corporation, back some weeks ago was lying on the west side of the channel. At the time of sinking it had been marked by a buoy but this had been carried away by the ice. Luckily no damage was done to the PROGRESSO.

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*March 30, 1934*

#### Navigation Opened

The steamer CRESCENT CITY opened navigation on the lower Detroit River and Lake Erie Wednesday forenoon by crossing with a load of automobiles from Detroit to Cleveland. Capt. Clyde Tobin was at the helm.

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April 6, 1934

**Steamer Pelee on Route**

The opening of navigation between Pelee Island and the mainland took place on Monday when the steamer PELEE made her first scheduled run from Kingsville to the island. The boat carried a large cargo of freight.

**River Work Starting**

Ed. C. Lewis, U. S. engineer, arrived this week to oversee the work of staking out the work yet to be done on the lower Livingstone Channel. Ballard's Reef is also being swept and other work done there checked up.

**River Contract Off**

The War Department of the United States declined to accept the Huffman tender for the lower Livingstone Channel contract on the grounds that it was too high, and will not do the work again this season, allocating the funds to channel improvement elsewhere.

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April 13, 1934

**Broken Air Line Causes Serious  
Accident at Channel Work**

Edwin Wallington, aged 27, of Wyandotte, Mich., was severely injured early Monday morning when an air line exploded on the tug A. J. LAWN of the Arundel Corporation, which was working at the Livingstone Channel, and the steam of escaping air penetrated his chest and pierced a lung. It is believed oil backing into the air line caused ignition and a resultant explosion. Short blasts of the alarm signal whistle were given for help, but as no response was received from Amherstburg, a boat was sent to this port. Wallington was removed to Grace Hospital, Windsor.

Captain J. Earl McQueen's tug PROGRESSO towed the A. J. LAWN to Detroit for repairs and took the place of the LAWN at the channel work.

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April 20, 1934

**CAPTAIN JAMES JONES CROSSES  
TO LAST PORT OF EVERY SAILOR**

**His Death Follows Illness of Two Months**

Sailing over the calm and peaceful sea of life Captain James Jones of Amherstburg crossed the horizon to the last port of every sailor on Friday, April 13<sup>th</sup> at 8.30 o'clock in the morning, in his 83<sup>rd</sup> year. The death followed an illness of about two months' duration in which he bore his pain and suffering with the fortitude and stoicism of a true son of the sea.

Born in Amherstburg, the son of Captain John Jones, he left his native town to follow the lure of the lakes. Sailors in those days had to endure many hardships on the sailing schooners, but he persevered in his chosen calling and rose to the position of master. He worked on the lake ships for many years and then entered the employ of the United States Government; he was appointed keeper of lightship NO. 61 in Lake Huron in November, 1913, when one of the greatest storms in the history of lake shipping swept over America's inland seas. He could recall with exactitude that experience and give a graphic description of the storm as it swept about his lightship. Later he was transferred to lightship NO. 75 in Lake St. Clair and was retired from there in 1921. On his retirement from active service he came to Amherstburg to reside and had lived here since.

Captain Jones could vividly describe the disaster of the Amherstburg schooner CONDUCTOR, which sank in Lake Erie, as related to him by his father John Jones, who was mate on the ill-fated ship. It was at this time that Mrs. Abigail Becker performed an act of heroism that has caused her name to be written in the annals of Great Lakes history.

Captain Jones was married 54 years ago to Virginia Reaume. The funeral took place Monday morning to St. John the Baptist Church where requiem high mass was sung by Rev. Father Purdue.

[article abbreviated]

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April 27, 1934

# Forty Years Sailing On Great Lakes A Treasured Memory

Captain C. H. Bassett of Harrow Was Once  
One of Best-Known Skippers on  
America's Inland Waterways

While the prow of his ship plows a foam-crested furrow in a calm sea or when the boat tosses to and fro on turbulent billows, there is one port that a sailor always envisions as his last haven. That is a quiet fireside in a peaceful community where he can ruminate on the adventures that have slipped out of sight in the wake of his venturesome career.

Captain Bassett was once one of the well-known skippers of America's great inland waterways. He rose from deck boy to master by application to the duties of his chosen calling. When a young man of 22 he enlisted for service on the MORNING STAR, a ship carrying lumber out of Saginaw, Mich. He had been born in Morpeth. His father was a school teacher who had come from Rochester, N.Y., to Canada to follow his chosen vocation. When a young man Captain Bassett began farming and then worked for some time in a shoe store in Detroit.

He felt the urge of the water one spring and started out on a career that was to bring him fame as a captain, and a circle of friendship that embraced almost every port on the upper lakes. He left the MORNING STAR, which sank some time later on Lake Erie, to ship on the R. J. HACKETT, a boat carrying iron ore. The capacity was 1,000 tons which with a tow of the same amount made the cargo 2,000 tons. He later went on the FOREST CITY.

His experience on the lakes gained him recognition and he was given a berth as second mate, and later as first mate, on the AMAZON. It was on her that he experienced his one and only shipwreck of his career. With a strong sea running, the boat ran aground off Grand Haven piers on a silt bar. The waves were slowly pounding the stern of the ship to destruction, and when their danger was realized by the passengers and crew, panic broke out. The deck was a swirling mass of people, and the captain and Mr. Bassett had to exert all their powers to maintain a semblance of order and to pacify the passengers and crew. They were finally sighted by the life-guard crew on shore and a rocket with a rope attached was shot to the ship. A line was run from the shore to ship and the human cargo brought to the safety of the shore. The captain and his mate were among the last to leave the ship.

He became an excellent navigator and became acquainted with cargoes and ports. He rose to master of his own ship, the first he sailed being the FOREST CITY of the Northern Transportation Company. A better berth was offered him on one of the Steel Trust boats, and he took the job of sailing one of the ships in their new fleet. He started

work the same time that Albert Harvey, now one of the high officials of the Steel Trust, began work with the company as an office boy. Between the lad and the captain a staunch friendship began that has lasted throughout the years, and is still fresh and green.

Capt. Bassett stayed with this company until his retirement 33 years ago. At that time he was skipper of the MAUNALOA. He had owned a farm in Colchester South for some years before he gave up sailing, that now occupied by Frank Walton, township treasurer, and went to live on it when he retired from life on the water.

The captain did not have educational advantages as a lad, but he used his own innate ability to overcome this drawback. Possessing a retentive memory, he studied a great deal, always with a dictionary and atlas beside him for reference. By this self-education he gained a wide knowledge on a great range of subjects, developing into a scholarly as well as practical man. In the winter he spent his time in wood-chopping, as was as efficient in this work as at others. During one winter while working at a farm in Gosfield Township, he cut 86 cords of wood and cleared six acres of land. He was paid 50 cents a cord for his work.

Captain Bassett took an active interest in the affairs of the municipality in which he became a ratepayer, and 1907 was elected to the council of Colchester South, the year the ratepayers cleaned house and elected an entirely new council. He served as councillor until 1912, when he was elected reeve, and held that office that year and next. He retired from active participation in municipal politics until 1924, when he was elected a trustee of the Police Village of Harrow, and served for one year.

Fifty years ago Captain Bassett was married to Susan Iler, daughter of John and Anne Iler of the Iler settlement, the marriage being the culmination of a boy and girl romance. Their only daughter is Mrs. Howard Heaton of Harrow. The captain is the only living member of a family of seven. Up until two years ago he possessed a great memory, but ill health has impaired it somewhat. But he can still recall many of the incidents in his stirring career, and finds pleasure and satisfaction in the recollection.

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May 18, 1934

## Begin Pumping Section D

### Second Dry Part of the Livingstone Channel Job

The George Mills Construction Co. began pumping out Section D of the Livingstone Channel dry work on Friday morning and, with eight pumps working, by yesterday had brought the water down six and a half feet in the cofferdam. It is believed that the leaks which had caused trouble last fall have been successfully sealed and that if the operations continue at the present rate of speed, the cofferdam will be dry and ready for deepening by May 25<sup>th</sup>.

About 400 men will be given employment when the leveling process commences. At present the water is flowing from the outlets at the rate of 120,000 gallons per minute. Five electric pumps and three steam pumps are in operation, which are run by power from the INDIANA for the former and by the drill-boat DESTROYER for the latter. The water is being lowered at the rate of one-tenth of a foot per hour.

When finished, this section will complete another link in the downbound channel. It is about a mile in length and about 450 feet channel width.

The loss of several tons of coal occurred at the project on Friday when a wooden scow was rammed and sunk by a steel scow.

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June 1, 1934

Man O' War, Fruit Trader, Arctic  
Ship and Rum-Runner

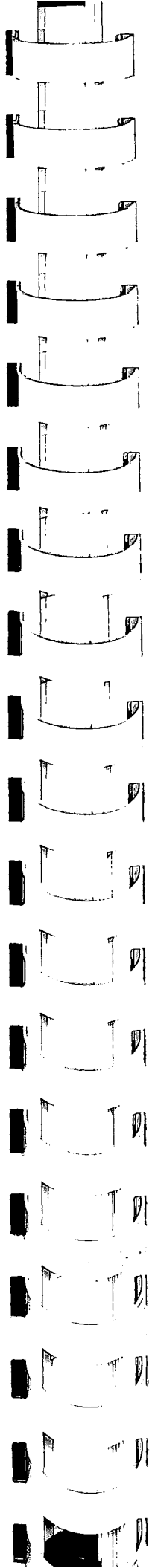
Captain McQueen Purchases  
The "VEDAS"

The good ship "VEDAS," at one time one-third of the Canadian Navy, has again set sail on her native element. After an enforced idleness at Windsor she has finally become the property of Capt. J. Earl McQueen of Amherstburg and will be used as a stores and salvage boat. The VEDAS was seized by the Canadian Government in 1930 while lying at anchor in Lake Erie with a cargo of beer and liquor aboard. She was sold by the sealed tender to Captain McQueen two weeks ago and was brought to Amherstburg on Monday.

The black, dirty exterior appearance of the VEDAS hides bronze and brass fittings that must have made it a trim looking vessel. Its lines are racy, and on the high arching prow an eagle thrusts its beak forward into the wind. It was an ignominious end that came to such a proud vessel when she was seized as a rum-runner, but that incident is only a part of the adventurous history that might have been written in her ship's log. The waters of the seven seas have rolled underneath her bows and she has played a part in Empire-building.

Her gun ports are closed now but there was a time when cannon mouths gaped through the openings and spat death and destruction to enemies. One of her first uses was a patrol boat in Britain's southern colonization. She was used by England to quell uprisings in the mystic and pirate-infested waters of the Indian Ocean and the cannibal coast of Africa.

When the Great War began, the VEDAS still continued her adventurous career and in 1914, with the RAINBOW and NIOBE, composed the entire Navy of Canada. The RAINBOW and VEDAS made a thrilling escape from the German Navy in the Pacific



Ocean and ran into Vancouver for shelter. During the war she was used as a patrol boat and was afterwards sold to private interests. She was used on an Arctic expedition and had her hull sheeted with steel to break a passage through the ice-bound waters.

In the log book which is still in the master's cabin it can be seen where the VEDAS entered the fruit trade in 1926 and plied between Florida and Jamaica ports with Captain W. Lockhart in command. The story of her last eventful trip is also written in the log in the plain language of the sea. She was carrying a cargo of liquor from the historic French island of St. Pierre in the Gulf of St. Lawrence. Her destination was first from Halifax to Montreal and from Montreal to Port Arthur. It is recorded where she passed through the Welland Canal and hove to in Lake Erie. "Boats arrived to take on supplies," may be taken to mean the rum-runners that went out to her and loaded up with liquor to run it across the line into the United States. She was lying in Canadian waters and would have been unharmed except for the fact that there had been no duties paid on her cargo and she was seized by the Canadian Customs.

Under the dateline of August 14<sup>th</sup>, 1930, it is noted that "Government prevention boats came alongside." Then on the next day, "Proceeded to Windsor and tied up at the C. P. R. wharf," which was her last trip until she came to Amherstburg in tow of Captain J. Earl McQueen's tug PROGRESSO" to begin another stage of her adventurous career.

*Editors' Note: In 1953 Capt. McQueen presented the wheel of the VEDAS to Branch 157, Royal Canadian Legion. The wheel still hangs in their clubhouse.*

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July 13, 1934

TURN TIME BACK

FORTIER & COMPANY

Brock Building  
Toronto, July 1<sup>st</sup>, 1934

To the editor of the Echo,  
Amherstburg,  
Dear Sir,

I wonder how many of my old townies remember the first of July, 1876. I was a boy of thirteen years and remember that Jim Healy let off the fireworks from a scow anchored in the river opposite the town and the scow also carried a German band from Detroit for the day. The fireworks were not started until after nine o'clock and by that time most of us, we had been up since five that morning, were pretty well tuckered out and before the last sky rocket went up I was fast asleep at my mother's knee. The day before this "first" day Felix Jones, who had made us a cannon with which we proceeded to celebrate. After some three shots that broke many windows Charles Anderson, who

was Collector of Customs, captured the cannon and put a stop to the noise. "Buzz" Anderson was our captain but this lad did not prevent his father from doing his duty. I have seen many celebrations of our natal day but never one to come up to the one held at Amherstburg on the first day of July, 1876.

Yours truly,  
HENRY C. FORTIER

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August 17, 1934

**Misc.**

-A gas boat owned by Clifford Morencie sank in Fraser's slip on Saturday night, and was raised again on Monday.

-The COLLEEN RHUE of the Dunbar & Sullivan Company is engaged in building the last dam of the Livingstone Channel.

-The houseboat STE. CLAIRE, which has been stationed here for some time, has gone to Wyandotte where its crew of engineers will carry on inspection work.

-The Dunbar & Sullivan tug SHAUGHRAUN, which sank on Sunday morning, was raised and brought into port on Tuesday morning. The tug was brought to the surface by the derricks HANDY ANDY, COLLEEN RHUE and the dredge EMPIRE, of the Dunbar & Sullivan fleet. Captain J. Earl McQueen's tug, the PROGRESSO, was on the job doing the towing. The SHAUGHRAUN was taken to the company's yard at Sugar Island, where she will be reconditioned.

-Oliver Dunbar of the Dunbar & Sullivan Company is recuperating from his recent illness.

-Lewis Goodchild is raising his tug MADISON and is overhauling the engine and giving it general repairs.

**Opening Livingstone Channel**

The dredge EMPIRE of the Dunbar & Sullivan fleet is engaged in opening No. 1 section of the Livingstone Channel. Entrance can be made by small craft at present.

**Tug Turns Over**

The tug SHAUGHRAUN ran on the channel bank in the Detroit River near Bois Blanc Island on Saturday night, and rolled over. The members of the crew were rescued by Otto Jubenville of Amherstburg, who had his boat near the scene of the accident. The engineer was the only one who suffered injury, his arm being scalded by escaping steam.

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August 24, 1934

**Overhaul Derrick**

The Mullen Coal Co. has completed an overhauling job on their derrick and has erected a new building to house their machinery.

**Storm Damages Pipeline**

The heavy windstorm on Sunday did considerable damage to the pipeline of the Huffman dredge PERU. The line is attached to pontoons and the waves broke the line in a number of places.

**Leaks Giving Trouble**

Some trouble is being experienced in keeping the leaks in the second section of the Livingstone Channel cofferdam plugged, but the pumps are keeping it sufficiently clear to enable dredging work to proceed.

**Current Slowed Up**

The swift current in the river opposite Amherstburg has been slowed up somewhat by the opening of Section One of the Livingstone Channel, but has speeded up on the other side of Bob-Lo, which hampers the small craft working in that section.

**Horses on River**

Heavy draft horses are being used on the dredging work in the second section of the Livingstone Channel for hauling purposes and it is expected that more will be used later. There are also a large number of men employed on this work.

**SHAUGHRAUN Being Repaired**

The tug SHAUGHRAUN, which was raised last week, has been taken to the Dunbar & Sullivan shipyard at Stoney Island and is having a steel pilot house and cabins put on her. The tug was badly damaged and will be out of commission about a month. The tug SAMUEL J. DART is taking her place while she is being repaired.

**Canal Traffic Increases**

Total traffic through the St. Lawrence canals during July was the heaviest since 1928, exceeding the 1933 traffic by 138,018 tons. Traffic through the Sault Ste. Marie and Welland ship canals also showed an increase over the same period last year. The total tonnage of 1,334,376 at Welland canal was a new high record for July and exceeded last year by 213,074 tons. The total traffic through the Soo amounted to 7,522,124 tons as against 6,050,248 tons during the same period last year.

**Clean Up at Mullen's**

All the old iron strewn about the Mullen Coal Co.'s property on the river front, including the steam boilers, trucks, anchor chains and the old dredge repairs, will be cut

up by electric torch and sold for junk. The junk is an accumulation of scores of years and will be a noticeable improvement. The old green building south of the waterworks park will also be moved to the coal dock and a new fence built between the park and the Mullen property. It would not be surprising to see the park, which has become so popular as a swimming place, a modern pleasure resort in the near future with this auspicious start towards beautification.

**Misc.**

-Capt. William Bright of the passenger steamer NORTH AMERICAN was recently honored with receiving a medal for 50 years of service without an accident.

**Secure Straits Contract**

The Dunbar & Sullivan Dredging Co. has secured the contract for a rock and mud job at the Straits of Mackinac and will send a dredge and drill boat to this point shortly.

**A Fish Story**

Some really big catfish are being caught after dark in the river at the foot of Richmond Street with hook and line. I. Kopacz caught a five-pounder recently that taxed his ability to land it.

**Dredge in for Repairs**

The suction dredge INDIANA of the Great Lakes Dredge and Dock Co. was taken to Ecorse last week for repairs to her ladder, which was broken while working on the Lower Detroit River.

**Launched**

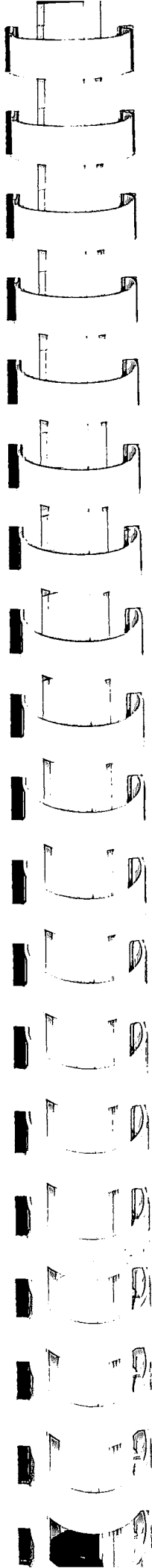
The fastest and most powerful motor-ship of its kind, the first ship of the new Blue Line, the BLUE CROSS, was launched on July 9<sup>th</sup> from Muir Bros.' dry-dock at Port Dalhousie with a group of prominent members of the shipping world aboard.

**Building Scow**

The Arundel Corporation is building a new scow at the spoil banks in the river which will be used to level down the bottom of their wet contract and to carry coal from the Mullen dock to the work.

**Start Third Cofferdam**

The Dunbar & Sullivan dredge EMPIRE started construction on the third section of the Livingstone Channel on Monday and, with three eight-hour crews working, began digging mud near the Bar Point lightship to be used in building up the sides of the cofferdam. All union men are employed on this job, which will take about three months to complete.



**Converted into Self-Unloader**

The steamer CONSUMERS POWER, formerly the steamer HARRY YATES, owned by the American Steamship Co. of Buffalo and operated by Boland & Cornelius, managers, was recently converted from a bulk carrier to a self-unloader at the yards of the American Ship Building Co., Lorain, Ohio. The CONSUMERS POWER is 525 feet in length with a beam of 56 feet. Her cargo capacity is 8,940 tons.

**Trying to Raise the Water Level**

The long stretch of stone resembling a breakwater in the Lower Detroit River from the head of the Livingstone Channel to the Lime-Kiln Crossing main channel is being built in an effort to raise the water level in the river. Several more of these may be built below Bob-Lo Island. Whitney, Meyer & Chapman, who are digging the Ballard's Reef Channel, have the contract for this work. Some of the mariners are wondering what effect this will have on the ice conditions in the winter and if the ice will be a danger to boathouses and other buildings on the Canadian shore.

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*August 31, 1934*

**Misc.**

-The steamer GLENELG, Canada Steamship Lines, discharged a cargo of coal at the Mullen dock in Amherstburg on Saturday.

-Alden Harmon's boat sank Wednesday morning and Bill Grant's boat was disabled because of a broken propeller, so that traffic between the dredges and Amherstburg was held up.

-L. C. Sabin, vice-president of the Lake Carrier's Association, was on an inspection of the boats, meeting in the narrow section of the Lower Detroit River at Ballard's Reef last week.

-The steamer MYRTIS loaded a cargo of canned tomatoes from the Amherstburg plant of the Canadian Cannery on Sunday and Monday at the Murray Street dock. These were consigned to Nova Scotia.

-With due ceremony the sail boat MAGNESIA, designed and built by Harry Spearing, was launched at his boatwell, South Dalhousie Street, on Wednesday afternoon. A bottle of "champagn" was broken over her bow and she slid gracefully down the ways.

-The tug NORTH HARBOR with scow from Toledo called at the port of Amherstburg on Monday. She is hauling stone from the Arundel dredge to Toledo to protect the bank around the city and is in charge of Capt. Baudette, former Harbor Master of Toledo.

-The skippers of the sailing craft entered in the Put-In-Bay races ran down to the bay in full wind, but returned in a much slower manner. Sitting huddled in their ships they

passed Amherstburg in tow of motor-craft Thursday afternoon. There were eight boats in one tow and six in another that passed here.

-Herschel Brown has returned to his position as pilot of the motor boat WIMPY after an illness.

-The Arundel Corporation has a new dredge from New York and a drag line from Baltimore on their job on the river.

-The self-unloading steamer SIERRA discharged a cargo of coke and coal at the Brunner Mond dock on Monday.

-The tug COLUMBIA is back on the job again after being laid up for a few days for boiler repairs. She is with the Chapman people on the Ballard's Reef contract, of which John Sullivan is supervisor.

-The tug ARKANSAS, formerly the ABNER C. HARDING, which laid in Amherstburg for some years, took the dredge EMPIRE and two scows to Ashtabula last week. After it returned it took the HANDY ANDY to the same job.

-The tug OREGON took the Great Lakes Dredge & Dock Co. dredge INDIANA to Monroe last week. The INDIANA, coming from California through the Panama Canal, has taken one the longest trips ever made by a dredge.

-Local mariners were interested the other day in seeing a Naval Reserve ship pass up which looked familiar. It was the old steamer EASTLAND of Chicago, taken over by the Cleveland Naval Reserve and reconditioned into a Naval Reserve training ship and renamed the WILMINGTON. She was on her way to Mackinaw. It will be remembered that the EASTLAND, when a passenger ship out of Chicago, rolled over at the dock and hundreds of people were drowned who were on her ready to go on a picnic.

-The Chapman Contracting Company, who are doing considerable work at Ballard's Reef, has a contract from the United States Government to build a retaining dam from the edge of the Livingstone Channel in a southeasterly direction from a quarter to half mile. The first section is now completed about two inches above the surface of the water, but when it is finally handed over, it will be five above the water. This, the Government contemplates, will govern the rise and fall of the water in the upper lakes by holding the river back. It is interesting to reflect that in the coming spring the back of this dam will be a perfect place for perch fishing.

**Dredge Delayed**

The large suction dredge PERU, engaged on the channel deepening project, was delayed for several hours on Monday afternoon due to the southeast and east winds which prevailed. The heavy sea did some damage to the 2000 feet of pipeline from the dredge to the spoils bank.

**To Raise MAX L.**

It is expected that the tug MAX L., owned by Captain J. Earl McQueen, will be raised the coming week. The salvage work will be under the direction of Captain Charles R.

Hackett. The MAX L. sank last November after hitting a boulder in the spoils bank east of the lower end of the Livingstone Channel.

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September 7, 1934

**MARINE BONEYARD**

Capt. Charles Hackett has been doing some exploring in Callam's Bay and finds that it contains the bones of eight old marine derelicts which at one time or another were towed in there to sleep what was supposed to be their last sleep, but may be interrupted shortly if a request now on foot is carried out to have this lovely bay cleaned up by the removal and destruction of the old hulks which stick their ribs above water in a slatternly row. This home of forgotten ships contains the following:

Barge COTTRELL, sunk at Bar Point and raised by the late John Goodchild. It was beached at Fraser's lumber dock and towed to Callam's Bay from there. Residents of Harrow will be interested to know that the boiler from this ship was the one used in the first electric light plant built in Harrow.

The little barge ENERGY, which is known familiarly in these waters and also on the Thames River in Chatham and vicinity.

The AMERICAN GIANT was in her heyday used as a wrecking barge by Capt. Heminger, who abandoned her some years ago. He was later lost with his wrecking barge BURNS in the vicinity of Sawtooth Reef on Lake Superior.

Alongside of her lies the BULGARIA, wrecked on Point Pelee and afterwards raised by Capt. F. H. Hackett. She was dismantled and left in the graveyard.

The ENDEAVOUR was a lighter owned by Capt. Francis B. Hackett and used in connection with Hackett Tug Lines many years ago.

The L. P. HAMMOND was owned by Capt. F. J. Trotter and used as a lighter. Later was abandoned.

The old MARIA MARTIN was in her heyday one of the largest and fastest schooners on the Great Lakes. She was commanded by Capt. David Trotter, father of Capt. Fred J. Trotter, was wrecked and beached on the foot of Belle Isle, a number of years later raised and placed in Callam's Bay by the late Edward A. Patton.

The eighth and last boat discovered in Callam's Bay is the old sailing boat, MURILL, owned by the late Capt. Andrew Hackett. She is well remembered by everybody of that day living here now, who enjoyed marine picnics on her all over lower Detroit River.

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September 14, 1934

**Harbor Job**

The Dunbar & Sullivan dredge HANDY ANDY has gone to Lake Erie to assist the dredge EMPIRE on a harbor job.

**Runs on Rock**

Alden Harmon, who operates a passenger boat between Amherstburg and the Livingstone Channel, had the misfortune to run on a rock and break the propeller of his boat on Saturday afternoon.

**Work at Bob-Lo?**

Rumor is afloat that extensive work is being planned for Bob-Lo Island this fall and that the D. & W. Ferry Co. will build a very big power plant with two large boilers, as well as other work in preparing for the re-opening of the Island next summer.

**"Lights Bright, Sir"**

The hydro-lighted range lights at Texas Landing have proved successful and are easily picked up by the river traffic. It is remarkable how the steamboats have passed up and down in the Amherstburg Channel without a mishap of any kind at Lime-Kiln Crossing which is known as "Hell's Gate" to the mariners.

**Water Affects View**

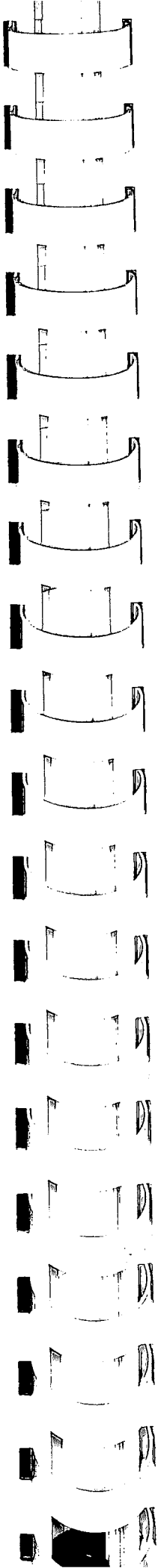
A person standing at a height of forty feet aboard ship can see the horizon at a distance of seven and a quarter miles and can see the top of an object at a distance of 14½ nautical miles. This explains why on clear days the skyline of Detroit is easily visible from the rock pile at the Livingstone Channel.

**Goodchild Dock Busy**

The Goodchild Boat Works at the foot of Park Street is a busy place these days. The cabins and pilot house have been taken off the staunch tug MADISON and the high-power diesel engine taken out on the dock for repairs. A large flat scow is also being pulled out on the ways for a general re-caulking. The tug BULL, employed all season towing dump scows for the Mills Co., is also being repaired.

**Low Water levels**

The dry season this year has resulted in lowering the level of the water in the Great Lakes to a point below that of any other period since records were first started in 1860. This applies to all the lakes and rivers with the exception of Lake Superior, where the level is regulated at Sault Ste. Marie. Lake Erie was 8¾ inches lower than in 1862.



**Old Tower to Come Down**

The old wooden lighthouse which for the last 64 years has marked Pentwater Harbor, Michigan, is to be torn down and replaced by a 31-foot electrically lighted tower. The old lighthouse was built in 1870 and equipped with oil lamps which guided boats and acted as beacon lights. About two years ago the oil lamps were replaced by acetylene gas.

**Local Marine Museum**

"Ships that have passed in the night" might be the title of the collection of marine pictures that decorates one of the walls in the Dalhousie Street office of the Mullen Coal Co. Throughout the years marine pictures and relics have been added to the collection until it has become a valuable one and a pleasant sight to the eyes of those who recall the days when the ships depicted were in their prime; ships that once were clipper craft and well-known at the Port of Amherstburg; photos of bearded mariners of the old school who were seamen and required much more ingenuity and seamanship than it does now. Most of the pictures have a story behind them that can be recalled by the men who have gone down to the sea in ships. It can rightly be termed a marine museum that will become more valuable as the years roll by.

**Put-In-Bay Trips Discontinued**

The steamer PUT-IN-BAY which passed Amherstburg daily throughout the summer with its human cargo of holiday crowds has discontinued its trip to Put-In-Bay and Sandusky for the season.

**Filling In Stoney Island**

Dunbar & Sullivan are filling in their property at Stoney Island to the harbor line. Their dredge and equipment is working on the job at present. This work was started some time ago and is being carried on in between contract jobs.

**Full Equipment at Ballard's Reef**

Meyers, Chapman and Whitney, contractors on the rock job at Ballard's Reef, are getting right down to business and have two dredges, two tugs, three derricks and fuel scows and a drill boat on the job. It is likely the firm will have a slice of the contract when the Amherstburg upbound channel is deepened to 30 feet abreast of the town. This will be started as soon as the Livingstone Channel is completed.

**Misc.**

-Remi Moore, who was injured a month ago on the Livingstone Channel project, has returned from the Providence Hospital, Detroit, fully recovered.

-The tug STRATHBOGIE of the Burke Towing Co., Midland, with the barge SALVUS in tow, coaled up at the Mullen Coal dock on Thursday.

-The large suction dredge PERU, working for the Huffman Construction Company on the new channel in Lake Erie, was taken to Monroe, Michigan, the first of the week,

where it will complete the harbor job. It is expected that it will be a month before it resumes work below Amherstburg.

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*September 21, 1934*

#### **PROGRESSO Relieving COLUMBIA**

Capt. J. Earl McQueen's tug PROGRESSO is taking the place of the tug COLUMBIA, which was damaged in a collision.

#### **Dredge Goes to Yards**

The Great Lakes Dredge & Dock Co.'s dredge TURBO was taken to the company's yards at Wyandotte by two tugs on Friday.

#### **Finest Dredge in the World**

The Great Lakes Dredge & Dock Company's suction dredge NEW JERSEY passed Amherstburg on Monday on its way from a job in Lake St. Clair to Monroe. The NEW JERSEY is the finest suction dredge in the world and cost \$1,250,000 to build. Sixteen sections of the suction pipes were also in the tow. The tugs WILLIAMS, SMITH and EDWARDS were towing the equipment.

#### **Tug COLUMBIA Damaged**

The tug COLUMBIA of the Meyer, Chapman & Whitney Co. was struck by the freighter WYANDOTTE near Ballard's Reef on Thursday morning about 1:30 o'clock and considerably damaged. The WYANDOTTE, a 4,500 ton self-unloading collier, was on her way to Wyandotte in command of Capt. George E. Winters. The COLUMBIA was in charge of Capt. Elmer Loundes of Amherstburg. The tug was piloted to safety under its own power, none of the crew being injured.

#### **Changing Gas Buoys**

Nine of the gas buoys on the Lower Detroit River near Amherstburg have been changed by Capt. J. Earl McQueen's tug PROGRESSO.

#### **Million Yard Contract**

Dunbar & Sullivan have been awarded the contract for a million-yard dredging job in the St. Clair River between Marysville and Port Huron, Michigan. The dredge EMPIRE and the tugs COLLEEN RHUE and SHAUGHRAUN will be employed on the job.

#### **Dykes May Damage Property**

Owners of property along the riverfront in Amherstburg are viewing with alarm the construction of dykes in the river opposite the town, for the purpose of keeping up the

water level and slowing up the current. The property owners believe that all the ice in winter will be forced to the Amherstburg side of the river and is liable to do considerable damage to property. The work is being done by the United States Government, which apparently did not view the matter from the property owner's angle. The dykes are not only a danger to property but they also detract from the scenic beauty of the river, as do the cofferdam sides that are left standing. The same thing occurred some years ago and the matter was taken up with the U. S. Government and the Canadian Government, and an International Committee was appointed to investigate. The Committee allowed only one dyke to be constructed, this from the north end of Bois Blanc Island. Some such action will have to be taken again if the riverfront property in Amherstburg is to be protected.

#### **Misc.**

-Harry Spearing Jr. has become a member of the crew of Capt. J. Earl McQueen's tug PROGRESSO.

-The steamer GLENELG of the Canada Steamship Lines unloaded 2,500 tons of coal for the Mullen Coal Co. on Monday.

-Walter McQueen, member of the crew of Capt. J. Earl McQueen's tug PROGRESSO, was taken ill with pneumonia last week and was taken to Grace Hospital, Windsor, on Saturday.

-The tugs ESSAYONS and SHEARS of the U. S. Engineers Department, with the dredge COL. B. D. GAILLARD in tow, passed Amherstburg Thursday afternoon on their way from Duluth to Sandusky.

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*September 28, 1934*

#### **Change Name of Boat**

The Valley Camp Steamship Co. has changed the name of the steamer H. P. EELLS JR. to the D. E. CALLENDER.

#### **Job One-Third Completed**

The George Mills Construction Company have dredged down to about a third of the level at the second cofferdam in the Livingstone Channel.

#### **Dredging Job Completed**

The 25,000 yard job at Kingsville has been completed by the contractor, Canada Dredging Company. Clarence Cornwall of Amherstburg was inspector on this job.

#### **Fog Holds Up Shipping**

There were a number of boats held up at the mouth of the Detroit River on Sunday morning, owing to a heavy fog. When it began to lift about nine o'clock, a procession of

boats paraded up the river and rudely awakened Sunday morning sleepers out of their slumbers by their intermittent blasts.

**Old Boats in Lake Erie**

One of the oldest boats to ply the lakes passed Amherstburg upbound on Friday. This ship is the J. OSWALD BOYD, which is running on the lakes this year for the first time, having previously been on the coastal and trans-Atlantic trade. She is running between Muskegon and Toledo and is privately owned. One of the unique features of her construction is that her pilot house is built on framework so that heavy seas may roll over the deck and not batter the house.

**Cutter is Traffic Officer**

Owing to the fact that shipping on the Detroit River can use only half the Livingstone Channel, the U. S. cutter PATRIOT is stationed near the channel directing traffic. If there is a likelihood of boats travelling in opposite directions meeting in the channel, the PATRIOT signals to the one farthest away to check down and avoid meeting in the narrow channel. Although there is room enough for two boats to pass it isn't advisable to do so. A white ball is run up on a mast as a signal to the boats to check down.

**Clam Shell Moves Coal**

A clam shell was brought over by scow from the Mill's Construction Co. work on the Detroit River to the Mullen Coal Co.'s dock for the purpose of moving the coal within reach of the company's derrick.

**ARKANSAS on Tow Jobs**

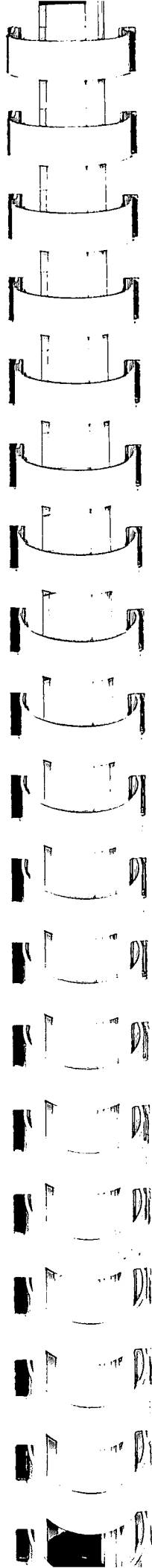
The tug ARKANSAS of the Great Lakes Towing Company towed two dump scows to Charlotte, N. Y., on Lake Ontario for Dunbar & Sullivan last week. From there she will go to Oswego and get the dredge TIPPERARY BOY and take it to Charlotte also. She will return light to Lorain and bring the dredge EMPIRE and two scows to the company's job at Port Huron.

**Breaks Phone Cable**

The steamer HYDRO, which had to drop anchor near the Westcott Marine Agency while waiting for a passage through the Livingstone Channel, broke the telephone cable from the agency office to the Channel lighthouse when she hove anchor again. The cable had become fast in the anchor and considerable damage and inconvenience was caused with the interruption of service.

**Misc.**

-The steamship SIERRA discharged a cargo of coal at the Brunner Mond Limited dock at Gordon on Saturday.



- Richard Smith, second engineer on Capt McQueen's VEDAS, was taken to Grace Hospital for medical attention on an injury to his hand.

-Alden Harmon, who operates a ferry between Amherstburg and the river work, has taken one of his boats off the run. This week he built a cabin on the boat which is still in commission.

-Clifford "Rags" Morency has built a cabin on his ferry boat.

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October 5, 1934

**NO. 3 Dredge Goes to Work**

NO. 3 dredge of the Huffman Dredging Co., which has been lying at the Government dock for some time, was taken to Monroe by the tug PROGRESSO last week.

**SHAUGHRAUN Back On Job**

Dunbar & Sullivan's tug SHAUGHRAUN has returned to the river work on the Livingstone Channel after undergoing repairs for damage done when she turned over in the river some time ago.

**COLLEEN RHUE Taken to Yards**

The drag line COLLEEN RHUE, which has been working on the third section of the Livingstone Channel, was taken to the Dunbar & Sullivan yards by the tug PROGRESSO last week.

**COLUMBIA Repaired**

The tug COLUMBIA of the Merritt, Chapman & Whitney Co., which was damaged recently in a collision, has been repaired and returned to work on Ballard's Reef.

**Third Cofferdam Completed**

The construction of the third cofferdam on the Livingston Channel has been completed by the Dunbar & Sullivan Company. Gaps have been left so that boats may pass through the channel until the dredging commences.

**Longer Passing Signals**

The United States Steamboat Inspectors and the United States Coast Guard are compelling all steamers to blow the passing signals the required length of time, as short signals are sometimes confusing to river traffic.

**Patrol Boat Fouls Line**

The U. S. patrol boat CORWIN, stationed at the Lime-Kiln Crossing as traffic director, fouled a line on one of her screws last Saturday. She limped into the



Government dock with one of her propellers working and a diver went down and cleared the line. Not being familiar with the slip at the dock, she had some difficulty getting out and ran aground in the shallow water before she made her exit.

**Dunbar & Sullivan Reclaiming Land**

The Dunbar & Sullivan Dredging Co. have drag lines at work building rock dykes at the head of Stoney Island. When they are completed the company intends bringing mud and sands from the St. Clair dredging job to be used in reclaiming land from the Detroit River. The entire project is in American waters and reaches from the head of the Livingstone Channel almost to Grosse Isle.

**Steamer Aground**

The tug FLORIDA and lighter RELIANCE passed Amherstburg on Thursday on the way to Toledo, Ohio, to raise the freighter BALL BROTHERS, which ran aground on a sunken mud scow at the entrance to Toledo Harbor. The tug BUTTERCUP and the barge LAKE PLEASANT sunk the mud scow on Thursday morning in the Maumee Channel, one mile shoreward from the Toledo Harbor lighthouse, in mid-channel. The BALL BROTHERS was following the tow barge and ran into the sunken scow. The freighter was submerged but was raised and her cargo of coal taken off by the FLORIDA and the RELIANCE. A marine report states that the scow is a serious menace to boats entering or leaving the harbor.

**A "Hull" Lot of Trouble**

The bones of La Salle's ship "GRIFFIN" is like the skeleton in the family closet, and is liable to pop up anywhere at any time. La Salle, on his historic trip of exploration from Quebec to the mouth of the Mississippi River, lost one of his ships, the GRIFFIN. If the stories that have been published about the discoveries of sunken hulls of the GRIFFIN are believed it must have had more hulls than a bag of popcorn. One of the later discoveries was at Birch Island near Mackinac Island. Mr. Saunders of Dayton, Ohio, owns Birch Island and has been so pestered with history-hungry trespassers on his little isle that he is all for raising the old hull and disposing of it so the public could go someplace else and look at it. He has appealed to the U. S. Government and they replied that sure, he could raise it - if he pays all the expenses; he does the work with co-operation of the State Historical Commission; in case the hull is identified as the GRIFFIN it shall be turned over to the Government for disposition. And that's about all Mr. Saunders has to do.

**MAX L. Raised for Inspection**

Captain J. Earl McQueen's tug MAX L., which was sunk last year when it ran on a rock off the foot of Bois Blanc Island, was raised for inspection on Wednesday. The tug PROGRESSO and the BATAVIA, owned by Capt. McQueen, besides a Government scow, were engaged in the work and by means of an ingenious use of the leverage principle, the MAX L. was brought up until her decks were above the water. Some of

the machinery was taken off of her and some of the leaks were plugged, but the elements had caused a number of leaks below decks and it was necessary to let her sink back to the bottom. Before it is raised again the services of a diver will be required to plug the leaks.

**Misc.**

-Alphonse Beneteau, engineer of the Mullen Coal Co., remains in serious condition at his home on Sandwich Street

-Captain Lewis Goodchild, with his wrecking tug BULL and the lighter JEFF, recovered a large cargo of heavy planking and piles from the St. Clair Flats and brought them to this port.

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*October 12, 1934*

**PERU Back on Job**

The tug PROGRESSO brought the dredge PERU from Monroe last week to continue work on the Huffman dredging contract.

**Bigger and Smaller**

There has been an increase in Canadian ship traffic on the lakes recently, owing to the wheat trade. There is a corresponding decrease in American traffic because of the slowing up of the ore trade.

**Canal Barges from New York**

Those strange-looking, low-slung barges towed by a tug that pass Amherstburg frequently are craft that carry sulphur, sugar and other cargoes from New York to Detroit via the Great Lakes and the Erie Canal. There are usually four barges in a tow.

**Rebuild MIDLAND CITY**

The MIDLAND CITY, which struck a rock four miles from Midland in Georgian Bay and settled into 28 feet of water on August 26<sup>th</sup>, is to be renovated for the 30,000 Island run again. The MIDLAND CITY was launched 50 years ago as the sidewheel steamboat MAUD.

**Historic Boat Forgotten**

Buried deep in the sands of Spring Lake near Ferrysburg lies all that is left of the U. S. S. PORCUPINE. It was one of the ships that fought with Commodore Perry in the Battle of Lake Erie when he defeated the English ships under Captain William Barclay during the War of 1812. After going through the war the ship became a tramp vessel and for 48 years plied the lakes. In 1873 an attempt was made to refit her but she creaked her death rattle and she was beached on the edge of Spring Lake on land

owned by D. M. Ferry. He has refused to move her because of her gallant service and she lies there today, a forgotten wreck.

**Investigating Callam's Bay Cleanup**

The matter of clearing Callam's Bay has been brought to the attention of Hon. Alfred Duranleau, Minister of Marine, by Eccles J. Gott, M. P. for South Essex, and he has promised to give it his earnest attention. The petitions of council and business organizations of Amherstburg and the councils of Anderdon and Malden to have the bay cleared should carry a great deal of weight with the Department. An engineer will probably be sent here in the near future to report on the matter. The cleanup of Callam's Bay would be a great asset to Amherstburg, providing as it would a pleasure resort for the people of town where picnics could be enjoyed and swimming indulged in without any expense.

**Detroit River Changes**

If present plans are carried out there will be a greater activity on the Lower Detroit River near Amherstburg next year than there has been for some time. The new project of building a dance pavilion, hotel and playgrounds at the north end of Bois Blanc Island should bring many pleasure-seekers to this point. It is anticipated that Bob-Lo will open again after being closed for two seasons. This is one of the most beautiful island pleasure resorts on the continent and its re-opening will find favor with many who find this place a delightful spot to spend a holiday. Dunbar & Sullivan are reclaiming land at Stoney Island by filling in shallow parts of the island and bringing them above water. Callam's Bay will likely be cleared of the old wrecks by the Dominion Government and will make another pleasure resort for townspeople and visitors.

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*October 19, 1934*

**Repairs to LAWN**

The tug LAWN is in the Great Lakes [Dredge & Dock Co.] shipyard at Wyandotte, having a new wheel [propeller] installed and being re-caulked.

**HAMONIC Takes on Soda Ash**

The Northern Navigation Co.'s S. S. HAMONIC, one of the most palatial passenger boats on the lakes, took on a load of soda ash at the Brunner Mond Canada, Limited, dock on Monday.

**New Drag Line**

The Arundel Corporation has a new diesel engine drag line working on the construction of a cross dike on Section D of the Livingstone Channel. It is called the MARIAN and uses 150 gallons of gasoline every 20 hours.

**Break Shafts**

The dredges GOVERNOR HARRICK and NIAGARA of the Arundel Corporation were laid up 48 and 24 hours, respectively, with broken shafts last week. A gang of men were set to work to repair the damage and both are back on the job again.

**Ship Tomatoes**

The tramp steamer SWINEGATE took on 2,000 cases of tomatoes from the Canadian Cannery Limited, Amherstburg, on Sunday, for shipment to Halifax. The C. S. L. freighter CANADIAN loaded 1,600 cases for shipment to England, via Montreal, on Saturday.

**Red Boat Damaged**

The Mills Co. red boat, used for carrying supplies, ran on a reef in the river and had a hole punched in her. The tug GEORGIA of the Arundel Corporation went to the rescue and helped to lighten her. While she is being repaired the GEORGIA is being used as a supply boat.

**Gets Load of Timber**

The DORIS, with Oromond Hamilton in charge, made a trip to the Federation dock at Sandwich and brought back a scow loaded with 20 tons of timber which was purchased by the Arundel Corporation from the Gosselin Construction Co. The timber will be used in construction work.

**Dredge From New York**

A new dredge to be used by the Arundel Corporation on their wet job in Section E of the Livingstone Channel left New York on October 9<sup>th</sup>. The trip to Amherstburg will take about two months, as it will have to go along the coast to the St. Lawrence River and thence to the Detroit River. The dredge has been working at Baltimore.

**Pick Up Big Boulders**

The Arundel sweep scow which has been sweeping Section E of the Livingstone Channel is finding some exceptionally big boulders, weighing from 5 to 50 tons. Last week a 32-ton boulder was brought to the surface of the water but it couldn't be raised. A diver went down and put a charge of powder on it and blew it to pieces.

**PROGRESSO Pulls Freighter Clear**

The freighter BENNINGTON, Capt. Mastine, of the D. Sullivan Co., Chicago, ran on the wrong side of the dredge PERU on Wednesday night, cut through the pipeline and



ran aground about 350 yards east of the Detroit River Lighthouse. She did considerable damage to the pipeline and work was suspended for some time. The tug PROGRESSO, Capt. J. Earl McQueen, and the tug OREGON of the Great Lakes Towing Co. both tried to pull her back into the channel Wednesday night, but the captain dispensed with service of the OREGON on Thursday and the PROGRESSO succeeded in bringing her off alone after working for two days. As the PROGRESSO brought her clear there was no necessity of taking off any of the freighter's cargo of coke.

**Rock Goes Through Cabin**

One of the blasts on the river so powerful that a large piece of limestone was blown through the cabin of the Mills Co. lugger, the WATANA.

**Low Water**

The Government of Canada has begun to show concern over the lowness of the water in the St. Lawrence River, which condition is a decided hurt to navigation, since both river and canals are affected. So far no member of the Cabinet has used this circumstance as an argument in favor of the construction of the proposed St. Lawrence Seaway, final cost of which no man can foretell, so colossal is the undertaking. Engineers will report upon the heights of the water in the river in different seasons and at various points, and probably recommend the construction of one or two dams to regulate the flow of water, which is not now of the volume it once was, simply by reason of the large amount the City of Chicago is wrongfully diverting, sending it southward in the direction of the Gulf of Mexico for the benefit alone of Chicago, which city it seems to be able to do as it pleases in regard to the matter despite all protests.

**MARY WARD Shoal**

On a big road sign along the shore of the Georgian Bay on the Blue Water Highway near Collingwood one may read, provided they are not stepping on the gas, that here is the MARY WARD Shoal, so-called because it is the place where the steamer MARY WARD was wrecked on November 25<sup>th</sup>, 1872. The road sign is in the shape of a big fish - that is the way they mark all the interesting spots in that part of the province. There is, of course, no sign of the old ship, her bones having been long since swept away by the waves, but the blue water of the bay can be seen breaking over the shoal.

The shoal is at once the wrecker and the cenotaph of the MARY WARD. It was here that the steamer carrying freight and passengers from Sarnia to Collingwood was wrecked on what was then known as Milligan's Reef. The disaster of the MARY WARD became associated with the shoal and because of its association with the wreck it gradually became known by its present name.

The MARY WARD was well known in marine circles along the Detroit and St. Clair Rivers and Lake St. Clair. It was first christened the NORTH when it was built in Montreal. It was burned at Baby's Point, Lake St. Clair, in 1867 but was rebuilt at Chatham and ran from Montreal to Chicago with freight and passengers. It was bought by Owen Sound owners and it was on a trip to Georgian Bay that it met its fate. The

story of the heroic rescue of the crew and passengers is one that often has been told in Collingwood and there are still two men there who can remember it, Capt. W. A. Clark and Matt Watts. They can recount the vivid tale of passengers suffering from exposure being brought to the shore and revived on that cold, bitter November night, the tale that is perpetuated by the MARY WARD Shoal.

**ONAWAY, Rum Runner to be Raised**

Just supposin' that there's somewhere beyond the veil where the spectres of famous ships that have passed in the night gather to spin their yarns of the days when they were rulers of the waves. Sure there's places like that. Ask any old weather beaten tar. The men who go down to the sea in ships know that vessels have souls. They know that boats are living things. They have felt them respond to the twist of the helm and they have heard them moan and hiss in dying agony when the waves are claiming them as prey. And if that is so, is it not likely that they gather to talk of voyages long since forgotten by sailors? What stories then will the ONAWAY unfold when it is raised and wrecked by Fred Woods, its present owner, who is planning to reclaim from her bottom the lead with which she is weighted? Lead that will net him a small part of the sum which the ONAWAY has cost him. It is now lying at Woods' dock at Amherstburg, where it has been since the export docks closed, just a gaunt, forlorn spectre of its former self. What tales the ONAWAY could tell of her career since she was built at Chatham many years ago. Of stealthy runs across the river lanes in dead of night loaded with contraband whiskey. Machine-gun fire piercing midnight air with staccato messengers of death. Rum-runners cowering beneath her gunwales shielding themselves from the leaden hail that spat destruction to all in its path. Whiskey leaking down her sides like blood and sometimes mingling with the human blood of those reckless chaps who formed her crew. Swift chases as she ran the gauntlet of "the law" to the "other side" of the river where small fortune awaited those who docked her and landed the cargo safely in the hands of the "shore men." Who among the rum-runners that were, but can recall at least one of her trips when she was chased by the "revenoors"?

Yes, she'll be able to tell plenty of stories about her days as a rum runner and if she could be heard by human ears, there'd be a story, mates!

**Misc.**

-The C. S. L. freighter COLLIER, Captain Belcher, unloaded 2,500 tons of coal for the Mullen Coal Company, Amherstburg, on Monday.

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October 26, 1934

**Load Soda Ash**

The C. S. L freighters EDMONTON and CANADIAN took on cargoes of soda ash at the Brunner Mond wharf on Wednesday.

**Dredges to St. Clair**

The Great Lakes Dredge & Dock Co.'s suction dredge NEW JERSEY and dredge MOGUL were taken to Lake St. Clair last week, where the company is completing a dredging job.

**St. Mary's River Deepened**

A mountain of rock, boulders, sand and mud has been gouged and blasted out of the bottom of the St. Mary's River at a cost of \$7,446,740 to the United States Government in answer to the cry of Great Lakes shipping for more water, more freight and reduced overhead. The six-year project to deepen and widen channels of the Sault River to afford greater draft to those low steel freighters that carry the iron of Messaba to the coal of Pennsylvania was completed this fall after the removal of 18,119,720 cubic yards of material from the bottle-neck of the Great Lakes, one of the most important waterways in the world, a 60-mile strait between Lake Superior and Lake Huron.

**Misc.**

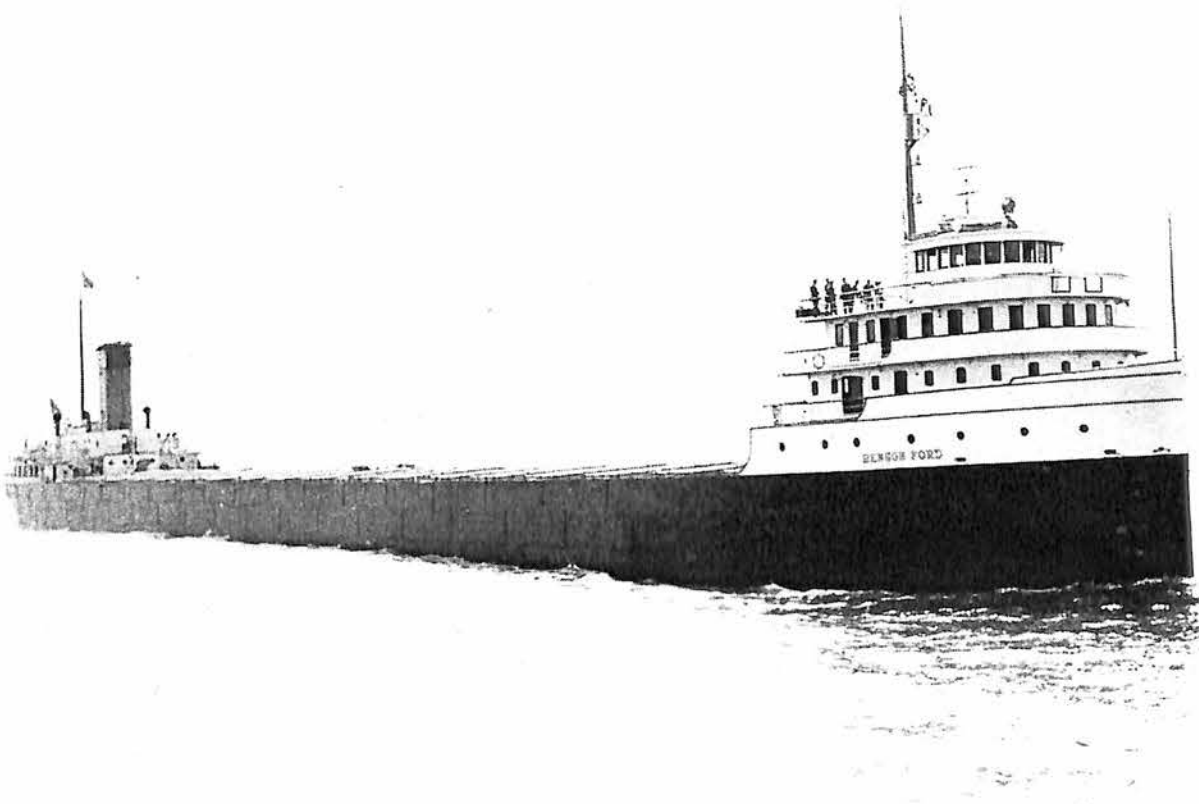
-The collier SUMATRA unloaded a cargo of coal at the Brunner Mond dock on Wednesday.

-The tug STOKES of the Chatham Dredging Co., bound from Chatham to Pelee Island with a load of piles, was in Amherstburg for a couple of days last week waiting for weather.

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**Ferry steamer LaSalle.**  
*Courtesy Fort Malden National Historic Site of Canada*



**Freighter Benson Ford.**  
*Courtesy Fort Malden National Historic Site of Canada*



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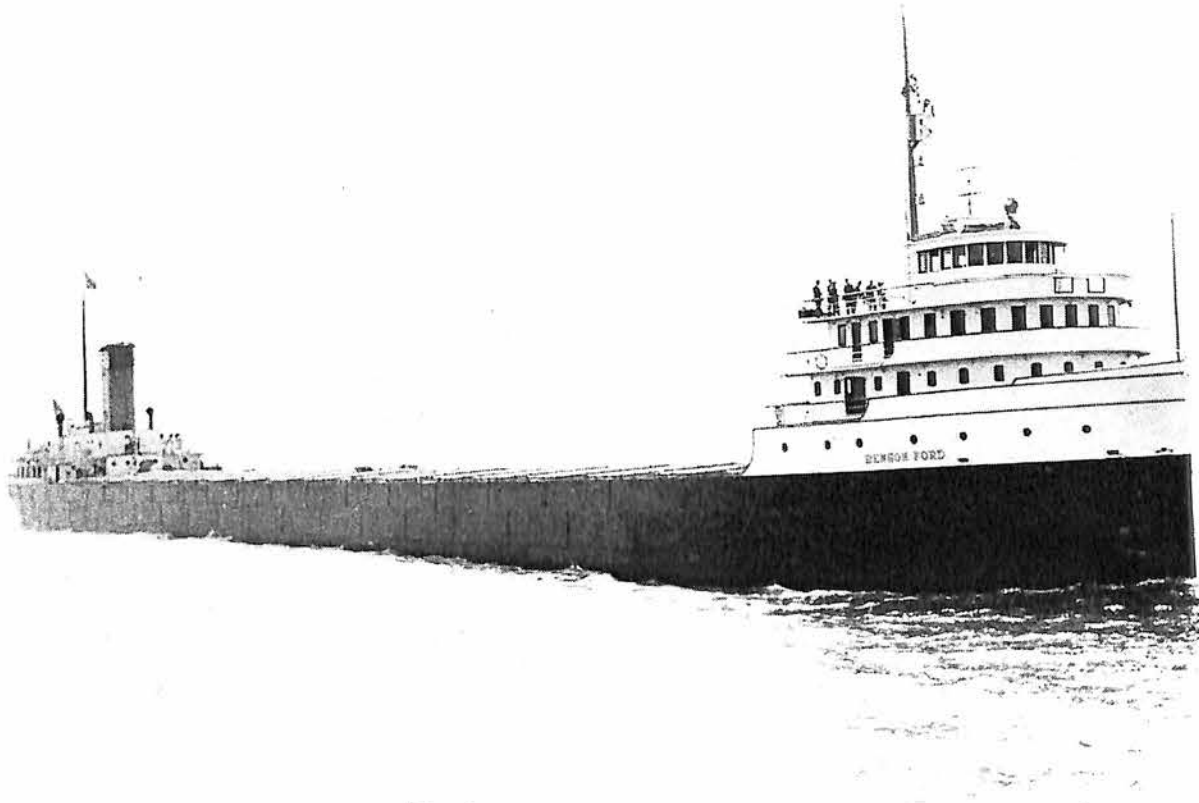
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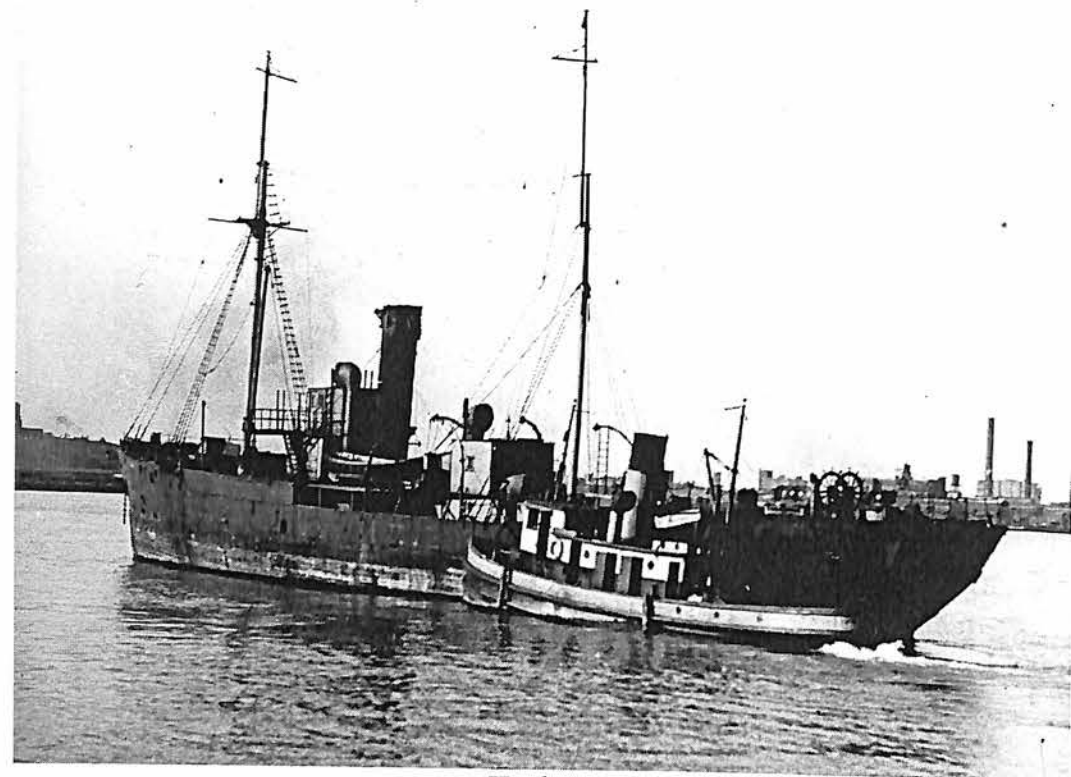
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**Ferry steamer LaSalle.**  
*Courtesy Fort Malden National Historic Site of Canada*

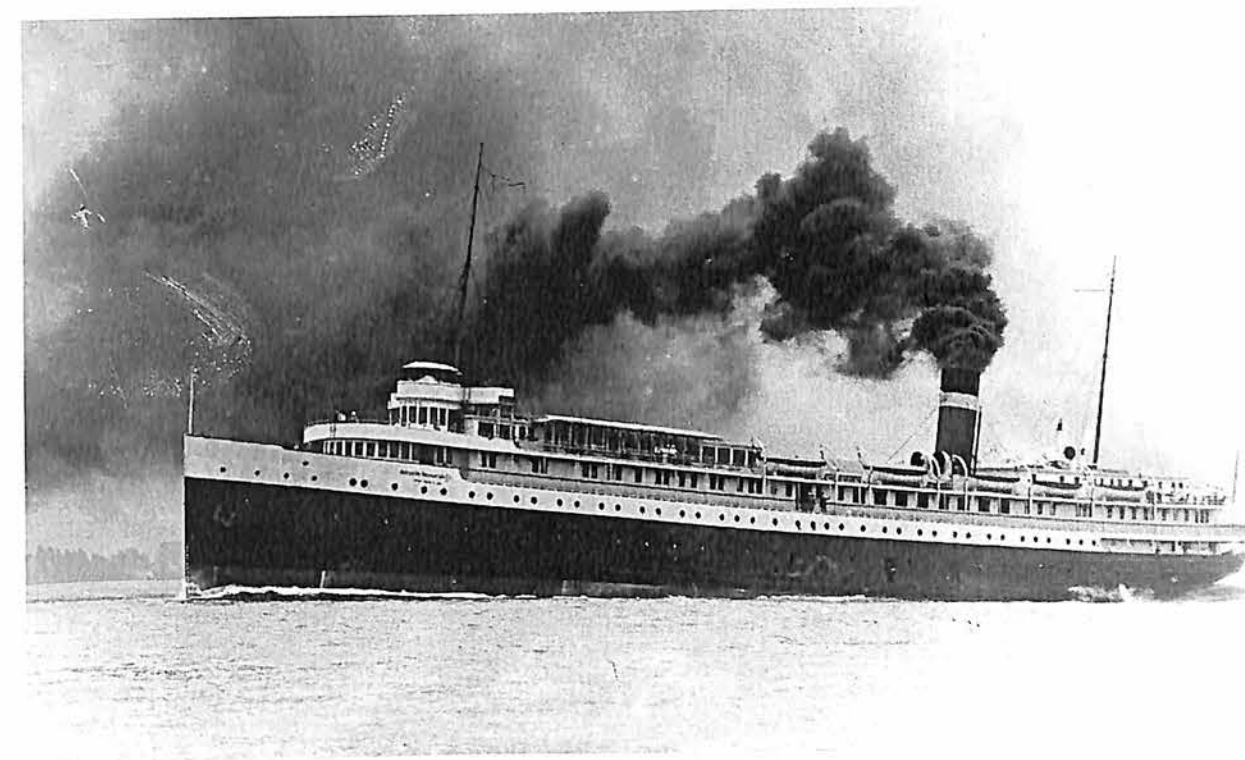


**Freighter Benson Ford.**  
*Courtesy Fort Malden National Historic Site of Canada*



**Vedas.**

*Courtesy Fort Malden National Historic Site of Canada*



**Steamer Hamonic.**

*Marsh Collection P1173*



**Steamer Crescent City.**

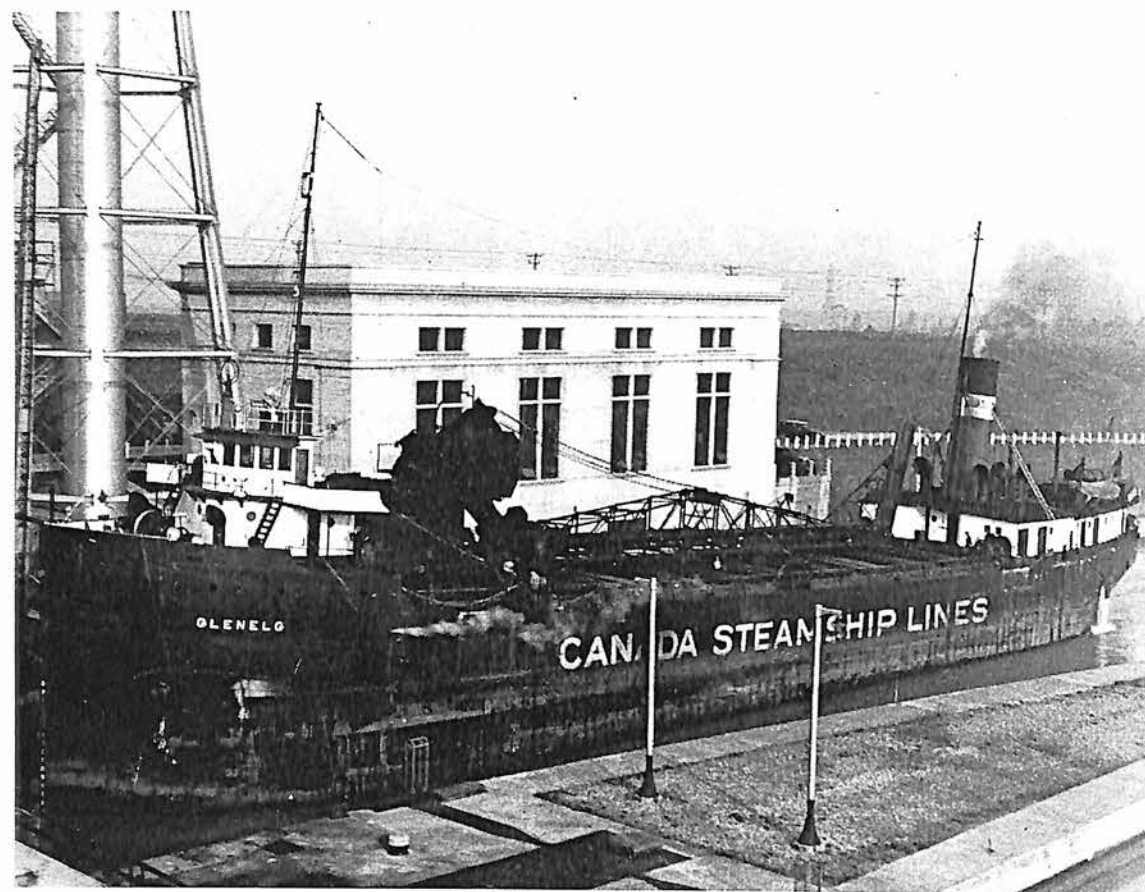
*Courtesy Fort Malden National Historic Site of Canada*



**Collier Coalhaven.**

*Courtesy Fort Malden National Historic Site of Canada*





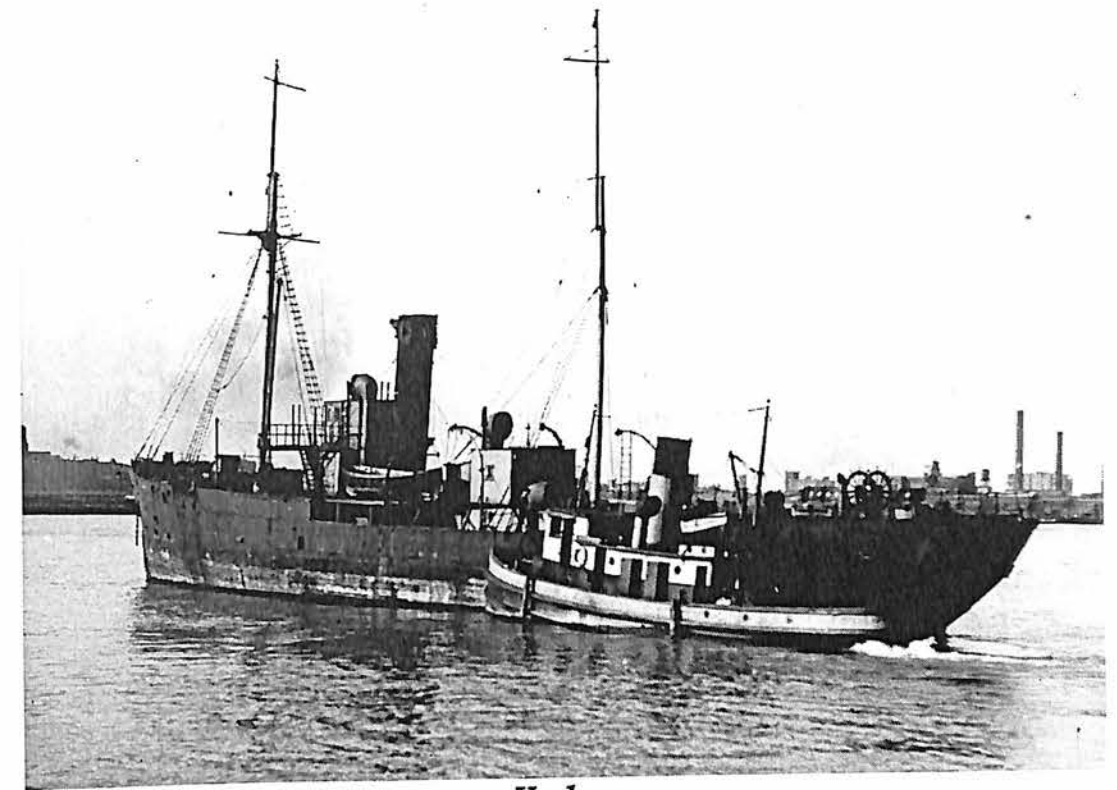
**Collier Glenelg.**

*Courtesy Fort Malden National Historic Site of Canada*



**Howard L. Shaw.**

*Courtesy Fort Malden National Historic Site of Canada*



**Vedas.**

*Courtesy Fort Malden National Historic Site of Canada*



**Steamer Crescent City.**

*Courtesy Fort Malden National Historic Site of Canada*

November 2, 1934

H. E. Poland, Canadian Government Diver  
Tells Interesting Story  
Of Under Water Experiences

—  
Most Recent Job Was The Discovery Of  
Two Bodies From The Steamer "WAOME"  
Which Sank In A Muskoka Lake

—  
STRENGTHENING FOUNDATION OF  
COLCHESTER LIGHT  
—

To us, diving has always meant the vision of a man donning a peculiar-looking suit and dropping out of sight. What he did, how he felt, and what it was like down there had been a matter of conjecture. But H. E. Poland, Canadian Government diver, who is at present engaged in strengthening the rock foundation of the Colchester Reef Lighthouse, cleared up a few points in regards to sub-marine diving.

Mr. Poland has been a diver for 24 years, 21 of which he has spent in the employ of the Government, although he takes private jobs if they do not interfere with his regular work. He has lain on the bed of the ocean and worked on sunken ships along both the Atlantic and Pacific coasts of Canada. He has stepped into the icy waters of Labrador and been on the floor of every lake and river in the chain of Great Lakes. His most recent job was recovering two bodies from the passenger steamer WAOME which was sunk in a Muskoka lake a short time ago.

"Going after bodies is a gruesome job and very few divers will undertake an assignment of this kind," observed Mr. Poland. "I was taking a chance alright, for I had no other diver to clear my lines and only inexperienced help on the top. It was dark down there and I had to grope my way and crawl about. I found one body in a passage way and the other in one of the cabins."

Another job that Mr. Poland had was to recover a safe which was needed as evidence in a robbery case. In relating his story of the robbery and his connection with it, Mr. Poland displayed a dramatic skill that made his account highly interesting. It was the story of a woman fallen from grace and a young man used as a dupe by a couple of smooth crooks. Through the confession of the young man the location of the safe was learned. Mr. Poland recovered it from Delta Lake, near Smith's Falls, from 100 feet of water, and the criminals were brought to justice.

"What about all those sea monsters, strange creatures and octopi that deep divers are always supposed to have to contend with?" we asked. That was a laugh to Mr. Poland. "The only divers who see any of those things are imaginative American divers," he responded. "Of course you know divers are among the biggest liars in the



world, but most of us draw the line when comes to talking about sea monsters. I've seen a school of sharks. Hundreds of them, but they had been washed up on a beach by a tidal wave and lay covering the sands in one black mass.

Mr. Poland said he had never had an accident himself, but a friend of his had his line cut when he was below. He was placing huge concrete blocks and a split second after he had given the signal to let go the block he saw his line caught. Before the signal was relayed he had time to cut his line and knot the ends. Then he was pulled to the surface. He was a little groggy, for he had used up his two minutes' supply of air and had made the surface in the nick of time.

Divers work only about two hours a day, one in the morning and one in the afternoon, he said. They could not stand it any longer. And they only stay down about 30 minutes. As it is they are often chafed and sore, with red welts on their skin from the pressure of their equipment. Most divers carry their own helpers along with them wherever they go. The experienced helpers can read the signals on the rope as easy as a book. If anything happened to a diver while down below and he couldn't signal, Mr. Poland said it would be possible for him to cast off his weights and float to the surface. But if they did this in deep water they would shoot to the top with such velocity that it would carry them clear out of the water until their feet were on top of the surface.

In 100 feet of water a diver has to make three stops before he is taken out of the water. This is so they will become accustomed to the pressure and the nearer the surface the longer the stops have to be. The divers do not like these stops for they are continually turned about by the action of the water. They are supposed to exercise themselves at each one. Stretch their arms and legs, bend over and move their body in order to keep up their circulation. Underneath their equipment they have to wear heavy underwear and padding to lessen the pressure of the suit.

Mr. Poland tells of the instance when he gave a young girl permission to put on his suit and go below. He told her to come well-clothed and padded and she arrived at the appointed time with everything on but the kitchen sink.

Speaking of women divers, Mr. Poland said there were not only one woman diver but several. A particular one that he knew worked on the Clyde in Scotland. She had been her husband's helper and when he died she took over his business, doing the diving herself with her daughter as assistant and performing all the duties that are required of divers.

The duties of divers are multifarious. They work as fine as watch repairing with a skilled hand in the water and often work with tons of dynamite and bottles of nitro-glycerine. They even do a little fishing on the side when they are below. Mr. Poland has caught pike, pickerel, bass, and tried to catch a lobster but it fooled him, for they swim backwards and he wasn't expecting that. Fish are not easy to catch and he doesn't use a line. He gets one hand below the fish and the other above it and presto, fresh fish for lunch.

The deepest that Mr. Poland has gone is 118 feet. That was to blow up a ship that was endangering navigation in the Gut of Canso between the coast of Nova Scotia and Cape Breton Island. Most of his Government jobs are that kind of work. Vessels that

have been sunk are put into three classifications: obstructions to navigation, danger to navigation and menace to navigation.

Anyone who has the nerve can go down in a diving suit, with a few necessary instructions from an experienced diver, of course. But the novice can only stay down a short time. But going down is the simplest part of a diver's work, it is what he has to do when he gets there, and how he performs the task that makes the difference between a good diver and a novice.

Callam's Bay Survey  
Made by Engineer

Prepares Report on Cost of Clearing Away  
Six Old wrecks

J. Graham, engineer of the Federal Public Works Department, from London, made an inspection and survey of the wrecks in Callam's Bay below Amherstburg last week and prepared a report to submit to Hon. Mr. Stewart, the Minister. Mr. Graham found six hulks and made an estimate of what it would cost to clear out the whole bay. The matter of hauling some of the wrecks to shore and having them cut up for wood will also be considered before the Minister makes his final decision.

November 9, 1934

Load of Coal to St. Clair

The tug PROGRESSO and barge BATAVIA took a load of coal to the Great Lakes dredge NO. 9 at the St. Clair River job on Thursday.

Breaks Pump

The suction dredge PERU broke one of her pumps last Thursday on the dredging job at Bar Point. The tug PROGRESSO brought a new one to the dredge that day.

New Diesel Pump

A new diesel engine for the Arundel Corporation pumps and dynamos was brought from the Great Lakes dock at Wyandotte to the river job by the tug PROGRESSO last week.

### **HERRICK Moved**

The dredge HERRICK of the Arundel Corporation has been moved to a new section of the Livingstone Channel. During the gale Saturday morning it was in shelter off Elliott's Point.

### **MAGNESIA on the Rocks**

The MAGNESIA, Harry Spearing's little sailboat, slipped her moorings and crashed on the rocks at Thompson's beach. Her keel and mast were torn off but repairs have been made and she is as good as new again.

### **GERALD D. Operating**

The gas tug GERALD D., owned and operated by Lloyd Pillon of Sandwich, is now ready for operations after having been overhauled at the new dockwell, Riverside Haven, Riverside, operated by Stanley Peltier. The new dock is a very modern affair, with accommodation for all types of boats.

### **Everything Battened Down**

The collier SIERRA pulled into the Brunner Mond dock on Tuesday with everything battened down but the skipper's megaphone. The boat had passed through a stiff gale and had to secure all movable equipment to keep it in place during the rough weather. She unloaded 2,400 tons of slack [coal] for the Brunner Mond.

### **Late Swimmer**

Alden Harmon, who runs a ferry from Amherstburg to the river work, has the season's record for cold water swimming. Last week when he was getting ready to pull out from the ferry dock he lost his balance and fell over the side into the river. He managed to catch the side of the boat when he came up and clambered aboard, a trifle chilly but safe.

### **Ballard's Reef Christmas Tree**

The numerous red and white lights that make the Ballard's Reef section of the Livingstone Channel look as though it was all decorated up for Christmas, and which have aroused the curiosity of some of the local populace, are used to mark out sections for drilling work. They are boundaries for the drillers and as soon as one section is completed the lights are moved.

### **Asks Harbor Improvement**

Eccles J. Gott, M. P. for South Essex, has asked the Government to spend upwards of \$50,000 at Kingsville harbor on repairs and extensions to the west pier and replacement of the major part of the present pier.

### **River Traffic Slows Up**

Passages of steamboats on the Lower Detroit River decreased during the month of October to about one-third the total number during September. The expected grain rush to the lower ports did not materialize but a great many of the grain boats unloaded storage cargoes at the elevators on Georgian Bay and Lake Huron. At present there are more American boat passages than Canadian.

### **Like Old Times at the Dock**

It looked like old times at the ferry dock on Sunday night when the Great Lakes Dredge & Dock Co. equipment tied up for a few hours. The tugs HARRY B. WILLIAMS and FERRY STATE, the hydraulic dredge ILLINOIS and the dump scow loaded with materials made the harbor look as it did when Amherstburg was the headquarters for all the river work. The Great Lakes plant was on its way from Duluth to Toledo....it had taken ten days to make the trip from Duluth to Amherstburg.

### **New Dock**

A survey has been made of the waterfront property in front of the Simrall Oil Refining Company and it is likely that when the plant starts full operation a dock will be built there to accommodate boats. The water levels and a land survey was made by the engineer but no further steps have been taken as yet. With a dock at this point, shipments of crude oil may be brought in by the cheaper water transportation. It is understood that Lewis Goodchild has submitted a tender for the dredging of the water lot adjoining the Westcott Marine Agency.

### **COLLEEN RHUE**

The derrick scow COLLEEN RHUE, in tow of the tug SACHEM, left Sunday night for Sandusky, Ohio. The COLLEEN RHUE has been engaged in the Livingstone Channel work for some time past. James Bainbridge, engineer of the SACHEM, and son Jack visited friends in Amherstburg while the tug was in port here.

### **Steamboats in Bunches**

Now is the time of year when the marine traffic comes in bunches. Unfavorable weather forces the boats to run in for shelter and when the weather clears they all come out at once. Thus at times there is a string of vessels going up and down the river while at other times there is not a sign of a steamboat. Most of the Amherstburg residents along the riverfront hope that the weather man will arrange it so that the run of traffic is in the daytime.

### **Misc.**

-The dredge PERU was towed into Callam's Bay by the tug PROGRESSO on Saturday night when the weather got rough on the lake.

-The Canada Steamship boat COALHAVEN discharged a partial cargo at Mullen's dock, foot of Richmond Street, on Monday evening.



-The tug IRIS of the Arundel Corporation ran on a rock near the Livingstone Channel work on Sunday night. It was considerably damaged and was taken to Ecorse for repairs.

-The F. B. WAY, with Captain Forest Maloney, formerly of Amherstburg, in charge, ran aground in the middle grounds in River St. Clair about midnight Saturday night. She got off on Sunday and proceeded on her way up the lakes.

### LIKES MARINE COLUMN

Lakewood, Ohio,  
October 25<sup>th</sup>, 1934.

To the Editor of The Echo,  
Amherstburg, Ont.

Dear Sir:—

Your picture of the MARY WARD, in your issue of October 19<sup>th</sup>, surely brings back memories of when I was a boy going to school at Colchester, just up near Hackett's dock, where we used to go and see the boats load grain, and get cord wood for fuel.

Well I remember the CALIFORNIA, ALMA MONRO, AFFRICA, LINCOLN, CLINTON and L. SHICKLUNA, after which Shickluna Reef near Pelee Island was named when she went ashore there.

I did my first sailing on the tug SHAUGHRAUN with Captain Jos. Marks and William Cook, engineer. I sure enjoy reading your Marine Column, long may it continue. It's a pleasure one can store in his memory of by-gone days.

After 45 years of sailing I retired four years ago, after being chief engineer in the Pittsburgh Steamship Co. for 28 years.

I spent two years in the good old Burg, but I guess probably the only ones left whom I knew then would be Captain Alex Callam and Jack Hamilton, who has a butcher shop, at least he had last I heard of him.

The old town turned out a lot of lake men. I was shipmates with Captain John Burns on the HOWARD L. SHAW for three years - none better than he was either; he, too, is retired.

We make a visit to Harrow and Windsor every summer and always drive down to see the old Burg, and see the SHAUGHRAUN working on the Lime-Kiln Crossing as she did those many years ago.

See Allan C. Quick, D. D. G. M., is making a tour of the Masonic Lodges in his jurisdiction. He is my nephew and a fine type of a man and a Mason.

You'll pardon this rambling talk but it's just to let you know The Echo is a welcome guest in our home.

Sincerely yours,

EDMUND J. RAE

### Ahoy There Matey, While I Spin Ye A Yarn About Amherstburg

#### Old Timers Recall Thrilling Races of Tugs

"Why, doggone it, man, this ain't nothin' to what it used to be around this waterfront. I've seen these here docks so lined up with drills, dredges and tugs that ye had to climb over about 50 yards of craft afore ye could git to the water." We were covering the waterfront on Sunday night when the Great Lakes Dredge & Dock Co. equipment was lying at the Amherstburg ferry dock waiting for weather and had made a remark about how busy it looked. The remark was addressed to an old-timer and that was his reply. A few more questions elicited the information that for a rendezvous for dredging equipment there was no town on the lakes that was better than Amherstburg.

Because of the low water at the Lime-Kiln Crossing and the dredging work going on there, it required careful handling to bring a ship over this stretch. Boats with barges in tow had to have a tug escort the barge across and this meant money for the tugboat owners. Of course Amherstburg was an ideal place for the tugs to lie in wait for their prize and there are few of the old-timers who do not recall the thrilling races from the waterworks dock to boats in the lake. The latter would signal for a tug when they came near the foot of Bois Blanc Island and this acted as a starting gun for the river dogs. The MARION E. TROTTER, HOME RULE, SAGINAW, ABNER C. HARDING, HARVEY G. GOULDING, BROCKWAY and FRANCIS B. HACKETT are some of the boats that raced down the stretch, providing excitement and the grounds for many a wager for the local citizenry. It would take just about one hour for the tugs to hook onto the barges and see them safely across the danger zone. The prize was a fee of \$40. Did you see "Tugboat Annie"? Well, the race in that picture was enacted many times on the Lower Detroit River in front of Amherstburg.

It was only natural that there was keen rivalry between the skippers and crews of the tugboats. Where some of the boats were faster on the getaway and leaped from the dock like a hound loosed from his leash, other boats could make better time in the straightaway, and so it went. Tempers often flared up in the races to be settled when the crews came ashore. But it was for the most part good-natured rivalry.

Playing guide to unruly barges was not the only means of revenue for the tugs. There were wrecks and plenty of them a few decades ago in the Lower Detroit River. There was no sign of the, "you first, dear Alphonse" about the lake captains, either. They knew which side of the river they wanted to pass on and they intended to go on that side even if they had to finish the last part with a life-belt draped around their stalwart bodies. Old-timers can easily recall at least one time when two skippers chose the same side of the river and a collision resulted. Once, the Government sweep scow

was working on the river. A freighter was coming up and one was coming down. They both blew for the same side. Neither one would give in and they stuck to their course with the result that the ships ploughed into each other. Stubborn? Aye, matey, the skippers were certainly obstinate when they took chances with life and limb just for the sake of sticking to one side of the river. A similar incident occurred right in front of the waterworks dock. The sequel was a job for a tug, and another race.

There was another sort of work which the tugs engaged in in the days of yore - towing schooners up the river from Bar Point to Lake Huron. This was a lucrative business and many residents still remember the tugs SWAIN, WINSLOW, CRUSADER, WILCOX and Captains Girardin, Nicholson, Ted Gatfield, Quinlan and Jacques Laframboise. The tugs would make the trip to Lake Huron, where they would wait for one to haul back. One tug, the CHAMPION, went up the river once with eight schooners in tow - the biggest line-up that can be remembered along this waterfront.

Some of the tugs burned wood and their fires devoured most of the trees in this part of the county. Farmers hauled in the wood in the wintertime and it was piled up along the riverfront. There was many a youngster who made 50¢ a day hauling wood from the piles, which sometimes reached from Gore Street to the waterworks dock, to the tugs. When coal began to be the popular fuel, little schooners would bring in their loads from down the lakes to Amherstburg and these trim little craft with their sails bellied in the breeze were a common sight. They didn't carry much of a load enough to make it a money-making proposition for the owners, who were for the most part the captain also. One of the first of these was the two-masted schooner M. P. BARKALOW.

We were still listening to these tales of a bygone era that this old mariner was relating and that equipment at the ferry dock was getting smaller all the time in comparison with these fleets that were being pictured. Thinking, too, that the Burghers of that time could well sing, "Who's afraid of the Big Bad Wolf." This was a mariner's town. Those who didn't work on the tugs and dredges and drill boats sailed on the lake steamers. They came home in the winter with their summer's wages and the money melted like the snow in springtime.

There will be many who can remember the rafts of pine logs that used to pass here and the one that broke loose making a wooden walk from the head of Bois Blanc to the "Lizard" house.<sup>1</sup>

Amherstburg was much more thickly populated in the summer months due to these rivermen, and a goodly number of them liked to indulge in Bacchanalian revelry. As a rule the boys who liked best to look upon the wine when it was red were the firemen. Those dwellers in the fiery regions oft-times went on prolonged sprees while the skipper raged, coaxed and commanded unheeded. There was one, Riley, who once dwelt in these parts, who possessed a rough wit and sweaty brow. To him came a skipper seeking the services of a stoker. After a conversation in which the captain told Riley about the fine qualities of his boat and how easy it was to stoke her, Riley bawled,

<sup>1</sup> The "Lizard house" was a local nickname for a group of pilings, formerly supports for a boathouse, located just offshore about 50 m north of the waterworks dock. The origin of the name is unknown.

amid laughter of the crowd, "Bring her up here and if we like the looks of her we'll take the job." Money and jobs were plentiful and it was nothing for a fireman to receive at least five dollars a day and often much more than that.

"And the tugs were not the only ones to stage races on the river," quoth the ancient mariner. "No siree! Why I mind the time when the WYANDOTTE and the IMPERIAL, both passenger boats, used to race to the waterworks dock every night. Why did they race? Well. Y'see me lad, the last one at the dock would have to unload her cargo over the other one for they tied up alongside each other." The WYANDOTTE ran between Detroit and Amherstburg, and the IMPERIAL between Windsor and Amherstburg. They would both reach the Lime-Kiln Crossing about the same time each night, six o'clock, and they would give her the gun on the home stretch. One time the skipper of the WYANDOTTE figured he would steal a march on the IMPERIAL and undertook to land downstream. As soon as he did that things began to happen. The current was too strong and he rammed into an intake pipe and broke it and made a wreck of things generally. That was the first and only time he tried that.

The boats ran later in the season than they do now and consequently there was a great demand for ice breakers. Ferry boats and tug boats engaged in this work and it was thought the former did the slickest job until Captain Howard Hackett started breaking ice with his tug, the FRANCIS B. HACKETT. It was strongly built and could clean a way for the boats better than any of the rest of them. The ice was sometimes so thick that freighters were in sight of Amherstburg as long as three days, bucking their way through the ice. The ice breakers cleared the path as far out on the lake as the Colchester Light.

The freeze-up often caught many boats in the river and they would lay up here for the winter to swell the marine population and the coffers of the merchants.

"What! And are ye still askin' questions? Avast there, m'lad. Don't ye know that it's four bells and I haven't had a bite of supper yet. I'll tell ye more another time." As the old-timer sauntered away, the vision of the Port of Amherstburg in "the good old days" faded into the dim and distant past.

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*November 16, 1934*

#### **Dredge Back on Job**

Dredge NO. 19 of the Merritt, Chapman and Whitney Co. is back at work on the river again.

#### **Bends Rudder Post**

The tug PROGRESSO had her rudder post bent while working to release the BENSON FORD on Tuesday.



**Cargo of Soda Ash**

The C. S. L. package freighter CITY OF TORONTO took on a load of soda ash at the Brunner Mond dock Wednesday morning.

**Last Cargo**

The last cargo of iron ore to be carried by the Pittsburg Steamship Company this season passed down the river on Thursday on the freighter R. B. LINDABURY.

**Dredge For Arundel**

The tug CHAMPLAIN delivered a scow for the Arundel Corporation at the Mullen Coal dock on Saturday. She left the same day for Port Colborne to bring back a dredge for the same company.

**Help Up by Low Water**

The freighter BURLINGTON, which was held up by low water and anchored outside the mouth of the Detroit River last Thursday, proceeded on her way after laying to for several hours.

**Place Channel Stakes**

The DAHLIA, U. S. Government tender, was in the Lower Detroit River placing stakes this week and harbored in Amherstburg. The stakes are placed so that they will mark the channel when the buoys are removed.

**Can't We Believe Our Eyes?**

The captain of the BENSON FORD will be surprised to learn that, according to a news broadcast Wednesday noon, the freighter was tied up at the Dearborn dock instead of being aground at the foot of Bois Blanc Island.

**Unusual Accident**

An unusual accident occurred at the ARIZONA, which is being used as a boarding house for the employees of the George Mills Construction Co., on Friday when Andrew Kozarik had a piece of wood driven into his leg by an explosion. Some fire was carelessly thrown into a pail which was thought to be empty. It exploded a dynamite cap and presumably some dynamite dust in the pail. The wood was a thick piece and the wound required medical attention, which was rendered by Dr. E. D. Hutchinson of Amherstburg.

**Freighter BENSON FORD Aground**

The BENSON FORD of the Ford Company fleet, one of the biggest freighters on the lakes, ran aground on the west bank of the channel at the lower end of Bois Blanc Island at the mouth of the Detroit River during the high west wind on Tuesday morning. A hole was punched in her bottom forward on the port side. The Ford Company's tug DEARBORN, Capt. J. E. McQueen's tug PROGRESSO and barge BATAVIA, the Great

Lakes tug OREGON and the lighter RELIANCE were all called to help release her. Capt. Peterson was in command when the freighter grounded. It is presumed that the high wind which was blowing a gale across the open water at the foot of the island forced her off her course into the shallower water. Part of her cargo of coal was lightered in an effort to get her afloat. The water which had flooded into the tanks was forced out with air pressure. The BENSON FORD is over 600 feet long and has a capacity of 12,000 tons. She was released at about 3.30 o'clock on Wednesday afternoon.

**Canadian National Captain Upholds Sea Tradition**

How the captain of the Canadian Steamships West Indies liner LADY DRAKE met the Imperial Oil tanker CANADALITE in mid-ocean to render a service to an able seaman in distress was told in a brief report received by the management of steamships. According to Captain O. H. Griffin, master of the LADY DRAKE, when the ship was enroute from Bermuda to the island of St. Kitts, British West Indies, he received a call from the master of the CANADALITE that the latter was suffering from a dislocated shoulder and in considerable pain. Several messages of medical advice were sent at once but difficulty was experienced in treating the injured sailor. As weather conditions were favorable, the two ships decided to meet in mid-ocean and a life-boat was sent carrying the LADY DRAKE's doctor to the tanker. He was able to set the dislocated shoulder and both ships proceeded on their journey - a small illustration to show that the best traditions of British seamanship were upheld on the high seas.

**Chicago Cannot Divert Water**

It was announced on Wednesday that President Roosevelt has told Chicago authorities that no more water can be diverted from the Great Lakes via the Chicago canal. It is surmised that Chicago will in the very near future have to install sewage disposal plants. The low water in the chain of Great Lakes and rivers is attributed to the Chicago diversion of great quantities of water.

**Misc.**

-The C. S. L. collier GLENELG unloaded a cargo of 2,500 tons of coal for the Mullen Coal Co. on Friday.

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*November 23, 1934*

**Twice In the Same Place**

The recent experience of the tug SHAUN RHUE of the Dunbar & Sullivan fleet, when it had a tempestuous trip across Lake Erie from Charlotte to Ashtabula with the dredge TIPPERARY BOY and a couple of scows in tow and had to run into Erie for shelter, recalls an almost exactly similar experience in October, 1916. The SHAUN

RHUE, with Capt. Robert Mains in charge and William Shewfelt as engineer, was in danger of foundering on the Southeast Shoal in a 75-mile-an-hour gale. Some of the crew became panicky and were taken from the tug by a fishing boat. Capt. Mains refused to leave his ship and chose to shake the dice with death rather than be disloyal to the traditions of the seas. Mr. Shewfelt also elected to be true to the seaman's code with death staring him in the face. Together they brought the tug to shelter after a nerve-wracking trip and sheltered at Point Pelee until the weather cleared and they were able to make Amherstburg. William Shewfelt, who lived in Amherstburg, probably figured he would never again have such an experience, but he was also on the tug in its perilous trip a couple of weeks ago.

**First Drilling at Lime Kiln Crossing**

There is a hand-drill preserved at Ottawa which is claimed to be the first drill used on the Lime-Kiln Crossing in the Detroit River near Amherstburg by the Canadian Government in 1875. This primitive instrument, the forerunner of hundreds of drills that have been used on the crossing, is considered a valuable relic and an interesting one to marine workers. It recalls the first work done at this dangerous passage when the first attempt was made to deepen the river at this point and remove a marine hazard that caused many boats to run aground. The river at this point limited the early navigation in the Detroit River to about 13 feet of draft because of the ledge of rock with overlying boulders. As the natural channel was near the Canadian shore, the first improvement was made by the Canadian Government in 1875-76 when about \$5000 was expended in surveys and in the removal of a few boulders and high points of ledge rock.

At that time about 80 per cent of the water-borne traffic on the Great Lakes was carried by United States vessels, and by agreement with the Canadian Government, the further improvement of this channel was undertaken by the United States. Congress appropriated \$25,000 for beginning the work, and on August 4, 1876, nine bids for rock removal were received, ranging from \$7.50 to \$35.00 per cubic yard. The low bidder, Case & Jennings, began work on September 25<sup>th</sup>, 1876, at a point opposite the Canada Southern Railroad dock. Rock drilling was done by hand power from the deck of a raft anchored in desired positions by means of spuds. Iron pipes three inches in diameter were fixed at regular intervals through the deck of the raft and drilling was done through these pipes. Eight drills were used, each operated by four men. The average depth of drill hole was 4.5 feet; and at first 3.5 pounds of Oriental rifle powder per hole was used for each charge. After about one month, nitroglycerin in 3-pound charges was used instead of Oriental rifle powder; and during the following year (1877) mica powder in 4.5 and 5.5 pound charges per hole was used.

The funds available, \$25,000, had been expended on June 19<sup>th</sup>, 1877, and rock had been removed in amount of 2,632 cubic yards. With regard to the work done, the Government engineer in charge then stated: "The results obtained by these contractors on the work can hardly be called a beginning of the improvement, but with crude appliances and with many interruptions, they did the work and made a fair profit at

\$7.50 per cubic yard. I never thought of estimating the cost of this work at less than \$25.00 per cubic yard."

At intervals for the next ten years, Congress appropriated additional funds for continuing this improvement and several contracts were made for rock excavation at this locality. The price per cubic feet of rock excavation under these contracts varied from \$6.50 to \$7.00. The greater portion of the work under these contracts prior to 1888 was performed by Charles F. Dunbar and the Dunbar & Sullivan Dredging Co. and they were mainly responsible for early improvement in methods and equipment.

Available records for early contracts do not give hourly rates of drilling and dredging for rock excavation; but a comparison of prices per cubic yard, about \$7.50 then and \$2.00 now, will give some measure of increased efficiency in methods and equipment. This increased efficiency will compare favorably with that of the present automobile over that of the first Ford.

**Dyke Completed**

The first dyke which is being constructed at the Livingstone Channel opposite Amherstburg by Merritt, Chapman & Whitney has been completed and the company will proceed with the work on the second dyke.

**New Dredge Arrives**

A dredge which left some time ago from New York arrived in Amherstburg this week for the Arundel Corporation. It will have to be re-assembled, as it was necessary to dismantle it in order to pass through the canals from New York.

**Strengthen Colchester Light**

A load of stone was taken to the Colchester Lighthouse on Tuesday in tow of the tug PROGRESSO and dumped there to strengthen the foundation of the structure. H. E. Poland, Government diver, superintended the placing of the stone. The foundation had been giving way in places and the work was ordered done to save it from being undermined by the action of the water. There was 175 tons in the load.

**Four Drown When Ships Collide**

Joseph Langridge of Goderich, watchman; Frank Granville, Erie, a deckhand; Hugh Woodstock, Toronto, steward; and Norman Mathews, Toronto, second cook, were drowned when the freighter W. C. FRANZ was struck by the EDWARD E. LOOMIS in a heavy fog 30 miles southeast of Thunder Bay in the Alpena area in Lake Huron, Wednesday. They were members of the crew of the LOOMIS, which is a Great Lakes Transit Corporation freighter. The FRANZ is one of the Algoma Steel Corporation fleet. The LOOMIS was brought into Port Huron, but the FRANZ sank immediately and most of her crew were picked up from the water by the crew of the LOOMIS.

### Misc.

-The tug SACHEM of the Dunbar & Sullivan fleet took a tow of three scows from Ashtabula to Port Huron on Thursday and brought one scow back to the former port.

-The C. S. L. collier COALHAVEN unloaded a cargo of coal at Mullen's dock on Wednesday.

-Captain J. E. McQueen's tug PROGRESSO was in dry-dock at Wyandotte this week having the rudder post repaired.

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*November 30, 1934*

### Coal to Lake St. Clair

The barge BATAVIA, in tow of the tug PROGRESSO, took a load of coal to Lake St. Clair for the Great Lakes Engineering Works on Tuesday.

### Brings Boiler to Bob-Lo

The ferry boat LA SALLE of the D. & W. Ferry Co. made a trip to Bob-Lo Island on Wednesday to deliver a large boiler to be used on the island.

### Scow NO. 5 Beached

Scow NO. 5 of the Arundel Corporation, loaded with 200 tons of coal, filled up with water while in tow of the tug MARY L. and was beached at the Livingstone Channel behind Bois Blanc last week.

### Will Hibernate Here

The Arundel Corporation dredge NO. 9, which was brought up from New York and reassembled, will not be in operation this fall but will winter with the rest of the company's plant in the Lower Detroit River.

### To Remove Old Wreck

H. E. Poland, Government marine expert, was in Chatham last week letting the contract for the removal of the wreck from the canal. The wreck has been a hindrance to traffic for the past year because of its shifting position.

### LOOMIS Finishes Trip

The freighter LOOMIS, which was in collision with the steamer FRANZ last Wednesday, passed Amherstburg on Saturday morning on her way to Buffalo. Following the collision the freighter was taken to Ecorse, where temporary repairs were made so that she could complete her trip.

### Damage to Pipeline

Considerable damage was done to the pipeline of the suction dredge PERU by the heavy seas on Monday night, damage to such an extent that it will take some time to repair. Because of the bad weather, the dredge was brought into Callam's Bay by the tug PROGRESSO.

### Wants Dock Repaired This Winter

As the work will have to be done within the next year, Eccles J. Gott, M. P., is endeavoring to have the Government dock in Amherstburg repaired this winter in order to provide work for the unemployed. He is at present in communication with the Department of Marine regarding the matter and anticipates success in his endeavor. It will be necessary to replace the entire wall of the dock and the sheet piling on the east side for a length of 175 feet.

### Fifty-Two New Plates

The freighter BENSON FORD, which ran aground at the foot of Bois Blanc Island, had to have 52 new plates put on at the Great Lakes shipyard at Ecorse.

### Boom Goes Boom

The 12-foot boom on the Mills Construction Co. drag line NO. 220 fell and was broken last week. It was taken to Ecorse for repairs and was again in operation this week.

### First Buoys Brought In

Capt. J. E. McQueen's tug PROGRESSO brought in the gas buoys from Point Pelee and Grubb's Reef last week and placed them at the Government dock. These are always the first buoys to be brought in owing to the difficulty in getting them in rough weather.

### A Bear for Punishment

For the second time in a few days the barge FUEL OIL of the Fuel Oil Corporation of Michigan ran aground. Last week the barge broke away from the tug ROBERT S. and grounded on Pointe Mouillee in Lake Erie. She was taken off by the tug PROGRESSO, in charge of Capt. J. E. McQueen, after three days' work. On Sunday she ran aground about a mile north of Monroe harbor.

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December 7, 1934

#### **Lowest Levels**

Lakes Huron, Michigan, Erie and Ontario showed their lowest levels in the history of the United States survey during the past month, and Lake Superior showed its highest September level.

#### **Sandsucker in Port**

The sandsucker E. F. HARVEY was lying in at Amherstburg last week before going over to Monroe harbor to release the FUEL OIL, which ran aground with a cargo fuel oil aboard.

#### **Passages Drop to Almost Nil**

Marine traffic on the Lower Detroit River has slowed up to almost nothing since the boosting of the insurance rates on December 1<sup>st</sup>. Another raise was made on the 5<sup>th</sup> and after the 15<sup>th</sup> companies will refuse to insure boats and cargoes. Most of the ships that are on the waters of the Great Lakes at present are on their last trip and in a few days there will be only local traffic on the water.

#### **Buoy Position of Wreck**

Captain J. E. McQueen was out with the tug PROGRESSO on Saturday trying to locate the scene of the wreck of the tug LAKESIDE III, which sank earlier that day, and was able to buoy the approximate position of the wreck. A quantity of wreckage was found on the beach at Amherst Point which was washed ashore when the tug went to the bottom. An effort was made to raise the tug on Monday, but rough weather prevented operations.

#### **Bob-Lo Wharf Awakens**

It seemed strange and at the same time reassuring to see two boats pull into the wharf at Bob-Lo last week. For the first time in two years a D. & W. Ferry Co. boat, the LA SALLE, pulled in there on Wednesday and on Thursday the sandsucker CHARLES DICK unloaded a cargo of gravel. Which reminds us of our shipbuilding days when we helped, in a small way, to build the CHARLES DICK at the shipyards in Collingwood and had the pleasure of riding it into the water when it was launched.

#### **Millions of Dollars Spent but Water is Still Low**

A comparison between the water levels at the Lime-Kiln Crossing at the present time and 30 years ago shows that although millions of dollars have been spent in drilling, dredging and deepening projects on the Lower Detroit River the water is lower to-day than it was then. Thirty years ago December 3<sup>rd</sup>, the official level at the Lime Kiln was 17' 6". On the same date this year the water level was 17' 1". There are many reasons for the low level in the river in recent years but one of the main ones is that 30 years ago the Livingstone Channel deepening project had been started and the water

behind Bois Blanc Island was only a few feet deep. Now that the river bed has been deepened there is not so much to hinder the natural flow of water to Lake Erie. To overcome the lack of natural obstacles, which in years ago retarded the water, dykes are being built in the river which will perform the same service. Then, of course, there is the large amount of water taken by the Chicago drainage canal to be taken into account.

#### **HENRY CORT Wrecked for Fourth Time**

Struggling hand over hand on a line stretched over a sea of foaming breakers, 25 men, comprising the crew of the whaleback freighter HENRY CORT, reached the breakwater at Muskegon in Lake Michigan and cheated death after a heroic struggle. Coast Guardsmen wrote another marine epic as they fought to rescue the men who were apparently doomed to death as their ship pounded on the rocks near the breakwater early Saturday morning. The whaleback was blown fifty miles off her course towards Muskegon and Captain Chas. V. Cox had the equally dangerous alternative of beaching his boat and trying to make Muskegon harbor. The 50-mile gale, the worst lake storm in years, made the decision and, after carrying the boat at its mercy, with a last mocking gesture it flung the ship into the rocks where it later broke in two. Sighting the distress signals, the Coast Guardsmen set out to the stranded ship. When nearing it a huge wave swamped the boat and one man, John Diepert, was drowned. The rest of the men clung to the overturned boat and were swept ashore on the waves that were said to be 25 feet high. They still persisted in the rescue and managed to shoot a line to the CORT by which the crew were able to leave the doomed ship.

The HENRY CORT was considered the most powerful ice-breaker on the lakes. She was one of the "pigbacks" built by Captain McDougall, who thought this style of ship would resist rough waters and be unsinkable. The CORT has belied this belief on three occasions. Once in 1917 she sank off Bar Point in Lake Erie. Again in 1927, when breaking ice near Colchester, the freighter MIDVALE, which was following her, rammed her and she drifted to Davy Jones' locker for the second time. She was raised and rebuilt and again was in danger last December when she ran aground on Ballard's Reef. Her terrific pounding on the rocks at Muskegon is believed to have written "finis" to her eventful career.

#### **Records Division**

A patent for a compass which automatically records the slightest deviation of a ship from its course has been awarded Dr. Ross Gun, U. S. Naval Research Laboratory physicist.

#### **Continue Operations**

The Arundel Corporation, which is expected to close down operations on the river at the first of the month, have had a shipment of dynamite brought in and will continue their drilling as long as the weather is favorable.



### MADISON Makes Last Trip

Lewis Goodchild has pulled his tug MADISON from the water at his dock, where she has been lying half-submerged for some time, onto the ways, and intends to wreck her for firewood.

### VEDAS Laid Up

Captain J. E. McQueen has laid the VEDAS up for the winter at Mullen's coal dock. It is expected that this ship, which has had such a varied career as rum-runner, navy patrol boat and coastal fruit boat, will again undergo extensive changes before she is taken from her berth in the spring.

### FRANZ Owners Sue

Damages of \$240,000 are asked by the Algoma & Hudson Bay Railroad, owner of the FRANZ, which sank in Lake Huron on November 21<sup>st</sup>, in a suit filed in Federal Court in Cleveland against the Great Lakes Transit Corporation, owner of the steamship EDWARD E. LOOMIS. The petition alleges the FRANZ was pursuing its regular course, while the LOOMIS was ten miles off its course and failed to slacken speed before the two boats collided. Four Ontario seamen lost their lives in the sinking of the FRANZ.

### Misc.

-The freighters PINEBAY and ASHBAY tied up at the Government dock in Amherstburg on Friday, waiting for weather.

-The tug PROGRESSO brought a pipeline from Monroe to Bar Point on Thursday and towed the dredge back to the job at that point.

-The INDIANA and a fuel scow and derrick scow, which have been working at Monroe, were taken to the Great Lakes [Dredge & Dock Co.] shipyard at Monroe this week.

## Shipwrecked Sailors Come To Amherstburg

### LAKESIDE Founders Off Amherst Point

Four shipwrecked sailors plodded a weary three miles from Amherst Point to Amherstburg in the early hours of Saturday morning, wet, hungry and cold but thankful that they had escaped the lashing waters. They were Captain Jack Metzger and Seamen Elmer Berle, Emery Johnson and George Mezla off the tug LAKESIDE III, which sank off Amherst Point. They had left Middle Bass Island with a cargo of grape juice and wine, valued at about \$2000, for Detroit on Friday evening at 7.30 o'clock. Out

in Lake Erie they ran into a stiff nor'wester and the little craft began filling up with the water that swept over her sides. The captain concluded that his only hope was to beach the boat and headed for the shore. It was perilous work, a battle with life and death with the odds in favor of the latter as she tossed about like a rubber ball. A short distance from the shore the battle was decided in the favor of the waves and the boat sank, but the sailors were able to improvise a raft from the upper works of the boat and work their way to the beach. They were in strange territory, a district of closed summer homes, but managed to find the road and then came to No. 18 Highway, which they followed into Amherstburg, where they notified the Coast Guard of their mishap. Later on Saturday morning they were taken to Trenton, Ohio, by the Coast Guard cutter.

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December 14, 1934

## Champagne and Wine Salvaged From Lake Bottom

### LAKESIDE Raised by Capt. McQueen's Equipment

Only 3,000 of the cargo of 8,000 bottles of wine and champagne were salvaged when the tug LAKESIDE III was raised off Amherst Point by the wrecking equipment of Captain J. E. McQueen of Amherstburg. The LAKESIDE III foundered on Friday evening, November 30<sup>th</sup>, while enroute from Middle Bass Island to Detroit. The crew of four came ashore on an improvised raft made from the upper works of the tug.

George Lonz, owner of the cargo, and William Brown, owner of the boat, were in Amherstburg the greater part of last week and, after making a survey, commissioned Capt. McQueen to raise the boat and bring her to Amherstburg. It was hoped that a greater part of her cargo could be saved.

The tug PROGRESSO and wrecking equipment were on the job Saturday but before any attempt made at raising the boat Diver H. E. Poland made an investigation and found that the LAKESIDE was totally submerged in mud and that her superstructure had been washed away by the waves. Lines from the derrick were fastened to the boat and it was brought to the surface, the pumps were put in place and in operation but it was found that these were not effective due to the fact that the hull was leaking badly, so the boat was placed in a sling between the PROGRESSO and the derrick and brought into Amherstburg. Enroute, due to an arrangement made between S. E. M. Taylor, Collector of Customs for the Port of Amherstburg, and Commander J. J. Conway of the U. S. Coast Guard Service, the cargo was transferred to Coast Guard Boat NO. 219 and taken to Detroit. The LAKESIDE was brought into Amherstburg, where it will be repaired.

### Picks Up Buoys

The U. S. Government steamer DAHLIA picked up the U. S. can buoys in the Lower Detroit River on Tuesday. The buoys will be replaced with stakes.

### Drilling Record Established

The Arundel Corporation drillmen established a new record for drilling holes on the Lower Detroit River when two machines drilled 101 holes in eight hours and 256 holes in 24 hours. The former record was 144 holes in eight hours for four machines. The holes were drilled and loaded in this time.

### Grounds at Lime-Kilns

While towing two scows upstream on Tuesday afternoon, the Whitney, Meyer Chapman tug COLUMBIA went aground near the Lime-Kiln Crossing. One of the scows hit too and sank. The Arundel tugs were called but could not release the COLUMBIA until Capt. J. Earl McQueen's tug PROGRESSO was called to assist.

### To Release FUEL OIL

Captain J. E. McQueen has secured the contract to release the oil barge FUEL OIL, which is up high and dry on the shore near the harbor at Monroe, Mich. Lewis Goodchild and Thomas Cook took equipment over on Saturday. It will be necessary to build skids and launch the boat from them. When it is released it will be taken to Detroit.

### Suspend Operations for Winter

The Dunbar & Sullivan dredge EMPIRE was taken from Port Huron to Sandusky by the tug R. G. GOOD on Sunday. The tug SHAUGHRAUN and two dump scows came from Port Huron to lay up at Stoney Island for the winter. Operations have been suspended at Port Huron for the winter but the company expects to continue working at Sandusky as long as possible.

### Arundel Ceases Operations

The Arundel Corporation pulled all of their equipment into winter quarters during the past week from the work on the Livingstone Channel. The NIAGARA is at the machine shop, the DESTROYER and the derrick at the ARIZONA; the T. N. T. at the INDIANA; and NO. 9 is at Wyandotte. All the machinery is being fitted up for the winter.

### Misc.

- Harry Spearing is keeping ship on the VEDAS.
- The lighter RELIANCE of the Great Lakes Towing Co. was taken from Detroit to winter quarters in Toledo on Monday.

-The suction dredge PERU was towed into winter quarters at Amherstburg by Captain J. E. McQueen's tug PROGRESSO last week.

-The lamp buoys marking the shipping channel in the Lower Detroit River were taken in last week by Captain J. E. McQueen.

-Harry Spearing will now be able to ask, "Wanna buy a duck?" Wednesday afternoon he took onto himself a new pet, a duck that he had rescued from sure death - but therein lies a story. The tug PROGRESSO was steaming up the river on Wednesday about noon, plowing its way through cakes of drifting ice, when a large piece [of ice] of channel width, came along. The tug started through this, when Capt. Chas. Hackett noticed a duck apparently in distress in the middle of it. The tug hove to and Captain Hackett got out on the ice, which was six inches in thickness, solid enough to hold his weight, ran across to the bird, which he found held fast, as one foot was frozen in the ice. He released the bird, brought it back to the tug, where it was placed in the engine room, and after absorbing a little heat was as perky as if nothing had happened to it. Captain Hackett gave the bird to Harry, who no doubt will make it mascot of the VEDAS.

## Show Increase in Shipping On River

Vessel Passages Greater  
This Year

### ONLY FEW MORE TO BE REPORTED

Vessel passages recorded at the Westcott's Marine Agency office at Amherstburg during the year 1934 totaled 16,520. There were 8,329 upbound and 8,191 downbound. This is considered a splendid criterion of the increase in lake trade, as in the peak year of 1929 there were only 3,784 more vessels recorded. In that year there were 10,207 upbound and 10,097 downbound. A peculiar phase of the records is that in the past three of four years there have been more passages up than down. This is partly due to the fact that some of the boats go up the lakes to take on storage cargoes and remain until spring. This passages this year, according to "months" is as follows with the upbound being mentioned first in each case: March, 15, 16; April, 310, 256; May, 1148, 1026; June, 1256, 1242; July, 1242, 1248; August, 1286, 1258; September, 1108, 1119; October, 1027, 1011; November, 867, 905; December, 70, 110. There are only five more boats to be reported this year and it is expected that these will be recorded this week.

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December 21, 1934

**Last Boat of the Season Passes Amherstburg**

The freighter MATHEWSON of the Colonial Steamship Co., Sarnia, bound from Fort William to Toledo, brought up the rear-guard of the long line of vessels that have passed up and down the Lower Detroit River. It passed Amherstburg Monday and officially closed the navigation season in this part of the chain of the Great Lakes. The season has been a good one for those who go down to the lakes in ships and an even greater increase in shipping is presaged for next year.

**LEMOYNE Leads Again**

The annual statistical report of lake commerce passing through the Sault Canals in 1933 shows the LEMOYNE as having the season's largest cargo, 14,850 net tons. As it consisted of wheat, it is represented as 495,000 bushels. This makes the eighth season that the LEMOYNE has had the largest single cargo. The tonnage loss that lake freighters have sustained on each load they have carried in recent years as a result of low water levels is indicated by the LEMOYNE's record in 1929 when high water levels permitted her to load 17,160 net tons, or 572,000 bushels of wheat. For the season of 1933 the steamer L. E. BLOCK, on which Robert Lambert Bailey, brother of Bill Bailey of the Amherstburg Echo, is an officer, had the honor of carrying the greatest amount of freight, she had taken a total of 429,893 net tons of cargo through the locks. The all-time record for the season's greatest amount of cargo through the locks is held by the steamer WM. C. ATWATER of the Wilson Transit Company's fleet, she having had a total of 557,020 net tons in 1929. The JAMES MacNOUGHTON of the same fleet stands second in this respect, with a total of 545,978 tons in 1927 and 554,100 in 1925.

**IRIS Repaired**

The tug IRIS has been hauled out of the water at Woods' dock and will have a new stern built on her by David Lowe.

**SHAUN RHUE Repairs**

The SHAUN RHUE of the Dunbar & Sullivan fleet was brought from Fairport to the company's yards at Stoney Island to undergo repairs during the winter.

**Dredge NO. 9**

Dredge NO. 9 of the Arundel Corporation was brought from the Great Lakes [Dredge & Dock Co.] shipyard at Ecorse this week by the tugs MARY L. and LAWN and laid up at the company's yards at the Livingstone Channel.

**Ice Disconnects Service**

Ice tore up the telephone cables from the INDIANA and ARIZONA last week. The cable to the ARIZONA was repaired but the INDIANA cable was out of commission for some days.

**Scow Raised**

The scow belonging to Merritt, Chapman & Whitney, which struck the end of a dyke near the head of Bois Blanc Island on Tuesday and sank, was raised by Capt. J. E. McQueen and taken to the Great Lakes [Dredge & Dock Co.] shipyard by the tug PROGRESSO.

**Ferries Laid Up**

Because of the ice in the river all ferries from Grosse Isle and Amherstburg to the river improvement work were laid up. The men have to travel on the tugs and have to make their shore trips to Amherstburg. Supplies are being transported in rowboats.

**Misc.**

- Captain A. C. Callam is keeping ship at South Chicago this winter
- Twenty gas buoys were brought in last week and placed at the Government dock for the winter.
- Captain James McCarthy, who was home for a short time on a visit, is keeping ship at Buffalo this winter.
- The Bar Point lightship, which was brought in last week and is lying in winter quarters at the Government dock, is undergoing boiler inspection.

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# Echo Soundings

Marine News  
from the *Amherstburg Echo*

## 1935

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## Introduction

The Marsh Historical Collection, 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 Publishers 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. (To date we have printed marine news from 1874-1914, 1934 and 1935.) The *Echo* is still in publication today, having operated continuously for 135 years.

*Echo Soundings* is published 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.



Excerpts from the  
**Amherstburg Echo**  
1935

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January 04, 1935

## MARINE NEWS

### New Derrick and Mast for the VEDAS

Capt. J. E. McQueen is having a new derrick and new mast built on the VEDAS, which is in winter quarters at Mullen's dock. Besides this she will be given a general overhauling to put her in shape for the summer's activities.

### Battles Lake Erie Ice For Five Days

Amherstburg probably never looked better or was a more welcome place than to three men, Bruce Lockhart and his son Harold, of Oscoda, Michigan, and George Herrick, of Erie, Penn., who, starved and almost completely exhausted, reached here on Thursday after battling the ice floes of Lake Erie and Lower Detroit River for five days and four nights in their fishing lugger, the ORIOLE. Putting out in their lugger the previous Sunday for Oscoda, Mich., on Saginaw Bay, they did not expect to experience any difficulties. Their first day on the lake was without incident and they spent the night in Fairport, Ohio. It was on Monday that ice began to retard their progress and they put into Huron, O., for the night. On Christmas morning they left Huron and spent that day on which gaiety and festivity is supposed to hold sway, fighting their way through the ice floes. There was no turkey or cranberry sauce, candies and nuts for their Christmas dinner. They had a crust of bread and a layer of cold beans. The boat was stove in at the bow by the ceaseless onslaughts of the ice. They repaired the damage as best they could but it looked like a losing fight. That night they dropped anchor west of the Middle Sister Island and spent the most harrowing night of their trip. After trying to reach Middle Sister and failing, they made for Colchester but the ice threw them off course and they made the Detroit River about ten o'clock that night. In the darkness they came upon what they thought was the Canadian shore but with dawn they found they were piled high on the side of the Livingstone Channel. By noon they were able to get the boat off and made their tortuous way into Amherstburg. Here they will lay up their boat for the winter and repair the damage.

January 11, 1935

## Strike Halts Part of Work On Channel Job

River Men Asking For  
Better Working  
Conditions

Ask For Minimum Wage  
Of 35¢ Hour

Charging that intolerable working conditions prevail at the river work being conducted by the Geo. Mills Construction Co. at the Livingstone Channel on the Lower Detroit River, between 60 and 70 men, mostly Hungarians, went on strike on Saturday afternoon and walked off the job. It is alleged that the strike was precipitated when David Mills, who is in charge of the work, which consists of drilling and dredging in the dry work at the Livingstone Channel, struck one of the men. Witnesses of the altercation state that the laborer asked Mills for his time. He was refused and ordered back to work. When he insisted, it is said Mills struck him a blow between the eyes. This aroused the fellow workers and Mills, fearing a personal attack, called the provincial constable at Amherstburg. The latter was out investigating another case and Mills called Kingsville for police protection. Sergt. Ramesbottom went to the job but found that his services were not needed as the men had walked off the job in an orderly manner and came to Amherstburg.

They claim that they are not given enough to eat and if any one of them registers a complaint they are fired unceremoniously. One man who was on the job for five months claimed that his blankets and bed sheets had never been changed during that time. If any of their lunch is left, that is another reason for dismissal, it is claimed. The men say they are allowed to eat only twice daily in the dining-room. If they want a third meal they are charged 25 cents in addition to the 90 they pay for their board and lodging at the company's steamer boarding house.

The men have had posters distributed which read as follows: "Don't scab—Support the demands of the Workers of the Livingstone Channel, Amherstburg; minimum wage of 35 cents per hour; better standard of food; cleaner bunk houses; better working conditions and no intimidation by foreman; reinstatement of workers fired for demanding higher wages and better working conditions. Fellow workers, this is your fight, help us eliminate these rotten conditions. Down Tools and Support Your Fellow Workers."

Following the walkout, word was received at Kingsville on Sunday that men were needed for river work. Chief Babcock of Kingsville got in communication with Chief of Police Joseph Taylor of Amherstburg and asked what conditions prevailed on the river. The Amherstburg Chief advised against bringing any men to the job both because of the rumored intolerable conditions and the danger of crossing the river ice, which was becoming unsafe owing to the mild weather.

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## MARINE NEWS

### Soundings for Dock

W. E. Craig and William Heslet are taking soundings through the ice at the north end of Bob-Lo for the Island Lines Limited, preliminary to the building of a foundation there for the proposed dock and amusement building which the Company have in mind as a terminus for their ferry boats from Amherstburg to that point.

### Fish Hatchery on the River

Besides drilling, dredging and rocking Amherstburg with miniature earthquakes, the contractors on the Detroit River improvement work have started a new industry, that of making big fish out of little ones, or in other words, hatching fish. The contractors didn't have much to say about it, however; it was the fish themselves that decided the hot water pond created by the exhaust from the steamer INDIANA would make a swell place for them to raise their families. They told their friends about it and now there is not only a school of fish there but a regular college. The fish frisk and frolic about in the warm water just as though they were in the temperate waters of the south. Since George Pettypiece heard of this phenomenon he has decided to run warm water into his aquarium at his residence on Bathurst Street so that he can leave his fish outside all winter. He has purchased some substance that is placed in the water. The roe cling to this and in the spring, presto, there are more little fish.

However, disregarding the information, about 40 unemployed men of Kingsville were rounded up and transported Monday afternoon to Amherstburg by truck. They ventured across the ice and were successful in making the journey without mishap. Fifteen of the men returned the same day when they learned of the conditions and most of the remainder followed on Wednesday.

January 25, 1935

## Assistance to Mariners

The annual report of Lieutenant Commander Melvin C. Kent, U. S. Navy, the Division Commander of the Lakes Division Branch Hydrographic Offices, which comprises the branch hydrographic offices at Detroit, Cleveland, Chicago, Duluth, Sault Ste. Marie and Buffalo, contains some very impressive data concerning the important service rendered to mariners and aviators in the Great Lakes area by this activity of the Navy.

During the navigation season of 1934 the offices of the Lakes Division published and distributed 176,943 memoranda by mail and 165,451 memoranda by direct hand delivery to shipmasters. There were 3670 memoranda published and distributed to aviators and 1208 pilot Charts of the Upper Air and 2274 Notices to Aviators. Personal contacts with shipmasters totaled 20,505. Telephone inquiries for

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hydrographic and aviation information totaled 10,657. There was a total of 2471 reports received from co-operating observers and 8266 persons visited the various offices. Individual mariners who were given special and detailed instruction and assistance in improving their professional qualifications totaled 367.

The Lakes Division furnishes to mariners and aviators in the Great Lakes Basin a carefully planned service of information useful to them in the safe and expeditious navigation of their craft, that is timed and executed in a manner to fully meet the conditions peculiar to the Great Lakes area. Direct delivery of information to ships is made at Sault Ste. Marie, Detroit, Port Colborne, Port Weller, Cardinal and Montreal. A thorough distribution is made by mail and also by radio broadcasts.

## MARINE NEWS

### Installing New Boiler

The Dunbar & Sullivan tug SACHEM is having a new boiler installed at the company yards at Stoney Island, and the ice-breaker R. H. GOODE is in winter quarters at Wyandotte.

### ORIOLE Laid Up

The small steamer ORIOLE, which had such a stiff battle in Lake Erie, has been laid up at the foot of Richmond Street, where she will await spring weather to resume her trip to Lake Huron.



### Resume Work at Bob-Lo

Work has been resumed at Bob-Lo Park and as soon as weather permits a harvest of ice will be taken in to be used for keeping the pipes cold in the ginger ale factory during the summer season.

### Large Quantities of Coal Sold

The pile of steam coal at Mullen's dock, back of the Lake View Hotel, has been sold to the George Mills Construction Company and has all been removed to the work at the Livingstone Channel. Enough coal for domestic purposes is being hauled from the Mullen coal dock at Sandwich until the first boatload arrives.

### Overhauls Marine Railroad

Alfred Woods is having his marine railroad brought up on land and is having it thoroughly overhauled.

### Clear Passage

Due to the ice breaking of the tug PROGRESSO there is a clear passage to the Livingstone Channel work and Capt. J. E. McQueen has taken several scow loads of Mullen's coal to the steamer INDIANA.

### New Boom for BATAVIA

Capt. J. Earl McQueen has a gang of men at work at the government dock constructing a new 80-foot boom to take the place of the old boom on the BATAVIA, which is used as a fuel barge to supply the dredges and drag lines on the Livingstone Channel work.

### More Dockage Suggested

One of the mariners along the waterfront suggests that the town starts planning for more dockage this summer as it is anticipated that there will be an increase in the number of yachts coming to Amherstburg because of the opening of Bob-Lo Island and the northern end of the Island.

### Welfare Men Get Work

"Hell or no hell, anything is better than being on relief," quoth a Comber man, formerly unemployed, who is working for the George Mills Construction Co. There are a number of formerly unemployed men from Comber, Essex and Leamington who have been given employment at the job. The work on the dry section is going on rapidly and the company is ahead of schedule. Where are the Amherstburg men who are on relief?

### Misc.

—The Goodchild lighter JEFF is digging a new boat well at Woods' drydock.

—Lewis Goodchild and Oromond Hamilton have launches in commission carrying passengers from the river work to Amherstburg.

—The Arundel tug MARY L. calls frequently at Amherstburg to enable the U. S. Engineers from the houseboats ST. CLAIR\* and DETROIT\* and the Arundel men to do their shopping and get their mail here.

*\*[These are "houseboats," such as the INDIANA, which were used by workmen on the river job.]*

February 01, 1935

## MARINE NEWS

### Sailors' Annual Meeting

Sailors of the Great Lakes, members of the Canadian Navigators' Federation, gathered in Collingwood last week for the annual meeting of the organization.

### IRIS Being Repaired

After working on it for some time, the tug IRIS, owned by the Arundel Corporation, was hauled out on the marine railroad at Woods' dock, Amherstburg. It will be repaired and overhauled.

### Boats and Memories

Parry Sound will again be a port of call for the steamers of the Chicago-Duluth-Georgian Bay Transit Co. this summer. The NORTH AMERICAN and SOUTH AMERICAN, the company's tourist ships, have been running into Parry Sound for the past 20 years. At one time Collingwood was also a port of call for these boats on the Georgian Bay trips, and your marine reporter, along with some of our pals, used to pick up the odd bit of spending money smashing baggage for the tourists. They weren't all liberal tipsters either.

### Sinks at Elevator

Pressure of the ice pounding a hole in her side is believed to be the cause of the MANTIDOC, Patterson Line freighter, sinking at the Aberdeen elevator at Midland. She sank in 20 feet of water with a winter storage cargo of wheat, and thousands of bushels of grain were water soaked.



February 08, 1935

# MARINE NEWS

## Navigation Officers

The following officers of the Canadian Navigation Federation were elected at the annual meeting of the organization held at Collingwood last week: president, Capt. Alex McIntyre, Collingwood; vice president, Capt. Howard Baxter, Toronto; secretary, Capt. F. J. Davis, Toronto; treasurer, Capt. P. D. McDermid, Toronto; board of management, Capt. E. Greisbach and M. A. Livingstone, Collingwood; J. F. Davis, Wiarton; R. D. Simpson and W. Hore, Owen Sound; Russell Knight, Sarnia; J. L. Baxter, R. Dyon and H. A. Patterson, Toronto.

Major C. Y. Dixon, U. S. Engineer, was called to Washington this week for a consultation with the U. S. War Department, under whose control improvement work on the Lower Detroit River is being done.

## Reaping the Ice Harvest

About 40 men were employed at Bois Blanc Island for five days last week putting up ice to be used for cooling purposes on the island this summer. Oswald Simpson of Amherstburg, who was working on the job, was severely injured on Thursday when he slipped and sat down on the sharp end of a pike pole.

February 15, 1935

# MARINE NEWS

## Soft Coal for Bob-Lo

A cargo of soft coal has been taken to Bois Blanc Island on the Goodchild lighter JEFF from the Mullen coal dock, to be used in the power plant at Bob-Lo Park.

## Bob-Lo Beneficial to Town

An instance of what the opening of Bob-Lo will mean to Amherstburg was given last week when approximately \$600 was paid to local labor for work in connection with the ice harvesting recently.

## Heaviest Craft

David Lowe, ship carpenter for the Arundel Corporation, has a gang of men at work giving the tug IRIS a general overhauling at the Woods shipyards. The IRIS is the heaviest craft ever pulled up in this yard.

## THISTLE's First Trip

The tug THISTLE, owned by Captain George Cooke and which has had a high powered gasoline engine installed instead of a diesel, made her first trip up the river on Saturday and operated satisfactorily. Capt. Cooke now has a tug boat to be proud of.

## Bridge to Livingstone Channel

The heavy ice below Bob-Lo is affording a good bridge for men going to and from the George Mills Construction Co. work at the Livingstone Channel. Work in this dry section is progressing rapidly and it is expected that pumping in the third and last cofferdam will be started in a few weeks.

## Transferring Equipment

Captain Lewis Goodchild is cleaning up his riverfront property of all the valuable timber, piling, boilers, hoisting rigs and dock building materials, scrap iron and everything moveable, and is transferring it to the yard at the rear of his house on Ramsey Street.

## Waterfront Busy

Covering the waterfront at this time of year one finds it a scene of great activity. Woods' dock is one of the busiest spots and here three boats are on the ways and a number of men have been given employment in overhauling, repairing and rebuilding the craft. The fact that the river opposite Amherstburg is open, although both above and below the town it is frozen solid, enables the river traffic to operate as though it were the good old summertime. The workmen manage to mix the odd bit of joking with their labors too, and it was a big laugh for everyone but the recipient when Whitehead Kelly made a bulls-eye with a snowball the other day.

## LAKESIDE III Being Rebuilt

The tug LAKESIDE III, which was swamped by heavy seas in Lake Erie last December, is being rebuilt at Woods' dock, Amherstburg. She has been lying in the slip at the Government dock since she was raised and brought into port by Capt. J. E. McQueen. The ice in which she was frozen was cut last week and a derrick scow was used to raise her to the surface of the water. It was towed to Woods' dock on Saturday and on Sunday was pulled up the way. Workmen began at once to clean out the mud with which she was filled and a number of cases of wine, part of her cargo on the ill-fated trip, were salvaged. Capt. Jack Metzo, master of the vessel, is superintending the reconstruction.

## Misc.

— Captain Joseph Stapleton, well known dredgeman, was in Amherstburg with Arundel's derrick scow for fuel this week. Captain Stapleton is in charge of some of the repair work and is rapidly fitting out Arundel's Dredge No. 9 for work on the Livingstone Channel next season.

—The U. S. Engineer's Office and warerooms was purchased last week by Drifford Bertrand, proprietor of the Minute Delivery Service, who is having it torn down and removed from the riverfront to his home, where he intends to convert it into a garage.

February 29, 1935

# MARINE NEWS

## Ferry Boats in Commission

Alden Harmon and Clifford Morency have had their ferry boats put into commission and are carrying passengers and supplies from Amherstburg to the river work on the Livingstone Channel.

## Transfers pontoons

Capt. George Cooke removed the pontoons from the Malden river front that were washed up there from the dredge PERU, loaded them on scows at Amherstburg and took them to Monroe, Michigan, in tow of the tug THISTLE.

## Two Boats Aground

Two mishaps have already occurred at Ballard's Reef this season. The freighter CORALIA ran aground last week and considerable damage was done to her hull. The BARKHAMSTEAD also ran aground and suffered some damage. Both boats were able to proceed under their own power. It is understood that lack of the proper ranges caused these boats to get off their courses.

## Take Over Steamers

The steamers J. J. BARLUM and the THOMAS BARLUM were taken over by the Detroit Trust Co. under U. S. Marshall sale for \$275,000 at Buffalo, where the ships have been laid up there for three seasons, and will be taken over by the Algoma Steamship Lines, Ltd., of Sault Ste. Marie, Ontario, it is reported. The J. J. BARLUM had 8500 tons. The price for the THOMAS was \$125,000 and \$150,000 for the J. J. BARLUM.

## ORIOLE Departs

The fish tug ORIOLE left Amherstburg Sunday for Au Sauble, on Saginaw Bay. It will be remembered that this boat was badly damaged when it was crushed in the ice last December. It was repaired in Amherstburg.

## LAKESIDE Repaired

The LAKESIDE III, which sank last fall with a cargo of champagne and was later raised and brought to Woods' dry dock, Amherstburg, has been repaired and will be

taken this week to its home port for the installation of the engines and the building of its cabins.

## U. S. Takes Over Buoys

The United States Lighthouse Service has placed and will maintain until further notice the following ranges at Ballard's Reef: 80D, 81D, 82D, 83D, 84D and the temporary buoys 7 and 6; also the following buoys at the lower end of the Amherstburg Channel: 23D, 13D, 24D and 14D.

## Marine Superintendent Returns

Capt. Oscar A. Johnson, marine superintendent of the Ford Motor Co., River Rouge, Mich., has just returned from an extensive trip along the Atlantic seaboard, where many of the ocean-going ships of the Ford fleet are trading. Capt. Johnson, before going in the Ford Company, was master of ships in the Tomlinson fleet. He brought the big motor-ship HENRY FORD No. 2, new from the yards of the American Shipbuilding Co. at Lorain in 1924. The Ford ships now ply to all the principal ports of the world carrying autos and auto parts.

## New Tug

Capt. J. Earl McQueen's new tug, the HENRY STOKES, was brought to Amherstburg late Thursday night and went to work the next day. The STOKES has been completely overhauled with a new boiler installed and is in excellent condition. This tug will be painted the same color as the PROGRESSO.

## Hearing Ended

The hearing in Federal Court at Buffalo in the matter of damages growing out of the collision of the steamer E. E. LOOMIS of the Great Lakes Transit Co. and the W. C. FRANZ of the Algoma Central & Hudson Bay R. R. Co., near Sturgeon Point on Lake Huron, November 27<sup>th</sup>, came to an end on March 5<sup>th</sup>. Judge Harlan W. Rippey has given the attorneys until April 8<sup>th</sup> to file briefs.

## Overhauling Buoys

A large force of men are busy at the Government docks getting the gas buoys and spar buoys painted and repaired. Eighty-eight navigation aids are placed from Ballard's Reef to Point Pelee and looked after by Capt. McQueen and his staff. It is expected that these will all be in position by the first of the month.

## Seasonal Traffic Heavy

Irving T. Kelly has opened the Westcott Marine Agency earlier this year because of the amount of traffic on the Lower Detroit River and already this month there have been 70 vessels pass Amherstburg upbound and 79 downbound. The number for the entire month of March last year was only 15 upbound and 16 downbound. The unusual amount of traffic so far this season augurs well for business throughout the year. This is



the 26<sup>th</sup> year that Mr. Kelly has been connected with the agency and has become so familiar with the boats that ply the Great Lakes it is hardly necessary for him to look at the names to distinguish the different ships. Although all boats look alike to landlubbers, they are a lot like people, for they have their own characteristics.

#### Misc.

- I. T. Kelly is overhauling his gas boat, WESTCOTT.
- Merritt, Chapman & Whitney have commenced drilling operations on Ballard's Reef.
- Lewis Goodchild has had his "BULL" overhauled and put into commission for operation.
- The George Mills Construction Co. has a drag line planted on the spoils bank at the upper end of the Livingstone Channel.
- The Arundel dredge, derrick and drill T.N.T. began work on the Livingstone Channel on Monday.
- The Arundel fleet was taken out to the Livingstone Channel contract last week and have commenced operations.
- The Chatham Dredging Company has purchased the tug AURELIA in Trenton. This was part of the Wedell fleet and will be used with the small dredge ST. CLAIR.
- The tug SHAUN RHUE of the Dunbar & Sullivan fleet was taken from Stoney Island to the shipyards at Ecorse on Tuesday to have a new boiler installed.

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### River Blasts Destructive

PICTURES taken of various buildings around town recently depict the surprising amount of damage that is alleged to have been caused by the blasting at the Livingstone Channel. Despite strong protests voiced by householders and through the *Echo*, the miniature earthquakes continue to damage property. Since the work began on the Livingstone Channel on the particular vein of rock that extends from the Lower Detroit River to Amherstburg, cracks have appeared in buildings throughout the town. Plaster has been shaken down and a number of houses have had to undergo repairs that were presumably caused by the dynamic earth quivers. The force of the blast causes most of the buildings in town to tremble whether there is any damage done at the time or not, but it is bound to lessen the security of the foundation and construction. More smaller charges would undoubtedly be less dangerous than the fewer powerful charges.

March 01, 1935

## Great Lakes Towing Company Tugs Battle Through Ice

### Open Navigation In Lake and River

Crashing, rolling and bucking their way through solid ice from six to 12 inches thick, two tugs of the Great Lakes Towing Co., the OREGON and the FLORIDA, fought their way through from Toledo, O., to River Rouge, Mich., on Thursday and Friday of last week, opening the navigation season in the Lower Detroit River earlier than it has been in years. The OREGON and the FLORIDA, in charge of Captains Wegan and Murin, respectively, left Toledo on Thursday morning and arrived at River Rouge without mishap on Friday morning. They moved the self-unloading freighter B. H. TAYLOR, 10,000 tons, to the coke dock. The tugs arrived back in Amherstburg at four o'clock on Friday and coaled up at the Mullen Coal Co. dock and remained here overnight. The greatest difficulty in the unusual trip was encountered on

the way to Amherstburg. Thick ice in Lake Erie proved an almost insurmountable obstacle and a heavy snowstorm added to the dangers and rigors of the trip. When they finally arrived at a point about a mile below the foot of Bois Blanc Island they decided to lay in overnight. Capt. C. R. Hackett lighted the lower range lights in order to give the tugs a guide. At daylight they set out again and passed Amherstburg about 8.30 in the morning. Although there was a great deal of ice from Amherstburg to Fighting Island there was little difficulty experienced in making way. Mariners state that few passages have ever been made along the route taken by the two tugs until the middle of March at the earliest. Jack Bainbridge, formerly of Amherstburg, is a member of the engine-room crew of the OREGON.



March 08, 1935

## First Freighter Makes Round Trip Between Detroit and Toledo

The forerunner of the long line of vessels that makes the Detroit River one of the greatest waterways of the world, the freighter E. C. POPE, Capt. Edgar, passed Amherstburg about one o'clock on Friday afternoon, bound from Detroit to Toledo for a cargo of coal for the Ford Motor Company and made the return trip on Saturday. Although it was not the opening of navigation on the river opposite Amherstburg as Capt. J. E. McQueen had made the first trip of the year with the tug PROGRESSO early in January, it was the first freighter to pass here in 1935. The POPE found navigation comparatively easy

until it reached the Lime Kiln Crossing, when windrows of ice obstructed her passage. She could not be released until a call was sent for Capt. McQueen, who cut her loose from the icy shackles. When the lake was reached she experienced more difficulty and again the PROGRESSO went to her aid and towed her into open water. From there she had a clear way to Toledo. After taking on a cargo of coal she cleared about midnight for Detroit. She was again released from the ice by Capt. McQueen on Saturday, passing Amherstburg at 12.30 noon.

## MARINE NEWS

### Capt. McQueen Renews Contract

Capt. J. E. McQueen was awarded a three year renewal of his contract for tending the aids to navigation in the Detroit River and Lake Erie as far as Point Pelee by the Department of Marine at Ottawa last week. Capt. McQueen is also in receipt of a letter which has been sent from the U. S. Marine Department to the Department at Ottawa in which it was stated that J. D. Conway, Commander of the U. S. Detroit River patrol, greatly appreciated the assistance given him by Capt. McQueen in carrying out patrol work.

### Well Known Mariner Transfers

Capt. F. A. Bailey, formerly marine superintendent of the Pittsburgh Steamship Co., and wrecking master for the Great Lakes Towing Co., has been appointed representative for the E. I. duPont de Nemours & Co. for the Great Lakes district to handle the company's plants.

### Reiss Co. Buys TOPPING

The Reiss Steamship Co. of Wilmington, Del., has purchased the freighter JOHN A. TOPPING from the Columbia Steamship Corporation. The TOPPING is one of the most modern and largest bulk carriers on the Great Lakes. It was built at the Great Lakes Engineering Works at River Rouge, Mich., in 1925. Under full draft she can carry 14,000 tons of coal.

—The Bar Point lightship No. 21 is being overhauled and repaired by Thomas Lowe and William Wilson.

March 15, 1935

## MARINE NEWS

### Preparing To Place Aids

A United States lighthouse tender made its first trip of the season to the Lower Detroit River on Saturday, preparing for placing the U. S. aids to navigation.

### PAPPOOSE Hauled Up On Land

The D. & W. ferry PAPPOOSE sank at her moorings at Bob-Lo dock on Saturday. She was raised this week and hauled up on shore where she will be overhauled and repaired in preparation for the coming season.

### THISTLE Sinks at Moorings

Capt. George Cooke's tug THISTLE sank at her moorings at Woods' dock on Saturday, but was pumped out and raised the following day. The seams of the THISTLE were opened through contact with ice in the river and leaked in while she was tied up at the dock.

### Has Leg Broken

One of the workmen at the George Mills Construction Co. on the Lower Detroit River had his leg broken when he was accidentally struck by a piece of rock from one of the blasts. He was brought to Amherstburg and taken to Hotel Dieu by ambulance.

### River Work Opening Up

Activity on the Detroit River improvement work is beginning to increase and the contractors are preparing for a busy season. Arundel Corporation has increased the number of its employees to about 100 now and is getting ready to place the stakes and ranges for the drill boats and dredges. Only the danger of ice coming down from Lake Erie is preventing the company from proceeding with this work at once. Dredge No. 9 is expected to begin work at Section A of the Livingstone Channel about the end of this week and the derrick will likely begin operations next week.

### Upper Lake Erie Clear

Prevailing winds have swept the ice from the upper part of Lake Erie and the Nicholson Steamship boats, which are making regular trips between Detroit and Toledo, are experiencing no difficulty. There is still considerable ice in the lake but the action of the winds and weather is wearing it away.

### FELLOWCRAFT Stuck in Ice

The freighter FELLOWCRAFT of the Nicholson Steamship Co., loaded with sand for the manufacture of glass and bound from Toledo to Detroit, was released from the grip of an ice field in Lake Erie on Friday night by the tug PROGRESSO in command of Capt. J. E. McQueen. The freighter made good headway until about 12 miles out of Toledo, when ice prevented her making way. A call was sent for Capt. McQueen about four o'clock on Friday afternoon. She was released and brought into Amherstburg, arriving here at 8.30 o'clock on Saturday morning.

### Misc.

— For the first time since December one of the gas boats of the George Mills Construction Co. brought over scows to procure coal from the Mullen Coal Co. on Saturday.

— Herschel Brown expects to have his good ship the WIMPY in operation this week. The WIMPY has been fitted with a new motor and will be able to travel as fast as its skipper does sometimes.

March 22, 1935

## MARINE NEWS

### Overhaul Buoys

The Government gas buoys are being fixed up by Capt. J. E. McQueen and made ready for placing the end of the week.

### Purchases New Tug

Captain J. Earl McQueen has purchased the steel tug HENRY STOKES from the Chatham Dredging Company. Men are busy in Chatham this week getting the engine in shape and the tug will be brought to Amherstburg on Thursday or Friday. The STOKES will be used on channel buoy work and to tow the coal barge.

### To Place Stakes

The U. S. Engineers tug TIPPIN was in port at Amherstburg on Monday and proceeded to Lake Erie, where she placed the sideline stakes for the drills and dredges that are working near the Detroit River light and the dump grounds. Capt. Mathews, formerly of Amherstburg, is in command of the tug.

### First Dredge Passes 'Burg

The Great Lakes Dredge & Dock Co.'s suction dredge NEW JERSEY was the first piece of dredging equipment to pass Amherstburg this season. It left Monroe, Mich., and passed here on Tuesday afternoon en route to Ecorse. It was in tow of the tugs WILLIAM FEELEY and SAMUEL F. DARK. A derrick scow was also in the tow.

### A Fish Story from St. Ignace

Lifting nets in 19 fathoms of water in Lake Michigan, eight miles off St. Helena Island, last week, Mike Lasley, St. Ignace fisherman, found in his catch a freak fish, the first of its kind ever reported in northern water. The fish, which is black and snaky, has no fins, but has four jointed legs ending with four fingers. The fish swims dog-fashion. It is equally proficient walking on land. It is about a foot long and four inches in circumference, breathes through its mouth and expels air through its ears, which are overlapping like a dog's and lined with furry hair about an inch long. At first glance the fish gives the appearance of a small alligator.

### Operate A Lighthouse By Remote Control

An innovation that might revolutionize the tending of lightships is being installed in the Lake St. Clair lightship, whereby it will be the only lightship in the world that will be operated by radio remote control. The ship is now being equipped at the foot of Mount Elliot Avenue, Detroit, by radio engineers under the guidance of Fred P. Dillon, superintendent of lighthouses of the Eleventh District. The ship will be placed in the middle of Lake St. Clair, about 12 miles northeast of Belle Isle and eight miles from Star Island. It will be controlled from the lighthouse station on Star Island by Patrick Garrity, lightkeeper, and Charles N. Miles, his assistant. Operating on a frequency of 3410 kilocycles, the ship will be equipped with an air fog signal and a radio beacon. Both will be turned off and on from shore eight miles away. The ship's radio beacon will give a signal automatically during the last 15 minutes of each hour of the day or night in clear weather. When the weather becomes stormy or foggy the lightkeepers at the station on Star Island will pull a switch which starts the fog signal and radio beacon on the ship eight miles away to give regular signals. The electric light of the ship will be controlled by an astronomical clock. There is also an auxiliary gas light on the ship which operates by the sun. When the sun goes down the light goes on and at sunrise the light goes out. The Lake St. Clair lightship has been in operation at the same spot in Lake St. Clair for years but with less efficient equipment. Some years ago a full crew was employed to take care of the light and fog signal. The ship was later changed so that an acetylene light and automatic fog warning bell operated continuously on the ship without the need of a crew. The ship was operated by the latter method without a crew for a number of years until the present decision to give remote control radio a trial. "During navigation season the densest traffic in the Great Lakes, and perhaps in the world, passes within the shadow of Lake St. Clair lightship," Mr. Dillon explained. "Last season approximately 15,000 boats passed within range of the lightship." There is only one other lightship in use in this district, that is the lightship HURON, which is operated by a full crew. It is uncertain at present whether the lightship HURON will be changed over to radio control.

Misc.

—The JOHN A. KLING was the first freighter to come into port at Amherstburg when it unloaded a cargo of coal at the Mullen Coal Co. dock.

—Capt. Walter Callam, who has been keeping ship at Cheboygan this winter, visited in town for a few days. He will sail the MUNSON of the Bradley Steamship Co. this season.

April 5, 1935

MARINE NEWS

Start Passenger Service

The D. & C. Steamship Company began regular trips between Detroit, Cleveland and Buffalo on Tuesday.

Dredge Starts Work

Dredge No. 9 of the Arundel Corporation began work on the middle wet section of the Livingstone Channel this week.

Runs Aground

The freighter WM. C. FITCH ran aground at Ballard's Reef last week and punched a hole in her hull. She went into the shipyards at Ecorse for repairs.

Agency in Full Operation

The regular staff of the Westcott Marine Agency resumed duties for the season Monday. Irving T. Kelly is in charge with Miles Maricle and Everett McGuire as assistants.

Misc.

— Capt. J. Earl McQueen has had the gas buoys and other navigation aids placed in the river.

— The tug OREGON of the Great Lakes Towing Company went from Toledo to Detroit on Tuesday to shift two boats for the Ford Motor Company.

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April 12, 1935

MARINE NEWS

CHAMPLAIN to Raise Boat

The tug CHAMPLAIN of the Sin Mac Lines, Sarnia, Capt. Hunter, which has a contract to raise a boat which is sunk near Toledo, lay in at Amherstburg over the weekend waiting for the weather.

Suspends operation

Heavy weather on Saturday forced the PERU to suspend dredging operations and lay in at Amherstburg over the weekend. It was towed in by the tug ARKANSAS.

PAPPOOSE Runs Again

It was a familiar sight to see the ferry boat PAPPOOSE again plying between Bob-Lo Island and Amherstburg this week. It is being used to carry freight between the two points that is to be used in preparing the island pleasure park for a busy season. If the trips made by the PAPPOOSE on its short runs to the island and back were placed end to end it would probably equal a voyage around the world and then some. The PAPPOOSE was brought here and rebuilt about 30 years ago, just a year or two after the island opened. It took the place of the SCOTIA, which was the first ferry to run between the island and the mainland with the exception of Indian canoes and small boats. The SCOTIA was operated by a private company and when it was found that the business warranted more accommodation, the PAPPOOSE was purchased. It is not on record whether the person who painted the name on it made a typographical error or not or whether he just slipped in an extra "P" for good measure.

Misc.

— The BATAVIA was engaged Friday picking up rock from the bed of the channel near the main dock at Bois Blanc Island. This had been located by the U. S. Government sweep.

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April 19, 1935

MARINE NEWS

Takes FUEL OIL to Detroit

The tug CHAMPLAIN of the Sin Mac Lines raised the oil boat FUEL OIL from where she was sunk at Toledo harbor and towed her to Detroit last week.

Tug COLTON Returns

The tug W. A. COLTON, one of the oldest tugs on the Great Lakes, has been purchased by the Arundel Corporation to be used on their Livingstone Channel contract, and has been brought here. The COLTON was built by the Great Lakes Towing Co. in 1881 and it and the CARRINGTON were the first iron tugs on the lakes. While in these waters she was used for towing purposes, especially long tow jobs. She is 81 feet on the keel and 18-foot beam. It is some years since she worked in these waters.



## Grain Fleet In The Early Days

The grain fleet," scoffed one of the old mariners, who was sitting at the water front, in response to a remark about the boats that pass Amherstburg. "Why, there ain't no grain fleet now like there used to be. Now all you see are those long-bellied monstrosities that look like they'd been stretched on the bed of that there Procrustes' feller. 'Way back in the sixties, that was the time when ye could see the pretty sights on this here waterfront. The grain fleet used to anchor off Bar Point waitin' for the wind t' change. An' when it did, there was the dandiest race up this river y'ever saw. They all wanted t' git t' the Lime Kilns first. Them was the days m' lad!"

The old mariner knew his boats and as he puffed away at his curved-stem pipe he unloaded a cargo of history regarding the early days on the lakes.

Some of the first schooners to carry grain from Canada to England were dispatched by the late John McLeod, M. P. for South Essex. They were the THOMAS F. PARK and E. A. ADAMS and were laden with grain and timber respectively. The commander of the THOMAS F. PARK was Capt. John Duncanson of Amherstburg, who died 30 years ago. There are many who can remember how he told of the Old Country salts who had marveled when they learned that these daring navigators had brought a vessel from the interior of America to the Mersey or Clyde, drawing only nine or ten feet of water. These lengthy voyages did not pay, however, and were abandoned after a brief trial.

The sailing fleet of 1850 and thereabouts was composed of canal-sized vessels, fore-and-aft schooners or

"three-and-afters" carrying 12,000 to 18,000 bushels of grain. When a dozen years had passed and the rapidly-settling prairie lands of the Western States were pouring their crops into Chicago and Milwaukee harbors the average size of lake vessels increased as did their symmetry and variety of their rig, until about 1865 or 1870 when a sensation was caused by the advent of the "CREAM CITY," a three-master [three-and-aft] capable of carrying 72,000 bushels of grain, at that time a phenomenal cargo.

The condition of the Rivers St. Clair and Detroit in those days, parts of whose channels afforded no more than nine or ten feet of water, precluded, however, deeper draught vessels. Years were to pass before Uncle Sam expended his millions on the Lime Kiln crossing and Flats Canal and Sault River to make a uniform 20-foot channel or before Johnny Canuck deepened the St. Lawrence canals to 14 feet on the mitre sill or the Welland Canal to the same. Meanwhile the designers of the lake ports were using their skill in designing to produce ships that would combine carrying capacity with speed. The shipbuilders on the New York side of Lake Erie had especial reputé at modeling swift sailers. The shipyards at Dunkirk, Conneaut, Lorain, Ashtabula and Sandusky turned out sailing vessels that would run away, having the wind "free," from those built at Buffalo and Detroit. They were sharper in the bows, cleaner in the "run" and for the most part with greater "shear" which gave them a more alert and graceful look. And it must be confessed that the sailing craft constructed on the Canadian side of the lakes, certain vessels from Kingston perhaps excepted, however

strong and seaworthy they proved, were of the bluff-bowed, straight-railed order, not comparable in swiftness or marine beauty with their American sisters. It was possible for an accustomed observer to say, as it was long afterward said of steam craft, when a vessel hove in sight miles away. "Here comes a lower-laker, boys, and from the lower side of the lake too. Look at her hollow bows and her shear."

What a sight it was to see the grain fleet coming up Lake Erie in the early spring bound for the Lake Michigan ports to load with yellow wheat! A yacht race on a grand scale — a contest in seamanship and finesse — a struggle for position and the chance of first cargo at good freight rates when the distant western port should be reached. "First come, first served." If the WHITE CLOUD proved the swiftest from Buffalo to Chicago light, the chances were that she would prove the swiftest on the successive trip down, loaded. With what delight the boys would watch the fleet, long becalmed or by reason of adverse wind compelled to anchor off Bar Point, presently get underway with a southeast wind.

Having set sail in the glittering sunlight, forward they would press in an eager cluster to enter the mouth of the Detroit River, narrower than it is today, under a brisk southeast breeze, their captains jockeying, freeing the sheet or hauling close to escape collision, grounding sometimes below Bois Blanc lighthouse, carrying away bowsprit or top hamper, running ashore in the eastern bay through lack of sea-room, cheering, cursing or jeering each other at the success or failure of a manoeuvre, striving to get into the freer reaches of the river beyond Fort Malden so that they could set every stitch of sail for Detroit and Lake St. Clair.

One might dilate on the style of profanity then current among mates and captains. Their expletives were not only fervid, but original. For anything like them one must go back to "Tom Cringle's Log" or to Mark Twain's "Old Times on the Mississippi." They had, as Kipling says, describing East Indian swearing, "a blistering, biting appropriateness." Heard from a raging and gesticulating figure on a lake schooner's deck, the cursing of the period was horribly ingenious; often expressly technical; always intense.

And what splendid specimens of the shipbuilder's art were there; the long graceful three-master, square rigged on the foremast and with studding sails hoisted when she got clear of the ruck; the smaller brig, more easily handled in the fight; the dainty schooner, masts close together, gaff topsails, jibs, staysails, all drawing. Some painted white with a gold band below the scuppers; some green or claret-brown; one or two black with white streaks or imitation port-holes at her bulwarks. In any close-hauled contest of naval wits the hardy fore-and-aft had the edge; brigantines and barques, while comely, were cumbersome to handle and could not lie so close to the wind. When opposite Fort Malden and nearing the Lime Kiln, up would go the flag of the winning vessel, or perhaps a broom at her masthead in token of victory. And the cheers of her crew would be answered by the cheers of the youngsters on the Canadian banks, who had been wagering marbles on the respective favorites among the fleet.

Nothing in the latter day procession of great steel freight boats along the strait of the Detroit River can equal in brightness and interest the array of white winged floating craft which in those days exemplified

seamanship on the Great Lakes. Picturesqueness and grace has been succeeded by stolid, niggard, carrying capacity — smoke-belching funnels by day, lugubrious whistles, range lights and green and red signals by night.

The age of marine chivalry is gone! That of the economists and calculators has succeeded the old days of the lakes.

*\*[Procrustes was a legendary "highwayman" of Attica who tied his victims to an iron bed and would cut their legs or feet off to make them fit on the bed.]*

April 26, 1935

## MARINE NEWS

### THISTLE in Commission

The diesel tug THISTLE, owned by Capt. Cooke, was launched from the Woods' dock on Monday. She has been undergoing a general overhaul and a new wheel has been installed.

### INDIANA Moved

The steamer INDIANA, floating hotel for employees of the George Mills Construction Co., was moved on Sunday from the second section of the Livingstone Channel to the third [section]. Work has been completed on the second section and the water is being allowed to flow into the cofferdam, where the riverbed has been leveled to the necessary depth. Pumping out the new section will commence at once.

### Tug COLTON's Captain Dead

While bringing the Arundel Corporation's newly-acquired tug, the WILLIAM A. COLTON, from Duluth to the work on the Livingstone Channel, Capt. Daniel B. Martin, aged 33, lost his life when he fell overboard into Lake Superior off Big Bay Point. It is believed that he was stricken with a heart ailment which caused his death. He was pulled from the water immediately after he fell in and artificial respiration was applied but life was extinct. The COLTON put into Marquette with the body. Deceased had been a tugboat captain for the past 15 years.

### Fitting Out for the Season

The Pittsburgh Steamship Company's fleet of 10,000 ton freighters, about 40 in all, are being put in commission for the freight traffic this season.

### Drilling Cofferdam

The Arundel Corporation has started the drill boat T.N.T. drilling the ends of the completed cofferdam. The heavy blasts which are felt in Amherstburg are said to be caused by the work.

### At Work on Ballard's Reef

The Merritt, Chapman & Whitney Dredging Co. has started its entire dredging plant on the job at Ballard's Reef. It is expected that the first half of the job will be completed late in the summer.

### Police River

Two United States Government cruisers used as patrol boats in the Lower Detroit River have been placed at anchorage at Ballard's Reef and the Lime Kiln Crossing, respectively. They will police the Amherstburg Channel for the United States Engineering Department, which has laid down regulations for the channel. A considerable increase in marine traffic is anticipated this year.

### Misc.

— The tug R. H. GOODE of the Dunbar & Sullivan fleet coaled up at Mullen's dock en route from Ashtabula to the Company's yards at Stoney Island.

— The tug L. P. SMITH of the Great Lakes Dredge & Dock Co., which is working at Toledo attending dredge No. 7, coaled up at Mullen's dock on Friday.

— The steamer SELKIRK of the Canada Steamship Lines unloaded 25 tons of heavy wire fence and pipe from the Canadian Steel Co. at Hamilton at the Amherstburg dock on Saturday for the D. & W. Ferry Co. The wire will be used at the dance hall and other amusement buildings at Bob-Lo Park. A gang of men is at present engaged in erecting the fence. A new building to house the merry-go-round is being built. The stone building which was used for this purpose will be remodeled into a convention and private banquet hall. The golf course, one of the finest in the district, is also being put in shape for the season's play.

May 03, 1935

## MARINE NEWS

### Medical Treatment for Sailors

With opening of the 1935 navigation season on the Great Lakes, the United States Coast Guard will offer a new protection to those who ply the inland seas: Captain H. H. Wolf, commander of the Chicago Marine Hospitals along the lakes [who will] furnish advice on the treatment of sailors stricken or injured while away from port, using the Coast Guard wireless channels as a means of communication. "Many lives have been saved on the oceans through the use of this service — a radio call to shore with a description of the patient's condition and symptoms resulting in expert medical advice within a few minutes," Captain Wolf said. "This



year radio equipment on our shore stations at Wilmette, Ill., and Cleveland, Ohio, and on our 15 vessels will be available for such emergencies. Commercial radio firms have also agreed to co-operate in transmitting such messages without charge." Requests for instructions on treatment of illness or injury on the lakes will be relayed to Dr. J. T. Liddell, executive officer of the Chicago Marine Hospital, or to a medical officer on duty at the hospital at all times. "Guardsmen on all vessels and at the shore stations stand radio watches 24 hours a day," Captain Wolf said. "They listen in on a split fone watch — one ear for the distress frequency and the other for the Coast Guard inter-communication frequencies. Through this service no call for aid or medical information would be missed.

May 10, 1935

## MARINE NEWS

### Pumping Proceeding Rapidly

The work of pumping out the new cofferdam behind Bois Blanc Island is proceeding rapidly with a large drill boat and the steamer INDIANA furnishing power for the electric pumps.

### Regular Service

Regular service by the D. & C. steamers was opened on Tuesday between Buffalo, Cleveland and Detroit and will now continue until the fall. The Detroit, Mackinac Island and Chicago division will open June 27<sup>th</sup>.

### Unearths Cannon Balls

Dick Maricle of the Mullen Coal Co., while working near the waterfront behind Callam's residence, uncovered half a dozen 24-pound cannon balls last week. Dick is cleaning them up and will keep them for souvenirs.

### Improving Property

Alfred Woods is making fine improvement at his water front property by razing the beer warehouses and ploughing up the ground preparatory to leveling it off. The tug CISCO was raised from the slip last week. The slip will be fixed up to provide a haven for pleasure boats this season.

### Boats Shelter Here

The strong northwest wind last week lowered the water in the Detroit River and caused several boats to tie up at Amherstburg docks until the storm lifted. The tug JON STOUR, Capt. Scallon, bound from Blind River to Trenton, Ont., for a dump scow, was at Woods' dock. The wooden tug BURGER, from Cheboygan to Cleveland, was at Mullen's dock. The U. S. lighthouse tender DAHLIA was at the government dock. The Great Lakes Dredge & Dock Co.

derrick scow, loaded with steel pipes for Toledo from Duluth, was at Mullen's dock. The steamer CHICAGO TRIBUNE, loaded with pulp wood, was at anchor below Bois Blanc Island.

### Peculiar Craft

Strange craft are often seen on the Detroit River, plying up and down with their cargoes, and one of these is the large ocean-going tug BALLENAS, with four large wooden boats which resemble nothing so much as boxes.

### River Buoys Are Shifted

A change in position of the buoys marking the easterly side of the dredging area near the Detroit River lighthouse has been made by Capt. J. E. McQueen, the United States Engineers Office has warned mariners. The buoys have been moved about 200 feet to the west, making available a 700-foot channel east of the dredging position.

### Hull May Be Coal Barge or Civil War Rum Runner

Marine men in Amherstburg are conjecturing as to the identity of an old boat that was found by the United States Lake Survey on Thursday about 10 miles southwest of the Detroit River Light. Capt. David Hackett says that about 50 years ago his uncle, Captain Thomas Hackett, was towing three coal barges with his tug VULCAN from Sandusky to Detroit. It was late in the fall, and thin ice cut the oakum from one of the barges. She began to sink and was cut loose. It sank immediately and was never found. This happened in the vicinity of the light and he believes that last week's discovery may be this barge. Another theory is that it may be a rumrunning schooner of Civil War days. During that hectic period the States had placed such a high tariff on Canadian whiskey that importing it legally was made prohibitive. However, whiskey dealers evaded the tariff by clearing a load of whiskey from Toledo to Detroit. But the cargoes that left Toledo were empty barrels only. Under cover of night the skippers would pull into the distillery at Amherstburg, fill the barrels with "hotcha fluid" and proceed on their way to Detroit with a full cargo and sometimes a "full" crew. One of these boats failed to reach the filling station at Amherstburg after it had cleared and is believed to have been sunk in Lake Erie near where the hull was found. It may be this boat that has been located after having lain on the bed of the lake almost 75 years.

### Misc.

- The Arundel Corporation has been awarded the rock job near the Detroit River lighthouse by the U. S. Government.
- Clifford Morency has added a new boat to his ferry service.



May 17, 1935

## MARINE NEWS

### New Channel Open

Merritt, Chapman & Whitney's DRILLCRAFT has started work on the westerly half of the Ballard's Reef Channel. The central strip along the axis of this channel has been shortened by the dredging operations by 3500 feet and the vessels will now be able to navigate this part. The buoys marking the new channel have been placed by the U. S. lighthouse tender DAHLIA.

### Car Shipments

One of the biggest boatloads of cars in years passed down the Detroit River last week on the CARL S. CONWAY of the Inland Steel Co. Heretofore, the cars have been carried on small freighters, but owing to the increased business, are now loaded on the bigger boats.

The C. S. L. collier GLENELG unloaded 800 tons of soft coal at the Mullen dock on Monday.

### Load Cargoes Here

The POPLARBAY of the Tree Line loaded 1000 cases of tomatoes from the Canadian Cannery Ltd. at Amherstburg for Chicago on Monday. The TEAKBAY of the same line took on a supply of soda ash from the Brunner Mond Canada Ltd. on Tuesday.

### Vessel Passages Increase

Boat passages along the Lower Detroit River have greatly increased this season until now there are an average of about 75 boats daily passing Amherstburg. On Saturday there were 37 upbound and 31 downbound vessels passing this point. With the increase of passages so far this promises to be one of the best seasons on the lakes than for some years. One of the causes of the greater number of boats is that more of the Steel Trust vessels are out and carrying ore shipments.

### Misc.

— Work is proceeding rapidly on the lengthening of the dyke in the Detroit River from the Livingstone Channel to the Sugar Island Channel.

— The Dunbar & Sullivan dredge EMPIRE and attendant plant has gone to Port Huron to resume work on the dredging of the western half of the down-bound channel near that point.

May 24, 1935

## MARINE NEWS

—Capt. J. E. McQueen is having the VEDAS fitted out at his dock. It is expected it will be in commission soon.

—The steamer BENMAPLE took on a cargo of soda ash from the Brunner Mond Canada Ltd., on Tuesday morning.

—The Dunbar & Sullivan dredge DUNBAR has been brought from the Straits of Mackinaw by the tug ARKANSAS to the Company's yards at Stoney Island.

—John A. Russell, dean of commerce and finance at Detroit Michigan Manufacturing and Financial Record, said at a public hearing on a proposal to construct a third channel in the Detroit River between Grosse Isle and the American shore that British interests have practically completed plans for establishing next year a three-boats-a-week freight service between Newfoundland and Detroit by way of the St. Lawrence River and the Great Lakes.

### Conrad Christiansen Dies At Home of His Son

Tuesday morning Capt. Christiansen died at the home of his son, Dr. George Christiansen, at Grosse Point, Detroit.

He had been ill for several months with complications arising from heart trouble, and while making occasional brief recoveries gradually went down the stream.

Captain Christiansen spent nearly his whole life on the water. He came out of his native land [Norway] at 13 years of age and joined world-wide shipping companies and sailed the seven seas. He for seven years, sailing the seven seas. He later settled at Cleveland and sailed the Great Lakes, afterwards joining lightship

service of the United States marine force. Some forty years ago he was stationed as master of the lightship at the Lime Kiln Crossing and made his home here with Mrs. Christiansen. They occupied a house on Sandwich Street, just above the M. C. R. diamond, with their two children, Amelia and George, who were born in Cleveland. Mrs. Christiansen died some 25 years ago. Later Capt. Christiansen was transferred to the lightship in Lake St. Clair off Pêche Island. He went successively to positions in Lake Huron and Upper Lakes, and was retired some years later....

June 07, 1935

## MARINE NEWS

### Painting Equipment

Capt. J. Earl McQueen has all of his marine wrecking and towing equipment, including the tugs HENRY STOKES and PROGRESSO, painted in his fleet colors of brown and black.

### Native Mariners Receive Appointments

Capt. Clyde Tobin and Capt. Walter Girardin, former residents of Amherstburg and well known mariners, were appointed to the command of the str. CRESCENT CITY and str. H. G. DALTON of the Nicholson Fleet, respectively.

### First Load of Ore

The steamer CADILLAC of the Cleveland Cliffs fleet was the first boat to pass Amherstburg with a load of ore this season. She was on her way to Cleveland, where Capt. Hart Cornell was given a reception for bringing the first ore boat into Cleveland harbor.

### The Difference in Communities

Capt. Taylor, master of the S. S. HURONIC of the Northern Navigation Company, which took on a cargo of soda ash at the Brunner Mond Canada, Limited dock on Monday for Sault Ste. Marie, remarked the fact that as he was coming down the Detroit River on the King's birthday, not one flag was visible in Windsor that morning. In contrast he said that he could count ten Union Jacks unfurled in Amherstburg.

### Ship-to Shore Phone on MATHER

The work of installing a ship-to-shore radio telephone system on the str. W. G. MATHER, flagship of the Cleveland Cliffs Steamship Co. fleet, has been completed and it is now ready for service. The W. C. ATWATER of the Wilson fleet was the first to be equipped with this service.

### Rename Boats

The steamer J. A. TOPPING has been renamed the WILLIAM A. REISS; the H. P. McINTOSH has been renamed the EDWARD S. KENDRICK; and the L. M. BOWERS has been renamed the CHARLES E. DUNLOP. The MAX BROAD, formerly the Wm. P. PALMER, has been renamed the SYDNEY E. SMITH after a Buffalo waterfront boy.

June 14, 1935

## MARINE NEWS

### Salvages Machinery from MAX L.

Capt. J. Earl McQueen salvaged the steering engine, two pumps, part of the wheelhouse and some chain from the sunken tug MAX L. on Saturday with the HENRY STOKES. The captain had a couple of ribs fractured when the wheel of the tug spun round and struck him in the body.

### Changes in Navigation

Changes in the navigation aids in the Detroit River have been announced, as follows: the U. S. hopper dredges SAVANNAH and BURTON will be operating in areas to the east of Detroit River light. The Amherstburg outer channel lighted bell buoy 2 and east channel buoy 1 will be moved temporarily to locations about 14,000 feet lakeward of the Detroit River light. East temporary channel buoys 1A and 2A, third class special can and nun buoys will be established abreast of each other on the channel banks midway between buoys 2 and 4. The hydraulic pipe line dredge PERU is operating in the channel passing east of the Detroit River light, and a channel width of 320 feet on the east side of the dredge will be available.

### Misc.

—The steamer PUT-IN-BAY of the Ashley & Dustin Line made its first trip of the season to Put-in-Bay on Saturday.

—The steamer VIGILANT, at one time a government patrol boat, unloaded a cargo of posts at Woods' dock, Amherstburg, for Conklin's mill on Saturday.

June 21, 1935

## MARINE NEWS

### Waiting for Weather

Owing to the gale blowing out on Lake Erie the C.S.L. freighter CITY OF WINDSOR, with a cargo of cars, tied up at the Mullen Coal Co. dock waiting for [better] weather.

### The Mighty Is Fallen

People along the Amherstburg dock the other day were shocked when they saw 100,000 feet of lumber and 10,000 posts from the north country, being unloaded from an ordinary lumber barge that had been converted by cutting down the once proud old armor-plated patrol gunboat VIGILANT, which plied these waters driving off American fish poachers. Very little is



left by which one could recognize this famous old patrol boat. The VIGILANT, for many years the flagship of Federal Marine and Fisheries Department, was manned with Captain Dunn in charge and a crew of sailors attired in natty blue uniforms. The boat, being the pride of the lakes, was elaborate with every convenience for her crew, and was a miniature "Man o' War," with her decks glistening with guns as she majestically patrolled the international boundary. While her headquarters in those days were at Port Stanley, she often lay for days at the port of Amherstburg. She was removed from service in 1916 and sold to a Midland man. The hull, 177 feet in length with a 33 foot beam, is all that remains.

June 28, 1935

### RECOVER PIPE LINE

Capt. J. Earl McQueen and the tug PROGRESSO gathered up the sections of the pipe line of the dredge PERU that were broken by the heavy gale of last week and they took them to Monroe. They brought back a new set which are now being used in the dredging.

### Native Mariner Dies

One of the many men who went from Anderdon to become a sailor, Capt. George C. Burns, sailed to his last port on Friday, June 21<sup>st</sup>, when he passed away at his home at 1312 Field Avenue, Detroit. Deceased left his home in Anderdon when he was 13 years of age to ship before the mast on one of the sailing vessels that plied the lakes and worked his way to the position of master and to prominence in lake marine circles. He was the son of Capt. John C. Burns, who was also a sailor, and was born in 1860. He grew up to come back to his native township to marry an Anderdon girl, Loretta Mahon. His father is remembered as a captain of the PAPPOOSE and a tax collector for many years. Deceased was also employed by the D. & W. Ferry Co. and worked on the old CITY OF DETROIT and the Belle Isle ferries. He was for many years a master on boats of the Davidson fleet of Bay City, Mich.,....

July 26, 1935

## MARIA MARTIN

### Rebel of Lakes

### Again Defiant

### Resists Efforts of Removal

### From Lake

True to her feminine tendencies towards contrariness, the MARIA MARTIN, once the fastest two-masted schooner on the lakes, continues to her dying breath to be a source of menace. Just now MARIA is defying the efforts of Capt. J. Earl McQueen and a government diver, H. E. Poland of Prescott, to blow her to pieces as she slithers over the channel bank at Callam's Bay, so that she will not obstruct the passage of vessels at the mouth of the Detroit River. The action of the current in the Lower Detroit River caused by the new dyke built at the head of Bois Blanc Island has aroused the old lady to renewed life and with life comes her desire to wreak revenge on the steel vessels that were responsible for her retirement from her proud position on the lakes. Slowly and quietly she began to edge towards the navigation channel and again succeeded in obstructing navigation.

This isn't the first time she has succeeded in being a source of worry to navigators. She had been a tractable young lady in her youth and earned money for her owner, Mr. Martin of Cleveland, Ohio, who had her built and named after his favorite daughter in 1866. She was a proud vessel and showed her heels to many a ship on the lakes when she stepped out to a speed of 15 miles per hour with a good breeze swelling her majestic white sails. Capt. David Trotter, father of Capt. Fred Trotter of Amherstburg, was her first captain and he sailed her with a love inherent in all mariners. He was her master for three years. A belle of the lakes for 44 years, she resented it when forced to spend idle days at a Detroit wharf while other vessels sailed proudly past her, laden with valuable cargoes. Envy rankled in her vitals and she became so incensed that one night she vowed vengeance and, slipping her moorings, headed for Belle Isle. There her vendetta began. She was owned by Capt. John Dorrington, who had a sympathetic feeling for her distressful plight and he refused to allow her to be moved. What cared he or MARIA if she was spoiling the scenery for landlubbers at Belle Isle? What recked they if vessels found it difficult to pass her? She was securely embedded in the sands of the shore, about where the Scott memorial stands now on Belle Isle, and there she was going to stay.

But the United States War Department was of a different opinion. They called for tenders to have this old lady removed to a home where she would be out of the way. Capt. Dorrington muttered defiance. The War Department threatened the old lady's life with menacing guns but with the courage of Barbara Frietchie\* she challenged them to shoot her. Her captain posted a defiant sign which read:



**"TAKE WARNING  
KEEP OFF THIS BOAT"**

"Don't meddle in any way. Any person or persons caught will be treated as pirates no matter who you are, War Department or not, caught meddling without cause proved by the law."

But Capt. F. J. Trotter was given the contract to remove her and Capt. Dorrington and MARIA finally bowed beneath the pressure and submitted to arbitration. Came the triumphal voyage of the MARIA MARTIN down the river on her last trip. It was demeaning to her to have to be towed by a tug and she had to accept the salute of every craft that she passed in haughty silence, for her whistle was stilled. The mariners along the route understood her plight and acclaimed her courage and the deep-throated salutations of her enemies blended with the shrill blasts from smaller boats. She was brought to the beach at E. A. Patton's home down the bank in Malden. He wished to use the hull as a breakwall and she was placed for this purpose. There she has lain. She was not used as a breakwall but she rested there, forgotten by those men who knew her in the prime of life.

At the beginning of this year, swift whirlpool currents disturbed her rest. They whipped at her hull and swished around her bows. MARIA MARTIN was not the type to submit quietly to desecrating elements and her fury, that had not died but only slumbered, was aroused. Again she slipped away by stealthy inches. Again she menaced navigation and again government ordered her removal, this time the Canadian government. She is battling to the last ditch for a quiet grave, this lady of the lakes, and though dynamite explosions mangle her aged limbs she fights on to the end.

*\*Barbara Frietchie (1766-1862) was a legendary American patriot who, during the U. S. Civil War, was reputed to have flown the Union flag from her house window in Frederick, Maryland, to show her opposition to Stonewall Jackson's troops passing through. A poem was written by John Greenleaf Whittier in 1864 acknowledging her defiance.*

August 02, 1935

## MARINE NEWS

### Finish Work at Sandusky

The Dunbar & Sullivan tug SACHEM towed the dredge BRIAN BORU and other equipment from Sandusky, Ohio, to Stoney Island, this part of the plant having finished the work at Sandusky.

### Check Up on Alien Sailors

A strict watch is being made on the Great Lakes by immigration officers for seaman of other countries who have the habit of filing intention of citizenship and then returning to their home country at the expiration of those papers. American sailors on the Great Lakes have

protested against sailors from other countries shipping on American boats replacing American seaman with families and dependents to support.

### Drama on the Detroit

People along the beach at the mouth of the Lower Detroit River on Sunday evening were spectators at a tense marine drama in which three pawns of fate were snatched from a watery grave. As the dusk gathered, a little sailboat skimmed along with the breeze and two boys and a girl guided its course. The girl, silhouetted against the white billowing sail, stood on the bow and the boys sat at the helm. The little craft was the object of admiration that changed suddenly into alarm when the craft, without warning, turned on her side. Three figures, fully dressed, struggled in the water and then gripped the overturned boat. A freighter was coming down the river and another was on her way up and it seemed that they would pass at the point where the three were clinging desperately to life. Seeing their danger, a motor boat set out from Amherstburg to the rescue, but its progress was slow and it seemed as though it would not reach the scene in time. A speed-boat, with her bow splitting the water into glittering arches, came towards the scene and passed on, apparently oblivious of the overturned boat. But she only travelled a few yards before she put about and returned to the overturned craft. With the aid of the other boat that arrived on the scene a few minutes later the three were rescued and the boat towed to shore. The yacht was believed to have been from Grosse Île.

### WAUBIC Moves Again

The steamer WAUBIC, well-known passenger boat of the upper lakes, has changed its scene of activity and will now operate as an excursion steamer at Fort William. She has been running out of Kingston. The WAUBIC was built at Collingwood 27 years ago for the Northern Navigation Co. and is a steel boat of the excursion type. She was first used at Midland and Penetang, where she made regular trips through the 30,000 islands of Georgian Bay. It was sold twelve years ago to a Kingston company.

### Death Trip of the E. K. COLLINS

Lashing flames, their crackling blending with agonized screams of doomed men and women, transformed the freighter E. K. COLLINS into a raging inferno of death, the sight of which will never be forgotten by those who witnessed the gripingly horrible scene. That was over 60 years ago, but there are people in Amherstburg who can remember when they gazed upon that death trip of the COLLINS as she drifted with the current of the Lower Detroit River towards its mouth to become a flaming bier for over 50 human beings. Her remains still lie buried in Callam's Bay, Malden, the graveyard of forgotten ships, but the memory of that farewell voyage to Davy Jones' locker will remain vividly in the minds of those who saw it or heard of it from eyewitnesses.

The E. K. COLLINS was a passenger boat and freight boat well-known to Amherstburg citizens of 60 years ago. She was one of the Ward fleet, built by Eber H. Ward of Detroit, who was a prominent ship owner. She was often a welcome visitor to Amherstburg, but there came a day when her presence was shunned and forbidden for she was a flaming menace to the people and property of the town. Citizens were alarmed and horrified when the COLLINS was

seen rounding a curve of the Canadian shore. The red demon was a passenger and with a zestful appetite was consuming the ship. The master of the COLLINS headed for the Amherstburg dock but townspeople, thinking of the destruction it would cause to the town, refused permission to the COLLINS to land.

And so she continued on her death-trip and while hundreds watched she swung to a resting place with her stern over the channel bank and her bow aground on the Malden beach. Passengers leaped overboard to watery graves but many remained to become a prey to the flames that finally enveloped and consumed the ship.

Misc.

—It is expected that the dry work on the section of the Livingstone Channel behind Bob-Lo Island will be completed in about a month by the George Mills Construction Co.

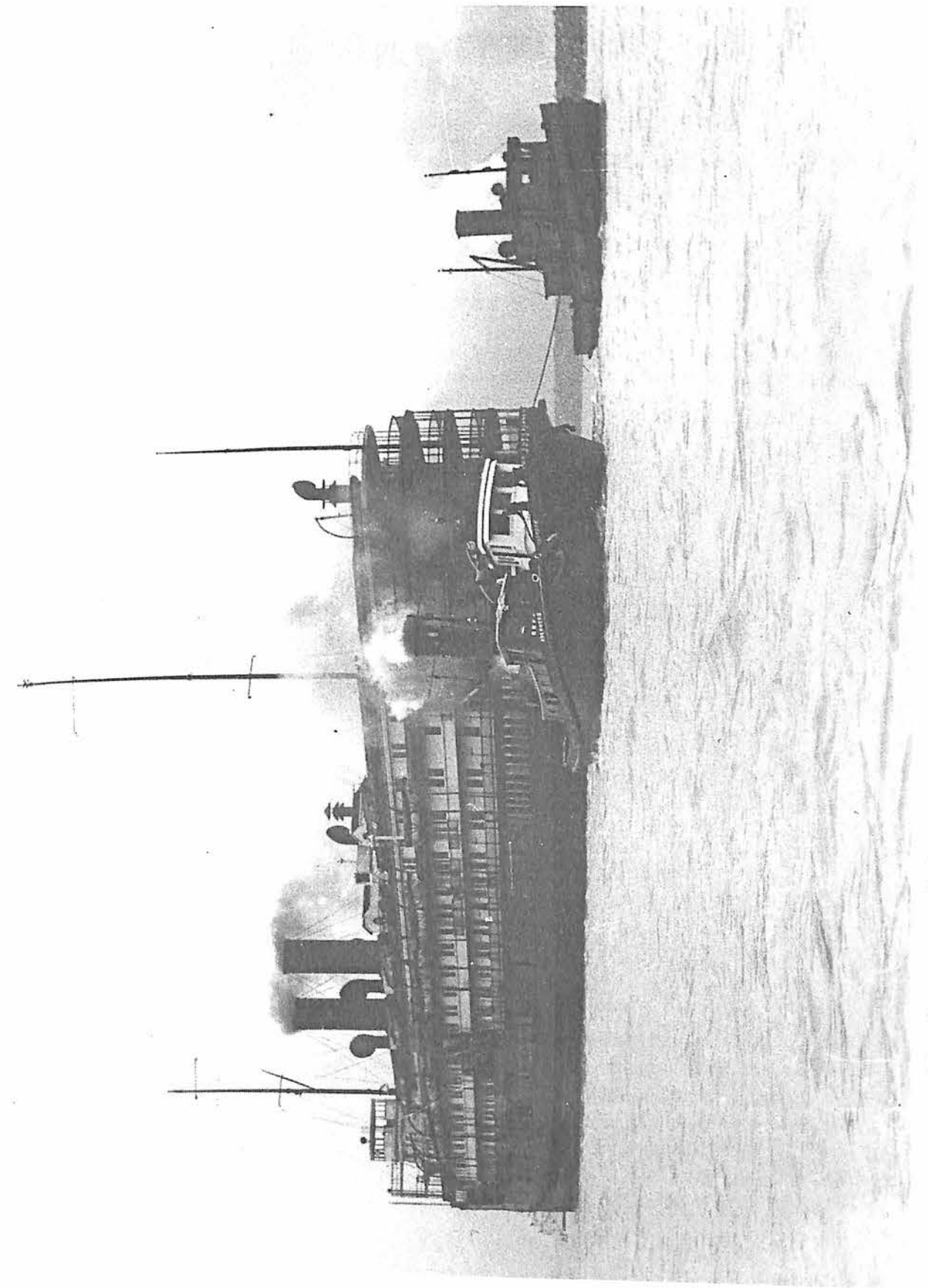
August 16, 1935

### Threatened Clash at Dock Prevented

Throwing up a barrier to prevent trucks from unloading tomatoes, Amherstburg stevedores asserted their native right to load and unload boats in their own town limits on Friday afternoon. "No guys from Windsor are going to load and unload boats around here," was the slogan of the local stevedores and they finally won the argument and were given the job of loading 6000 cases of tomatoes from the Canadian Cannery, Amherstburg, into the C. S. L. freighter FERNIE for shipment to Fort William.

The ire of the local stevedores was aroused when a gang-boss from Windsor arrived to load the boat, accompanied by about 15 Windsor men. The local men resented this infringement on what they justly considered their native right to do stevedore jobs at this port. The C. S. L. loading boss took umbrage at the veiled threats thrown out by the local men and sought Chief of Police Taylor for protection.

The Chief arrived on the scene, told the boss he believed the local men are only asserting their natural right and that the best thing he could do would be to hire the Amherstburg men. After a great deal of dilly-dallying and quibbling the boss finally saw the point and engaged 15 Amherstburg men for the job and it was admitted that they loaded the cargo more efficiently and in less time than any other gang along the riverfront.



Tug Progresso assisting steamer City of Cleveland. Tug Arkansas in foreground.  
Marsh Collection P2649

## MARINE NEWS

### Injured on River Work

Cyril Robinson and Alton Dennis, employees of the Arundel Corporation, were injured about the face and eyes when some babbitt\* blew out while they were repairing the sweep scow FAITH on Sunday morning. Both men were engaged in pouring hot babbitt into a hot bearing of the scow when the accident occurred. Robinson sustained the most serious injury, being badly burned about the eyes and face. The men were brought back to Amherstburg, where they were treated by Dr. E. D. Hutchinson and later removed to Grace Hospital.

*\*Babbitt is made primarily of lead and used as a bearing surface for machinery. If the bearing saddle is not clean and contains oil or water when the babbitt is poured, a small explosion of the water or oil will cause a blow back of hot molten lead.*

### CHARLES DICK Breaks Pump

The sandsucker CHARLES DICK, which was laid up at Mullen's dock, left Thursday night for Point Pelee. While at work there one of the pumps was broken and she was brought back to Amherstburg on Monday, where repairs were made.

### Misc.

—H. H. Neff, prominent ship owner of Cleveland, Ohio, was in town on Thursday to interview the Mullen Coal Co. regarding the purchase of a steamship.

*August 23, 1935*

## Stone Quarried For Almost A Century

First Product Was Taken  
By Owner  
Captain Sloane

To the Sault for a canal; to Detroit for public buildings; and Windsor, Sandwich, Cleveland, Toledo and Niagara Falls has gone stone from the Anderdon quarry. For almost a century the quarry has given up its valuable deposits of rock for many different uses. It has been the means of bringing families to Amherstburg and providing work for numbers of men as well as making Amherstburg known wherever this particular type of rock was needed. When the quarry is mentioned a flood of incidents are recalled by old-timers, for it is one industry that has always continued to operate.



The first stone to be taken from the quarry was when Capt. Sloane owned the property. He had 60 acres of land which included this rock deposit. An adjoining 60 acres was owned by a man named Burrell. The most ambitious owner of the quarry in early days was when it was operated by McDonald. While he was in possession, plans were made for a railroad from the quarry to the river front and the right-of-way laid out. Although the railway never materialized, the lane that was surveyed for the tracks is still being used as a roadway by the present owners, Brunner Mond, Canada, Limited. To all of the older residents the lane is known as "the railroad." It was while McDonald owned it that stone blocks were shipped to Sault Ste. Marie to be used in the construction of the first canal. The blocks were six feet by 36 inches.

The county buildings at Sandwich, which have so staunchly withstood the ravages of time, were built of stone from the quarry in the [18]60s. The contractors were the McKenzie brothers of Sarnia. Alexander McKenzie, one of the brothers, later became Premier of Canada from 1871 to 1874.

Pumps of so many horsepower are used to keep the quarry clear of water in these modern days. In the early days they also used horsepower, but the horse was right on the job. The pumps then were crude affairs. A belt to which was attached wooden buckets was dipped into the quarry by power developed by a horse hitched to a long pole, walking around and around throughout the day. The horse turned the pole, the pole turned the crank, the crank turned the bucket belt, up came the water in the buckets—and there it was. A slow process, but speed wasn't essential in those days as it is now.

At one time there were three or more quarries operating there. One was owned by Martin Whalen and another by Alexander Borrowman. The stone that was used in the construction of the city hall in Detroit came from Borrowman's quarry. Solomon White, a lawyer, and Thomas B. White, both natives of Anderdon, operated the quarry for about 20 years. They were the first to install a steam engine for pumping.

Many will remember the boats that used to call in at the dock north of the B. M. pump-house for the cargoes of stone, among which were the IDA, owned by Captain Joseph Bellecoure; the EMMA, owned by Captain Jacques Laframboise; and Captain John Sunderland's boat. The stone was also shipped out by rail. When bridges were being changed from wood to steel and stone the quarry stone was in great demand and many of the bridges then built of quarry stone are still standing between here and Niagara Falls.

Often there were as many as 50 men employed there and during the Civil War in the United States, 1861-1865, a number of people known as "skeeaddlers" found employment there. When the war ended the majority of them returned to their own country.

One of the local families who were connected with the quarry in the days when it was owned by Alex Borrowman is the Darragh family - William, Andrew and Richard, or, as they are known to their many friends, Bill, Andy and Dick. Their father, William Darragh, came from Ireland, settled in Utica for three years and then came to Amherstburg in 1854. He was employed at a shipyard here and one of the ships he helped to build was the THOMAS PARK. He was appointed foreman at the quarry and moved to the second concession of Anderdon at that time. The Darragh farm afterwards became part of the Seed Farm.

Another quarry foreman who was well known was John McCarthy, who was there when it was owned by the Whites.

About 20 years ago the Brunner, Mond Canada, Limited purchased the property from Merrifield and F. A. Hough and have operated it since. During that time the stone from the quarry has been crushed and used to build good roads over many scenic highways in this part of the Province.

August 30, 1935

## MARINE NEWS

### Tug Laid Up

The tug W. A. COLTON is laid up at the Arundel Corporation machine shop at the Livingstone Channel.

### Replace Boiler

The boiler of the tug SHAUN RHUE, which blew up some time ago, has been replaced with a new one.

### "PUT" on New Schedule

The steamer PUT-IN-BAY, which has been running from Detroit to Put-in-Bay, has changed her route and is carrying passengers from Toledo to Detroit.

### Move Wrecking Equipment

George Cooke and Lewis Goodchild are moving their tugs and wrecking equipment to their new quarters at the Gordon slip, river front. The latter is raising the tug CISCO, which was sunk at Stoney Island.

### Rushing Drywork

Work is being rushed on the last section of dry work on the Livingstone Channel deepening project and four drag lines have been set to work. An additional force of men has also been added to the work and it is expected that the job will be completed by Christmas.

### Breaking Down Wall

The Dunbar & Sullivan dredge EMPIRE and tug R. H. GOODE are working on the section of the Livingstone Channel cofferdam, breaking down the middle wall. The tug SACHEM, which was working on this job, was damaged and had to go to dry-dock at Ecorse for repairs.

### MARIA MARTIN's Career Ended

The last chapter in the career of the schooner MARIA MARTIN can be written in flaming letters, for the wood from her ribs and body is being used as fuel by the townspeople

who have drawn wood from the government dock. The MARIA MARTIN was removed from the river bed at Callam's Bay recently as she was becoming a menace to navigation owing to the shifting of her position. She was dynamited into sections and brought to the government dock by Capt. J. Earl McQueen.

**Misc.**

- The Arundel Corporation tug A. G. LAWN is in drydock for repairs to her hull.
- The C. S. L. collier COALHAVEN unloaded a cargo of 5,000 tons of coal for the Arundel Corporation machine shop at the Mullen coal dock on Sunday.
- The tug WILLIAM J., which tends the suction dredge at Bar Point, has been overhauled and is back on the job.

—  
**LOADED SCOW  
SINKS IN CHANNEL  
OWNED BY THE DUNBAR & SULLIVAN  
DREDGING COMPANY**

A steel dump scow belonging to the Dunbar & Sullivan Dredging Company was sunk in the steamboat channel near Bar Point on Monday night while being towed to the dump grounds by the tug R. H. GOODE. The scow is menacing navigation. Capt. J. Earl McQueen's tug PROGRESSO and the U. S. patrol boat is standing by to warn mariners of this hazard. The scow was being used in connection with the dredge EMPIRE in the work at the Livingstone Channel.

*September 06, 1935*

**Well-Known Lake  
Captain Dies  
In Amherstburg**

**Captain J. McGuire  
In Ill Health For  
Ten Years**

The last port of call for all mariners was reached by Captain James McGuire of Amherstburg on Thursday night when he quietly slipped his earthly moorings for that last great journey. Capt. McGuire had been in ill health for the past ten years and as he grew older his strength

diminished. Handicapped by the loss of his eyesight, he nevertheless found many pleasures in his old age, one of them being the daily broadcasts of the Tigers ball games, to which he listened with avid interest. As he sunk lower in health he was confined to bed for the greater part of the day. Captain McGuire was born in Detroit 87 years ago and came with his parents, William and Amelia Hall McGuire, to Amherstburg when five years of age.

At that time Amherstburg was one of the great marine towns of the lakes and many local youths followed the urge to sail the great inland seas of America. When 13 years old Captain McGuire became a member of the crew of the tug KATE WILLIAMS and started on a career that lasted for 44 years. He sailed on the CASTALIA, WALDO, FOREST CITY, FAYETTE BROWN, HARVEY BROWN and other freighters of the lakes and then returned to sailing on tugs.

As Captain McGuire rose in the service, steel boats began to replace the wooden ones and steam superseded the sails. He was towing coal-laden schooners to the upper lakes on the wooden boat ANDREW J. SMITH when he got his first chance on a steel steamer, the BRITON, of which he was first mate.

On this boat he met with his one and only serious accident. The BRITON rammed and sank the wooden steamer PROGRESS at Mamajuda Island, opposite Wyandotte. The BRITON's bow stuck like a wedge in the sinking ship's side and held it while the crew clambered aboard the BRITON. The last boat he was on was the Dominion Government tug SIR JOHN, which tended dredges on harbor-deepening projects.

He retired from active service 30 years ago but loved to recall incidents that occurred during his days on the lakes. He was a staunch Liberal in politics and took an active part in elections, provincial and federal.

It was a sad blow to him when he lost his eyesight and was unable to see the boats pass up and down the river. This incapacitation is believed to have hastened his death as the whistle of the steamboats made him yearn to see them.

Captain McGuire was twice married. Surviving him are one daughter, Lottie, Mrs. Adolf Brisso, Detroit; and three sons, Martin of Medina, North Dakota; Leo of Sandwich; and William of St. Louis; three sisters, Mrs. Chillester, Detroit; Miss Annie, of Amherstburg; and Miss Theresa, of Detroit....

**MARINE NEWS**

**Four Pumps for Work on Sunken Scow**

Dunbar & Sullivan's derrick scow D-1 was in Amherstburg [this week] loading two pumps and other equipment to be used in the raising of the steel scow which is sunk in 11 feet of water off Bar Point. Bert Maguire, well-known Amherstburg old boy, was in charge of the operations. Four pumps are working on the wreck.

**Workman Injured**

Angus McColl, fireman on the Great Lakes Towing tug ARKANSAS, was severely injured when he was struck by a towline which parted while the tug was towing the cigar boat



SOUTHPARK on Sunday morning. The pin in the clevis of the towline parted and caused the break. McColl was removed to Hotel Dieu, where he is recovering.

**First Boat Through the Livingstone Channel**

Navigation was unofficially opened in the first section of the Livingstone Channel on Sunday morning when the SOUTHPARK, a cigar boat\*, was towed through the channel to the plant of the George Mills Construction Co. The Livingstone Channel has been closed to navigation for the past three years while it was being deepened to accommodate lake traffic. Cofferdams were built and the deepening project undertaken as dry work. Although the first section has been completed for nearly a year there have been no boats through this channel until Sunday. The SOUTHPARK came down from River Rouge in tow of the Great Lakes Towing Co. tugs ARKANSAS and IDAHO. It will be used to supply power for the pumps at the Mills plant.

*\*A "cigar boat," another name for a whaleback steamer, had a hull which continuously curved above the waterline, giving it a cigar-like shape when fully loaded. The SOUTHPARK, launched as the FRANK ROCKEFELLER, later became the METEOR and is now a marine museum at Superior, Wisconsin.*

September 13, 1935

WITH THE TIDE

...Dumping garbage from a scow at the head of Bois Blanc Island and in the Amherstburg Channel—This seems incredible, but nevertheless this practice is being carried on and should be stopped at once—Whether this is a matter for the local Board of Health, the Provincial authorities or the Dominion authorities, the writer does not know—But no company or companies should be allowed to dump a scow-load of garbage and refuse in the river—It should be taken many miles out in the lake, if dumped at all...Sometimes the thought occurs that the construction companies on the Livingstone Channel job are getting by with most everything—As an example, why should Canadian authorities allow any company or companies to build such an eyesore as the long dyke at the Lime Kiln Crossing—It's high time we started to look after our own rights....

...Considerable difficulty is being experienced in the raising of the Dunbar & Sullivan dump scow which sank in the middle of the channel near the Bar Point lightship some ten days ago—It was thought at first that the dumps would lighten the scow and cause it to rise, but it has become embedded in the mud and it will be necessary to clam out the load in it, then use the pumps—At the present time a Coast Guard boat and Captain J. Earl McQueen's tug, the HENRY STOKES, are standing by directing traffic at this dangerous point...

September 20, 1935

MARINE NEWS

Misc.

—The American submarine which has been on exhibition at the Windsor dock passed down the river about seven o'clock Monday morning and was viewed with a good deal of interest by a number of people who were on the docks at that time.

—The Dunbar scow which sank at the mouth of the Detroit River was raised early in the week, removing a menace to navigation. It is in dry-dock receiving repairs.

POWERFUL TUG "GOODE"  
AGROUND ON TUESDAY EVE

IN TROUBLE IN SUGAR ISLAND CHANNEL  
RELEASED BY TUG "PROGRESSO"

Considerable excitement was caused in marine circles in the Lower Detroit River on Tuesday evening when the large Dunbar & Sullivan tug R. H. GOODE went aground in the Sugar Island channel north of Bois Blanc Island.

A call was sent to Captain J. E. McQueen in Amherstburg and it was not long before his tug PROGRESSO was on the job. It was a hard pull due to cross currents which have been set up by the various dykes constructed in this vicinity. However, at 10.00 p.m. the GOODE was released. Upon examination it was found that little damage had been done and the tug proceeded with its work.

Lieutenant Commander J. D. Conway  
Tells Amherstburg Rotarians  
Of U. S. Coast Guard Service

Boats Have Been Patrolling Canadian  
Channel Since Dry Work At  
Livingstone Cut Started

Traces History of Organization and Tells of Its Various Duties

For a number of years Amherstburg citizens and the surrounding districts have been very much interested in the Coast Guard boats which have been patrolling in the Amherstburg Channel. These boats made their appearance when the work on the Livingstone Channel



started, and since that time have acted as traffic policemen and aided all boats in distress. Members of the Amherstburg Rotary Club were privileged on Tuesday evening to hear all about the Coast Guard service when Lieutenant-Commander J. D. Conway, well and favorably known in Amherstburg, was their guest speaker.

#### Traces History

Tracing the history of the United States Coast Guard service, Lieutenant-Commander Conway said that this was based on an organization which the British Government maintains in the British Isles known as His Majesty's Coast Guard Service. It was primarily founded to prevent smuggling into England and the British Isles from other European countries in the 17<sup>th</sup> century. In the 18<sup>th</sup> century, the United States became one of the family of nations. "As you know," said he, "a nation's bills are paid from moneys collected from taxation, and customs taxes are important. During the Revolutionary War, the United States only had privateers and converted merchantmen as its navy and when the treaty was signed, had none at all. In 1790 Alexander Hamilton saw the need of a naval force to prevent smuggling into the United States, a force also that could be used to prevent raids from pirates along the coast. He introduced a bill through Congress which created the Revenue Cutter Service. As time went on, the duties of this service multiplied until it gradually became one with a large number of vessels.

"In 1848, along the coast of Maine a lot of vessels were being shipwrecked, the reason, of course, being that the charts at this time were not good and when a ship was aground there was nothing to aid them and usually everyone aboard was lost. About this time, a lifesaving organization was organized along this coast, and gradually it spread the entire length of both coasts of the United States. This service and the Coast Guard service did work of a very similar nature; and in 1915 Congress passed an act which brought these two together in one unit."

#### Duties of Organization

"The duties of the Coast Guard service can be enumerated very easily," said Commander Conway. "First, to enforce the Customs Act; second, to bring medical aid to fishermen and all other vessels in need; third, aiding shipwrecked people; fourth, enforcing the sponge-fishing laws in Florida and the fishing laws of Alaska as laid out by an international treaty. In Alaska, the force also has a mercy organization, providing Red Cross service and so forth, and their services in Alaska are humanitarian and general."

#### Ice Patrol

"Shortly after the sinking of the TITANIC in 1912," the speaker told his audience, "the major nations interested in shipping saw the need of a patrol to study the iceberg situation, where they came from, their movements, and so forth, and also to warn vessels of the presence of icebergs in their district. The Coast Guard Service of the United States was given this task of patrolling the dangerous area off the coast of Newfoundland. Of course the cost of this patrol is borne by the nations interested. The duty of the Coast Guard in this district is to study the drift and the duration of the bergs and to get other information of value. If you look into the annual reports of the Coast Guard Service, you will find that their duties are greatly varied and range from taking babies to hospitals, to aiding shipwrecked vessels."

#### The Service

"The Coast Guard Service today," Lieutenant-Commander Conway said, "is a fairly large unit consisting of 10,000 enlisted men, 550 commissioned officers and 800 warrant officers. The boats vary from a first-class cruiser with a cruising radius of 1200 miles, built as a combination gunboat, tow boat, wrecking and mining boat. It varies down to the speed boats which were used in chasing rumrunners. Many of you did not hear of this service until prohibition; however, it is a splendid unit with a fine history and is at the service of all."

#### Introduced by Capt. Hackett

The speaker was introduced by Capt. C. R. Hackett, who said that he had been in contact with this service for a number of years and he highly praised the Coast Guard for the splendid work which they had done in this district.

W. K. Sidey thanked Lieutenant-Commander Conway for his splendid talk.

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September 27, 1935

## MARINE NEWS

#### Shoal Spot Discovered

A shoal spot with a depth of 19 feet 4 inches has been discovered in the Lower Detroit River channel east of the area now being dredged by the PERU. Vessels have been warned to check their speed and use caution in approaching this area.

#### Marine Post Office in 40<sup>th</sup> Year

The marine postal service at Detroit is observing its fortieth anniversary this year. In 1895 this service, which is the only one in North America and possibly the world, was established for the purpose of delivering mail to and from lake freighters which could not enjoy a regular postal service due to their indefinite information as to their ports of call. Mail is sent from the main post office in Detroit to the river station where it is placed aboard the motorship G. F. BECKER and transferred to and from vessels by means of a bucket lowered from the deck while the vessel is proceeding at its regular speed. Inside the BECKER is a regular postal station where the mail is worked up for delivery or shore dispatch and it is said that the crew of the BECKER are so well-acquainted with the freighters that they are able to identify a ship long before it is possible to make out its name by the use of binoculars.

#### Misc.

—The Canadian Steamship Company's boat FERNIE took on a cargo of soda ash for Port Arthur for shipment west, at the B. M. dock, Gordon, on Tuesday.

### Dredge for Kingsville

The dredge E ZEE BEE of the Pelkie Dredging Co. of Belle River arrived at the Amherstburg dock on Monday. It is en route to Kingsville to engage in dredging contract at the harbor there.

October 18, 1935

## Marine Odds and Ends

### Old Hooker Beached

Along with the old fueling steamer PEARY, formerly owned by the Pittsburgh Coal Co., the lumber hooker I. WATSON STEPHENSON, which has plied the Great Lakes for 40 years, has been placed on the bottom of the harbor in front of the stadium yacht basin at Cleveland.

### More Ships Pass the Soo

A total of 1699 vessels with a registered tonnage of 6,226,540 were locked through the United States canal at the Soo while 519 vessels of 526,043 tonnage passed through the Canadian canal during August, according to figures compiled by Isaac DeYoung, general superintendant, under direction of Lieut.-Col. R. C. Crawford of the Corps of Engineers. The total freight through the United States canal was 7,399,819 short tons and that through the Canadian canal was 330,986 short tons. A total of 7997 passengers travelled eastward through the Soo canals during the month, while 7938 travelled westward. A total of 32,701,017 bushels of wheat were sent down through the United States canal and 6,021,513 bushels through the Canadian canal.

### Deputy Commissioner of Lighthouses

Charles A. Park, chief engineer of the U. S. Lighthouse Service at Washington, who delivered an address at a meeting of the Amherstburg Rotary Club some time ago, has been promoted to and sworn in as Deputy Commissioner of Lighthouses. Mr. Park has been in the lighthouse service for the past 24 years, 11 of which were spent in the Eleventh District with headquarters in Detroit. He entered the service in 1911 and became superintendent in 1924. In 1933 he was transferred to Washington.

### Dredge Co.'s President Killed

John F. Cushing of Evanston, Ill., president of the Great Lakes Dredge & Dock Co. and well-known in Amherstburg marine circles, was one of 12 occupants of an airplane who were killed when the plane crashed near Cheyenne, Wyo., on Monday. The machine was bound from Oakland, Calif., to New York and struck a knoll on the rolling plains, tore out its two engines and smashed on another hill. A peculiar thing about the accident was that in the jumble of shattered metal a novel was found with a page turned down on this paragraph: "Oh God, how horrible! How horrible!"

### Start On New Channel

The U. S. Government will start work on a survey of the Grosse Île Channel between Grosse Île and the main shore, which will be called All-American Channel. It is estimated that this will cost about 15 million dollars. Objection is being raised by residents of the island on the grounds that this will spoil the view and *[that]* a channel from Bar Point lightship to the American shore would answer the same purpose.

### Dyke is Unsightly

The compensating wall or dyke from the east side of the Livingstone Channel to the Canadian boat channel has been built to its required length and for a scenic horror could hardly be surpassed. Amherstburg residents are wondering what advantage this unsightly pile of rock will be to navigation, if any. It not only detracts from the appearance of the scenery along the river, but is a menace to the health of the people of Amherstburg and slows up the small boat shipping. The first because all the refuse and garbage that is dumped in the river from points above Amherstburg is directed by the current towards the Amherstburg shore. There has always been enough garbage to contend with without adding more. In the latter case the current has been speeded up because a funnel is made by the dyke with the large end above the dyke and the small end opposite Amherstburg. This increases the speed of the river at the small end. It is understood that the U. S. Government was given permission to build this small dyke by the Canadian Department of Public Works. Neither the former nor the latter apparently knew just what purpose the dyke was going to serve. Only one redeeming feature is the fact that in former years the dumping grounds in the part of the river which the dyke crosses was the cause of a number of boats running aground as in some places the water was only two or three feet deep and when a strong wind was blowing one could see the boulders sticking up out of the water. A few years ago the U. S. Department made a survey with the intention of dredging the dumping grounds to a level of eight feet all over, but nothing ever came of this. There is little more work to be done on the dyke, as it has been extended to within about 100 feet of the boat channel, which makes it about 1000 feet from the Livingstone Channel to the end.

### Misc.

—The dredge NIAGARA of the Arundel Corporation was laid up for a few days last week.

—Captain Walter Callam of the freighter JOHN G. MUNSON visited at his home here Monday.

—Lewis Goodchild and George Cooke of Amherstburg took their pile-driving equipment to Pelee Island on Sunday. They will drive the piles for the west dock, which is being rebuilt by the Industrial Construction Co. This company is also rebuilding the west pier at Kingsville.

—The heavy gales of last week interrupted operations on the river improvement work. The drill boat DESTROYER, which is working on the wet work at Section F of the Livingstone

Channel, was tied up for a couple of days. The low water caused two gas boats of the Arundel Corporation to lose their wheels.

—The drill boat T.N.T. has been leased to the U. S. Dredging Co. and was towed to its new moorings at the head of the Livingstone Channel by Capt. J. Earl McQueen's tug PROGRESSO.

October 25, 1935

## Captain A. C. Callam, Well-Known Lake Mariner, Is Dead

Had Been In Ill Health  
For Five Years

During the last half century Amherstburg has sent out to the Great Lakes many prominent mariners, but none has been better known or more esteemed than Capt. Alexander Campbell Callam, who died at his home on Dalhousie Street, Amherstburg, on Saturday morning, October 19<sup>th</sup>, after an illness of over five years. His genial and hardy disposition won for him a wide circle of friends and his kindness and charitable nature cemented that friendship into respect and esteem. During his long illness his health was the source of solicitous interest of the townspeople and his death is deeply regretted.

Capt. Callam was taken ill five years ago. He was taken off his boat at Ashland, Wisconsin, and removed to St. Mary's Hospital in Detroit, where he submitted to a serious operation. He recovered and went back to his boat, the W. H. WOLF. He made only a few trips before returning home again because of ill health. Last February he was confined to bed and in June suffered a stroke. The last few days before his death he was in a state of coma and on Saturday the slender thread of life was broken.

Capt. Callam was closely connected with the pioneer history of Amherstburg and the district. He was the son of the late Alexander C. Callam and was born on the Callam homestead at Callam's Bay, Amherstburg, 71 years ago. His father had come from Scotland and built a mill and a house at Callam's Bay. His wife Margaret Callam joined him later. Mr. Callam Sr. and Mr. Dall were the first men to blaze a trail through to the 6<sup>th</sup> concession of Anderdon. He was also one of the pioneer members of St. Andrew's Presbyterian Church, Amherstburg, and was precentor there for a number of years. Both he and his wife passed away at the home of their daughter, Mrs. A. J. Golden, Anderdon.

Capt. Callam began sailing when he was 17 years of age and his first command was the barge HARTNELL. He received his master's papers over 45 years ago and had command of the steamers E. M. PECK, FITZGERALD and for the last 12 years before his retirement he sailed the WOLF. For 40 years he was one of the most valued captains of the Sullivan fleet. Before he was confined to bed he worked on the United States survey at Amherstburg.

Some of the mariners who were contemporaries of Capt. Callam were the late Captains Hutton, Gatfield, Allen, Powell, F. B. Hackett, James and Richard Tobin, Don and John Duncanson and James Laframboise.

The deceased was married to Eva Girardin in 1894, who with the following son and daughters survive him: Capt. Walter Callam of the steamer J. G. MUNSON; Miss Belle of Detroit; Catherine, Sister Alexandrine, of Windsor; Margaret, Mrs. Paul Goebel, of Grand Rapids, Mich.; Emily, Sister Alexis, of Windsor; Dorothy, Harper Hospital, Detroit; Stella, Mrs. (Dr.) Mountain, Desboro, Ont.; and Mary, at home....

## Use Dynamite Alarm Clocks

Those explosions that performed the duties of an alarm clock and got everyone up bright and early on Friday morning were not Italian "Big Berthas," although they did sound as though the town was being bombarded. It was just the contractors leveling the sides of the cofferdams at the Livingstone Channel. When any rock that cannot be moved by the drag line is encountered, a charge of dynamite is used to displace it. They are surface explosions so will not do any damage, except perhaps to frayed nerves. A prominent citizen of Amherstburg, who is a veteran of the Great War, told the *Echo* that the explosions were so much like the discharge of cannon on the battle front that he awakened thinking he was back on Flanders field again.

November 1, 1935

## Get Action On River Blasting

Governments Send  
Officers Here

Major Laird of the U. S. Engineer division of the War Department, Detroit office, and Mr. Martin of the London office of the Canadian Department of Public Works were in Amherstburg investigating the river blasting last week. Their visit was the result of the council authorizing Town Clerk Jones to write them regarding the damage done in Amherstburg by the blasts set off at the Livingstone Channel improvement work. The town clerk was asked to keep a record of the blasts that occurred during seven days and to present a report to both London and Detroit departments. The U. S. Engineers expressed willingness to cooperate with Amherstburg in preventing damage by blasting and their inspectors stationed at the Detroit



River improvement contractors will be instructed on how many pounds of dynamite can be exploded at one time without damage.

Residents of Grosse Île registered a similar complaint to the department and the charges were reduced to 1500 pounds. As Amherstburg is situated on a different strata of rock, it is thought that the charges might have to be lessened, as we seem to get the shocks in a greatly intensified force.

November 15, 1935

# WITH THE TIDE

By

JOHN A. MARSH

WHEN THE FOG on the river cleared Monday morning, Amherstburg residents were startled to see the big D. & C. passenger steamer CITY OF CLEVELAND III high and dry on the rocks on the west side of the Lime Kiln Crossing, close to the recently built retaining wall. Because of the dense fog the Coast Guard had ordered the channel closed at 10.25 p.m. Sunday night. The Cleveland threw down her hooks but they didn't hold and she drifted aground.

According to the marine office, she freed herself once more and became hard and fast. A call was sent for aid and Captain J. Earl McQueen's two tugs, the PROGRESSO and the STOVER, the Great Lakes tug ARKANSAS and the Ford Motor tug FORD responded. It was not till noon Monday that the steamer was released and taken to the dry-dock at Detroit for a check-over to find out the damage to her hull. At the time of the accident the CITY OF CLEVELAND was downbound from Detroit to Cleveland with a cargo of automobiles. No passengers were aboard. It is interesting to know that the chief engineer of the disabled boat is Leonard Nattress, a native of Amherstburg, son of the late Rev. Thomas Nattress, who for many years was pastor of St. Andrew's Presbyterian Church. The late Mr. Nattress was a student of history and wrote a book on "The Story of Amherstburg." He was so keenly interested in geology and did considerable research work for the Solvay Process Company. It was largely through his findings that they established their Canadian plant of Brunner, Mond Canada, Limited here.

j a m

SPEAKING OF FOGS, shipwrecks and the Brunner Mond.

Seems like a strange combination but therein lies an interesting story which proves an old saying that the world is small after all. Early last Friday morning the Cleveland Cliffs steamer FONTANA was nosing her way into the Brunner Mond dock at Gordon with a cargo of coal for that manufacturing plant. This was the first time that the Captain has brought this boat into that particular dock and he was proceeding with the utmost caution. The current in the river, which is swift and treacherous at this point, caught the FONTANA and swung her on to a

reef which projects from land a short distance below the dock. The huge freighter couldn't budge, so a call was sent to Amherstburg for help. Captain J. Earl McQueen responded with his tug, the PROGRESSO, and later, at the request of Captain Walls of the FONTANA, brought the skipper ashore so that he could phone his headquarters in Cleveland to report the accident. Talking with Captain Walls en route to Amherstburg, Captain McQueen found that the FONTANA's skipper was a native of the Shetland Islands. On arriving at the McQueen home and talking with Mrs. McQueen it developed that both Capt. Walls and Mrs. McQueen had mutual friends and although they knew a great deal of each other had never met before. It further developed that Captain Walls is the only native of the Shetland Islands who is a captain on the Great Lakes. An interesting story was told by this Great Lakes skipper of an ocean trip which he took in 1932 with his family. He was crossing on the German-American liner BREMEN. The captain became ill and as there wasn't another officer of the boat with captain's papers, Captain Walls was asked to take command and took the passenger boat to Southampton where a German-American captain came aboard. It is funny the strange meetings which take place at the most unexpected times.....

j a m

# When Windjammers Were Top Notchers on Lakes

Lake Historian Recalls Owners, Vessels  
And Hardy Seamen

(From the Collingwood Bulletin)

The Canoe, the Schooner, the  
Sidewheeler and Steamboat

(By Captain James McCannell)

For many years the birch bark canoes of the [First Nations] were able to take care of the commerce of the fur traders. After the arrival of settlers, first from France and later from the British Isles and other countries, and after the Revolutionary War in the United States, a large number of the U. E. Loyalists came to Canada, most of these being located along the coast or along

the rivers and shores of our Great Lakes. It was soon found with the growing trade that larger carriers were necessary. In consequence men began building sailboats which were increased in size as the requirements of the trade demanded. Many of these early schooners were owned by the government for carrying military stores and troops to various posts. The big fur

companies also built vessels ranging from a few tons to 1000 tons. We find in 1790 Collins, the Surveyor General, reported to the Governor that probably some day vessels of 100 tons would be required on Lake Ontario, but thought that 15 tons would be sufficiently large for tonnage offered on Lakes Erie and Huron. As yet Superior and Michigan were little known. As time went on settlements were pushed further westward but usually near the water, as this was the only means of transportation. With the War of 1812-14 we find shipyards at Kingston and Sackett's Harbor, where large 100-gun ships were

built, and also at Toronto and Niagara, where commercial schooners were laid down. Many of these were built along the waterway where the timber was most convenient, and from early morning till evening could be heard the sound of the saw, axe, hammer and the sharp clink, clink, of the caulking mallet. By the middle of the 18<sup>th</sup> century there were hundreds of sailing vessels of various rigs employed in Canada and the United States. Trade increased by leaps and bounds and soon steamboats appeared on the scene when it was a race between wind and steam as to which would gain the supremacy.

#### **Ships Multiplied**

Individual owners soon began to build vessel after vessel until some of these small owners soon found themselves possessing many fine ships, sloops, schooners, brigs, barques, brigantines and barquentines.

At the mouth of the Niagara River about 1830 was formed the shipbuilding yard of Niagara Harbor and Dock Company where many men found employment and turned out steamers and sailing vessels noted in their day. Along the Welland Canal were to be found other yards, the most noted being the Muirs of Port Dalhousie and Louis Shickaluna of St. Catharines. The Simpsons, Andrews and Abbeys of Pt. Robinson also turned out fine ships for that period. Port Burwell on Lake Erie and Chatham become noted shipbuilding centers, while Garden Island also built large vessels. Many of the products of these yards made profitable ocean voyages and some were sold abroad. The ships of the Maritimes and Quebec became famous the world over. Manning

these vessels were men of daring, quick judgment and perhaps you would not find anywhere more able seamen than were found on the Great Lakes of America. Some of the noted vessel owners were Muirs, Norris, Graham, Campbell, Matthews and scores of others. On the American side the largest owners of said vessels were the Bradleys, Winslows, Eddys, Shaws, and Higgies.

Owing to the limited room on many waters and the fall gales with their heavy snow storms and changing winds, men had to be constantly on the alert. Long hours, small pay and limited accommodation with lots of hardship built up a class of men that was famous the world over. Many of them were rough, while at that period drink was the curse of the sailor men. The boarding houses and saloon were the places most frequented and pages could be written on the riots and forecastle brawls, making it almost necessary for the officers to be severe in discipline.

#### **1400 Sailing Vessels**

We find in the early seventies of the last century enrolled on the registers of Canada and the United States around 1400 sailing vessels of all descriptions. Many of these were built on yacht-like lines with long graceful sides with a perfect sheer, lofty spars, some extending from the waterline to a height of 189 feet. The most beautiful sight to be seen anywhere is a full-rigged ship, and owners and captains took great pride in having their vessels looking spic and span. The quarters for the

captains, mates and steward, always aft, were quite comfortable, some having no heat or ventilation, where the bunks for the men in tiers along the sides were too often so populated with a disturbing element that had a tendency to increase one's vocabulary. During heavy seas or hot weather these dungeons were cold, damp and musty, while the old mattresses were so unclean and unsanitary that the men often lay down fully clothed as they were liable to be called out on short order.

#### **Incidents of the Life**

Going through the canals was a drag on the men. Walking through the mud carrying lines or driving the horses that towed them through, old sailors used to say, "Take off your coat and fight from Port Colborne to Dalhousie." Many of these old Welland Canal sailors had a record from the head of Superior to tidewater, some of the most famous being John McDuff, who was never in gaol, although several warrants were out for his arrest. Then there was Davy Munter, King of the Welland Canal, who in Collingwood in the latter fifties rescued his sailors out of the courthouse, threw the Chief of Police through the window and swore by all the saints in glory that the company of lawyers and magistrates was not fit company for sailors. The barque MALTA on which he was then mate sailed away for Chicago and the sailors, if living, are out on suspended sentence still. Then there was Nosy O'Brien, who lost part of his proboscis in a barroom brawl; Con. Shay, known to all policemen from "hell" to Bermuda; and Saxy Brook, who always maintained that once a week was enough for a sailor to wash himself; and last but not least, the fine

gentleman Capt. Sandy Irvine, who stole McGarrigle, the boodler, out of Chicago in 1887 on the EDWARD BLAKE and landed him on Canadian soil. As part of this episode it is told that at the Straits of Mackinac revenue cutters were on watch for the white-sided schooner, but Capt. Sandy had the crew paint her black on the lake and she passed the revenue in mourning dress and with no attention paid, as they were looking for a white vessel. But Capt. Irvine, who sailed the lakes for many years, claimed he got more publicity than silver eagles. On one occasion many vessels were sheltered at Marquette at anchor. Another crew of the pirate class in the dead of night took their yawl and boarded the others at anchor and stole all the rope they could find and stowed it below. The storm cleared and the vessels sailed. On arrival at the Soo these vessels could not find a mooring line aboard, making it necessary to unreave peak and throat halyards in order to get lines to tie up in the canal. How or wherever the lines disappeared was never known, but as the THOMAS QUAYLE was being towed up the river in Cleveland, the junk boat was alongside twice for a full load

as the crew passed it out through the hawse pipe forward. Capt. Holmes, the master, was standing aft on the quarter deck while

this cargo was transferred and to his dying day never knew about it, while the sailors divided up a couple hundred dollars and no doubt there was a royal time in a saloon that night.

#### Hardy Men and Hardships

During the fall months when wintry gales and sub-zero weather blew over the Great Lakes, these same hard-fisted men were there with the goods when needed. Pages could be written on shipwrecks and the hardships endured by them. Many great and noted storms swept over the Great Lakes, one of the most disastrous being in November, 1869, when many vessels were lost with their crews. In a December storm in 1871 the barque PARANA arrived in Milwaukee so heavily loaded with ice that the crew were not able to get in the forecastle for a whole day. Christmas Day, 1890, the schooner BOYCE arrived and was towed into Chicago by tugs. She made a late trip and was bringing back a deckload of Christmas trees and encountered a NE sleet storm with the temperature falling away below zero. The sails were heavily coated with ice and the rigging iced up to the crosstrees. The Christmas trees were so smothered in snow and ice that the ship looked like an Arctic trader. The crew suffered untold hardship and the cargo was too late for the Christmas trade. On November 22<sup>nd</sup>, 1891, the fine large three-masted schooner HELVETIA arrived in Milwaukee covered with eight inches of ice. Her jib sails and square sail were so heavily coated with ice that the tug MASON had to thaw them out with hot water in order to lower them. In 1886 another terrible gale swept the Great Lakes. The fine, big barquentine LUCERNE was driven ashore on La Pointe in a blinding

snow storm and became a complete wreck. When the storm moderated the rescuers mounted the vessel and climbed the rigging and cut the ropes with which three sailors had lashed themselves to shrouds and were encased in four inches of ice. All the crew were lost. During a heavy gale on Lake Huron the fine canal schooner ADIRONDACK was dismasted while the cargo of grain shifted. The vessel labored furiously in the trough of the sea while the crew were below trying to trim the cargo and for 14 days drifted hither and thither with the changing winds. Provisions ran out and for several days the crew lived on boiled wheat, but were finally picked up by a Canadian steamer and towed into Goderich. The schooner D. R. HUNGERFORD lost her rudder and was driven ashore on a small island near the Manitoulin Island and for over two weeks the crew were on the island and finally made a raft out of cedar ties and paddled across the gap and landed on the Bruce Peninsula. Capt. Moore was relating the story in 1890 in a Buffalo sailor boardinghouse, when he told about stopping at a lumber camp on the peninsula overnight. When he finished, Dan Graham, a boarder, said, "I remember the night, as I worked at that camp." Weeks before Moore arrived in Buffalo, all hands were given up as lost and insurance on the vessel was paid. When the captain walked into Capt. Drury's office he thought it was Moore's ghost. The crew of the schooner BONNIE

DOON, after 15 miles in late November in a yawl boat, landed at Mackinac Island. There being no R. R. nearer than Escanaba they decided to walk there. Fitting out for the journey of over 250 miles through the wilderness and deep snow the nine sailors along with two fishermen started out on this perilous trip and after four days

through woods and three feet of snow the Captain decided to return and get a guide. Two of the men continued and were never heard of. Fitting out the second time the nine men, with a guide, set out and after two weeks of wading through snow and bush arrived at Escanaba.

#### Spring Gale 1894

The great storm of May 18-19th, 1894, was one of unusual severity. Following a very hot spell the storm set in from the NE and blew a whole gale. Many ships were disabled, driven ashore and wrecked. Near Milwaukee the schooner CUMMINGS was driven on North Point and no human effort could assist her. The crew took themselves to the shrouds. When the storm moderated and men got out to the wreck, all were found frozen to death. The fine, large three-

master JOHN LOOMIS McLAREN went ashore at the foot of 36<sup>th</sup> Street, Chicago. Down came the masts and rigging and miraculously only the mate and two men were killed. Another schooner was washed over the breakwater by the heavy sea and escaped damage. Here let me add that never before or since have I seen so many disabled ships arriving at the port of Chicago.

#### Sailing Ships' Zenith

During the seventies and eighties the sailing vessels reached their zenith. Many fine, large, graceful vessels were built; two, three, four and one five-master. Among them were the MOONLIGHT, whose main mast was 100 feet long and 30 inches in diameter, and towering above this a top mast 80 feet long; the graceful J. I. CASE, with a foresail yard 105 feet long; the SCOTIA, NEGAUNESE, MICHIGAN, JOHN MARTIN, PENSAUKEE, J. B. MERRILL, HELVETIA, F. D. EWIN, PATHFINDER, JOHN SHAW, ALVA BRADLEY, EMMA HUTCHINSON, the beautiful five-masted schooner DAVID DOWS, which foundered November, 1889, and the four-masted Canadian schooner

MINNEDOSA, which foundered with all hands on Lake Huron, October, 1905. And there were scores of others equally as handsome as the above-mentioned.

Around the lake ports in the spring was bustle and excitement as the sailors arrived to outfit their ships. The sail lofts and ship chandlers were busy places and on all sides could be heard the hammer and caulking mallet. Sailors were aloft scraping spars and slushing down, while others with tar pots and paint brushes were dolling them up for the opening. As the harbor tugs towed them out to sea the creaking of the blocks and the old sailor chanties sung was something long to be remembered.



#### Toll of Storms

Every storm that blew seemed to take a toll of this once-proud fleet. As the steam boats crowded them out of business many were cut down to tow barges and were towed for years behind steamers. What a drag it was to haul in those 6-inch and 10-inch manila towlines when frozen or covered with ice! What a chorus of sailing ship "hallelujahs" and Chicago river eloquence ascended heavenward as the men struggled with all their strength to haul in 1000 feet or more of frozen lines.

In 1904 the fast U. S. vessel of this grand and noble fleet, OUR SON, with her flag of distress flying at half mast and union down, rolled and labored in the heavy seas, her seams opening, the men almost exhausted at the pumps, when the steamer NELSON came along and rescued the crew but less than five minutes afterwards the schooner took a final plunge to be engulfed by the stormy sea on Lake Michigan. No wonder the eyes of the rescued Capt. Nelson on the decks of the rescue ship dimmed with tears as his vessel went down,

thus ending his seafaring career after 60 years on ships sailing the Seven Seas and the Great Lakes of America.

On July 1<sup>st</sup>, 1934, the last remaining vessel on the Great Lakes, the Canadian-owned but American-built schooner LYMAN DAVIS, was burned at Sunnyside Park in Toronto for the benefit of the spectators. With others it is agreed that it is to be regretted that this beautifully modeled ship had not been preserved as a show boat in order that future generations might be able to see the class of ship that played such a noble part in building up one of the greatest commercial trades on the continent. Gone are these ships; gone are these great sailor men who for over one hundred years helped to carry the products of the farms, mines and forests. Never again shall we see such a class of self-reliant and resourceful men. The glorious days of sail are gone and lost forever. Let it be hoped that someday some person will see fit to write an account of these gallant men and tall ships that once were so numerous on all our lakes.

November 22, 1935

### *Workman Dies of Serious Injuries*

Suffered While at Work  
On River Contract

### **Crushed In Gears Of Huge Dragline**

Stanley Scrozyniski, 24, of Montreal, died in Grace Hospital, Windsor, early Wednesday morning from injuries which he suffered the previous evening while working on the Livingstone Channel job in the Detroit River near Amherstburg.

Scrozyniski was in the employ of George Mills and Company, contractors. He was employed as a laborer with Drag Line No. 3, which was engaged in leveling the top of the stone spoils bank. His duties were to gas, oil and grease the machine and general labor under the supervision of the drag line operator.

Shortly before 5 p.m. Tuesday the warning signal for a blast was blown. At the time, the blasting foreman was at the drag line giving instructions to the operator and to a tractor operator similarly employed. As they were at a safe distance, about 1000 feet from the blast, these men did not move from their machines. Apparently Scrozyniski, who was with them when the whistle blew, withdrew and, unobserved by the others, crept under the machine. There was no reason connected with his work for him to be under the machine at the moment. He may have been seeking protection from the rain or had fear

of the blast. The operator, having talked with the foreman for a few moments, resumed his work, but after making one cast and swing with his bucket, noticed that his machine had moved forward a few feet. He called Scrozyniski to block the traction and not receiving an answer, looked out and saw the helper's hand protruding from under the machine. He got down and found the unfortunate man caught in the traveling gear under the drag line. In some manner while the machine was in operation, his clothes got caught in the main traveling gear and his limbs pulled into the moving gears, resulting in fatal injuries. His left arm and forearm, left foot and leg below the knee and right leg above the knee, were crushed and severed. It was necessary for the first aid man of the company to cut the injured right leg out of the gear before the man could be taken in a boat to Amherstburg, where he was transferred to an ambulance and rushed to Grace Hospital, Windsor, where he died 14 hours later.

The unfortunate man had been employed by the Mills Company since May 4<sup>th</sup> of this year. He was injured during the summer months but not seriously.

At the present time his body is in the Sutton Morgue in Windsor and an attempt is being made to get in touch with relatives.

Coroner E.C. Harris of Amherstburg and the Amherstburg detachment of the

Provincial Police are investigating the accident. The date of the inquest has not been announced.

## MARINE NEWS

### Keeping the Wolf from The Door

Lighthousekeepers in Algoma are finding it difficult to keep the wolf from the door - only these are not imaginary ones that worry the lighthousekeepers. They are the real ones and they steal chickens and otherwise pester the keepers of the lights. C. N. McDonald, keeper of the light on Parisienne Island, retaliated, however, by killing a couple of them and collecting the bounty at the Soo.

### Buy New Steamers

The Nicholson Steamship Co. of Ecorse, Mich., recently purchased two new steamers, the LAKE TRAVERSE and the J. PEARSON. The former will be used in general trade and the latter, a sand steamer, is working out of Chicago. Captain James Patterson and Chief Engineer Chester Nicholson go from the steamer FELLOWCRAFT to the LAKE TRAVERSE.

December 06, 1935

## MARINE NEWS

### Runs Aground In Amherstburg Channel

The GENERAL MARKHAM of the Cleveland Tankers ran aground on the channel opposite the government dock, Amherstburg, on Tuesday morning about 8 o'clock. Capt. J. E. McQueen's tug PROGRESSO and the Great Lakes Towing tug FLORIDA pulled her off about ten o'clock. The blinding snowstorm and the swift current is believed responsible for getting her off the course. She was bound for Cleveland with a cargo of gasoline.

### PERU Completes Contract

The dredge PERU, which was working at Bar Point, has completed the contract and has been taken to Green Bay in tow of the tug FAVORITE. The pipe line was taken to Monroe by Capt. McQueen's tug STOVER and trans-shipped to Green Bay.

### Freighter Aground Five Days

The Norwegian freighter HELEN, which ran aground on Tuesday morning at 11 o'clock, was released by Capt. J. E. McQueen's tug PROGRESSO on Monday morning about 10.00 o'clock. She was loaded with calcium chloride from Alpena to Norway and it was necessary to lighter her of 100 tons before she could be pulled off. Twenty-five stevedores from Amherstburg were employed on this job. Owing to the rough weather of last week the tugs could not work all the time.

### Misc.

—Thomas Paisley has taken a position with the Island Lines Ltd. at the head of Bois Blanc Island.

—John Goodchild has put his tug HOPE into winter quarters but still has another tug busy on river work.

—The tanker FUEL OIL, in tow of the tug RECORD, put into Amherstburg on Tuesday because of the rough weather.

December 13, 1935

## MARINE NEWS

### Charles Westcott Dies

Charles Westcott, vice-president of the Westcott Marine Agency, died at Harper Hospital, Detroit, at 7.15 o'clock Wednesday night. Deceased had been in Detroit for the past 50 years and was a well-known marine man.

### Freighter Damaged

The Nicholson Transit freighter E.C. POPE ran into some hard luck late Saturday afternoon while downbound over Ballard's Reef, three miles above Amherstburg. While moving along the steamer hit a boulder and punched a hole in number four hatch [hold]. The captain brought the boat down opposite the government dock, where he anchored, and whistled for a tug. Captain J. Earl McQueen went to the aid of the stricken boat with his tug PROGRESSO. It was found that the ship's pumps could handle the situation. Because of a heavy fog the POPE was held up in the river for some 48 hours before it proceeded to Buffalo to unload its cargo and go into dry dock for repairs.

### Derrick Scow Turns Over

A derrick scow belonging to Merritt, Chapman & Whitney, contractors on Ballard's Reef, turned over on Monday morning about ten o'clock. Some men were on the scow at the time but the tug COLUMBIA rescued them from the river.

December 20, 1935

MARINE NEWS

“Red Boat” Catches Fire

The Arundel Corporation’s “Red Boat” caught fire Saturday by the engine backfiring. Quick action on the part of the crew saved the boat from being destroyed.

Livingstone Channel Dry Work Completed

Dredge NO. 9 of the Arundel Corporation knocked down the cross dyke of the last cofferdam on the Detroit River deepening project last week. The dry work was begun four years ago by the George Mills Construction Company. Four cofferdams were constructed consecutively and after being pumped out the river bed was dredged to the required level. The Mills contract is now completed and the INDIANA, the company’s floating boarding house, is now laid up by the ARIZONA at the head of Bois Blanc.

December 27, 1935

MARINE NEWS

Escape Asphyxiation

Bruce Mickle and Charles (Hoot) Fox of Amherstburg had a narrow escape from asphyxiation on Thursday night when they were overcome by carbon monoxide gas in the cabin of Oromond Hamilton’s ferry boat. Hamilton had been uptown and when he returned to his boat at the ferry dock he found both young men unconscious. He secured medical service and the men were quickly revived. They suffered no ill effects.

Kelly to the Rescue

Charles Kelly made a gallant rescue on Saturday morning at 2.30 o’clock when he dove into the icy water in the slip at the Government dock and saved a man who had fallen from the dock from drowning. Charlie, who is a member of the crew of Capt. J. E. McQueen’s tug PROGRESSO, was aboard the tug, which was pulling into the dock after releasing the FELLOWCRAFT. He saw the man fall into the water between the dock and the tug and, without hesitation, jumped into the water. Both were fully clothed and Charlie was having some trouble holding the man’s head above water and, realizing the danger, William Franklin also jumped into the water and assisted Charlie. The crew of the boat pulled the three men aboard. None of the three suffered any ill effects from their cold bath.

Tugboat Battle

The navigation lanes around Amherstburg have often been the scene of tugboat battles, but in recent years an armistice has apparently been signed. However, hostilities threatened to

break out anew when Capt. J. E. McQueen’s tug PROGRESSO of Amherstburg was rammed by a tugboat from Detroit owned by the Becker Co. while the former tug was working on the FELLOWCRAFT of the Nicholson Steamship Co. of Detroit near the Detroit River Light on Saturday morning. According to the report of the battle, the skipper of the U. S. tug became angry when he was told his services were not required. He was alleged to have rammed the PROGRESSO, which retaliated by ramming him. When the smoke of the battle cleared, the U.S. tug was suffering from the most damage.



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