

Echo SOUNDINGS

MARINE NEWS of 1889-1890

Excerpts from the
Amherstburg Echo



Volume III, Number 2
Summer 2000

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

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Volume III, Number 2

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EDITORS

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

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Introduction

The Marsh Collection Society, a non-profit organization, is based on the historical collection of John Marsh and his sister Helen, owners and operators of the *Amherstburg Echo* for over 50 years. They founded the Marsh Collection Society in 1983 with the intent that a research facility be opened after their deaths. Helen passed away in March, 1986 and John in February, 1993. The research centre was opened October 1, 1994.

The Marsh Collection includes photographs, books, documents, postcards, artifacts and other items relating to the Town of Amherstburg, the Lower Detroit River district and the Great Lakes. The collection also contains genealogical materials and reference books. Donations of relevant items are accepted.

A large part of the Marsh Collection is books, files and photographs relating to the marine history of Amherstburg and the Great Lakes system. These items form the nucleus of a future marine museum. The *Amherstburg Echo* and Bowes Publishing Ltd. have graciously allowed us to reprint the "Marine News" columns and other relevant articles which appeared regularly in the newspaper from its first issue in November, 1874. The *Echo* is still in publication today, having operated continuously for 125 years, and occupies the building constructed for the *Echo* in 1915.

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

January 18, 1889

The new Michigan Central steel car ferry *Transfer* passed Amherstburg at noon on Sunday on her way from Cleveland to Detroit in command of Commodore Innes of the M.C.R. ferries. The boat left Cleveland about 3 o'clock Sunday morning and arrived at Detroit about 2 in the afternoon, making the run in the good time of eleven hours. She ran under check a good part of the distance, as the weather was thick, there being a sleet which turned into a light snow and made some ice. About a year ago she was begun by the Cleveland Ship-building Company and on Sunday was turned over to the Michigan Central Railroad, one of the finest boats of that kind ever constructed. While the purpose to which the *Transfer* is to be devoted, carrying railway cars, made it difficult to secure graceful lines, still she is a very trim-looking boat. When considered as a railroad ferry, she is a wonder. She is provided with a sloping bow, so as to run up on the ice and crush it. She is 280 feet long, 75 feet beam and draws about 14 feet of water. She is built entirely of steel and will carry twenty-one loaded freight cars at a trip. When it is considered that a freight car carries an average load of thirty tons, some idea of the power of the vessel can be gained. She will be provided with three tracks. The big *Lansdowne* has only two. The cost of the *Transfer* (that is the name of the boat) is \$325,000 and she is the most expensive boat ever built in Cleveland.

Standing on the deck, one is impressed with the massiveness of the vessel. To secure the greatest power possible, the boat is provided with both side-wheels and a screw, and all are worked at the same time. The entire hold of the boat is taken up with the propelling apparatus. It looks more like a machine shop than the engine room of a steamer. There are actually thirteen engines aboard of the boat. They comprise seven driving engines and three double pumping engines. The driving engines make three revolutions to one by the paddle wheels, the latter being twenty-seven feet in diameter, with twenty buckets to each wheel. A little aft of the large space occupied by the side-wheel and condensing engines are four huge steel boilers, 12 feet 6 inches in diameter, 16 feet long, each containing 153 tubes and five large flues. Aft of the boilers is the screw engine room containing a pair of 28x36 engines. The screw is 9 feet 6 inches in diameter with a 13-foot pitch. "How soon will the *Transfer* begin business?" was asked of J.A. Westaway, the chief engineer. "That is hard to say. The first thing to be done is the laying of the tracks. She might be got in readiness in a few days, but if the weather continues soft, she

probably won't be put to work immediately. She is meant to crush the ice and when it comes the boat will be brought out."

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February 15, 1889

Capt. A.A. Cox of Port Huron thinks that the proposed bridge over the Detroit River would not be a serious obstruction to navigation.

The stock holders in the steamer *Lakeside*, consisting of J.H. Smart, Capt. Wigle, Adam Young, Alex. Cowan, John Ross and H. Walker & Sons, held a meeting in Windsor last week and formed themselves into a joint stock company, notice of which is now running in the *Gazette*. We are informed that the boat will run on the Detroit route again this year with some slight changes, round trips will be made on Saturdays and Mondays, while the balance of the week will be taken up with trips from the shore to the Islands and Sandusky and return, and excursions. The officers will be the same as last year.

**The Wrecking Bills.**—The following is the text of the bills now before the Dominion Parliament on the wrecking questions. Mr. Kirkpatrick's bill reads thus:—

1. Foreign vessels of all descriptions, with or without wrecking pumps, tools and apparatus, may enter Canadian waters contiguous to the United States and render aid or assistance to foreign or other vessels wrecked or disabled in such waters without reporting or making entry to or with any officer of Her Majesty's Customs; and such pumps, tools and apparatus may be disembarked and landed in Canada for the purpose aforesaid without payment of any duty, fee or fine; provided always that such pumps, tools and apparatus within ten days after rendering such aid or assistance are re-embarked and taken out of Canada.

2. This act shall take effect and remain in force when and so long as the like privilege of aiding Canadian or other vessels wrecked or disabled in American waters contiguous to Canada is extended to Canadian vessels by the Government of the United States.

Mr. Patterson's bill is in these words:—

1. United States' vessels of all descriptions may render aid and assistance to any and all vessels, of whatsoever nationality, wrecked and disabled in Canadian waters.

2. United States' vessels may tow any ship, vessel or raft, of whatsoever nationality, from one port or place in Canada to another, subject only to such dues or regulations as Canadian ships are subject to.

3. United States' vessels or ships are hereby admitted to the coasting trade of



Canada and are authorized to carry goods and passengers from one port or place in Canada to another, subject only to such dues or regulations as Canadian ships are subject to.

4. This act shall take effect as soon as and remain in force so long as the like privileges of wrecking, towing and coasting in United States waters are extended to Canadian vessels by the Government of the United States.

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February 15, 1889

A cast steel boiler will be placed in the tug *W.B. Castle* at Port Huron.

Capt. McNelly, for many years on the steamer *Waite*, will be captain of the steamer *Pearl* next season.

The steamer *Mary* has been running regular trips between Port Huron and lower St. Clair River points for eleven months. The cold spell of this week finally stopped her.

The last report from the wrecked steamer *Starucca* is that the machinery is still to be seen above water, but covered with ice; that on the breaking up of the hull, large quantities of freight were washed ashore and are now frozen up in the small icebergs along the shore.

The Montreal Transportation Company are having a fine schooner built at Garden Island near Kingston, Ont. Her dimensions will be 245 feet over all, 38 feet beam over all, 17 feet hold. Estimated carrying capacity 70,000 bushels of wheat. She will carry four masts and is to engage in the upper lake trade.

At a meeting of the Lake Carriers' Association in Buffalo, action of a radical nature was taken, it being no less than to ask for the resignation of Capt. James W. Millen of Detroit as a member of the board of managers. At the Association's annual meeting at Cleveland, Capt. Millen, much to the surprise of other members, argued on behalf of the proposed bridge over the Detroit River. It has since been discovered that he is one of the incorporators of the bridge company and so his resignation is asked.

The steamship *Thomas W. Palmer* was launched at Wyandotte Saturday. The new steamship is of composite construction. Her frames are of steel, her bottom and about twelve feet up each side are of six inch oak plank, and above that the sides and bulwarks are of steel. She has three masts and one smokestack, and in general appearance resembles the *E.M. Peck*. Her accommodations for officers and crew are unusually well fitted up. Her dimensions are:-Length of keel, 280 feet; length over all, 296 feet; extreme beam, 42 feet; depth, 22 feet 6 inches. She has two

Scotch boilers, 11x12, which are allowed a working pressure of 160 pounds. The engine is a triple expansion, the cylinders are 20, 32 and 54 inches in diameter and the stroke 42 inches. Her propeller is 12 feet 8 inches in diameter. The capacity of the new steamer will be 2500 tons on a draft of 16 feet and she cost \$180,000. In about two months an exact duplicate will be launched at the same yard for the same company, the Percheron Steam Navigation Co., of which Wm. Livingston Jr. is manager.

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March 1, 1889

L.T. Sullivan, G.H. Berriman and Capt. E. Winchester of Toledo have bought the Manitowac schooner *C.C. Barnes* for \$17,000. Captain Winchester will sail her.

Capt. H.W. Bogart will sail the propeller *B.W. Blanchard* next season and Captain Norris, who sailed the schooner *R.B. Hayes* some time, will command the propeller *H.A. Tuttle*.

The new Michigan Central car ferry *Transfer* is showing itself to be an excellent ice boat. She beats the *Michigan Central* about twelve minutes in making the crossing when the ice is heavy.

The latest move on the part of the vessel owners is a proposition again this spring to not fit out until May 1st. A meeting with that end in view will probably be called within a few days.

The ferry steamer *St. Ignace* can cut a passage through the ice both ways, load and unload and make the round trip between St. Ignace and Mackinac City in one hour and fifty-five minutes. The trip is over fifteen miles long and this is good time.

The steamship *Romania* is having some caulking done at Cleveland. Captain J.R. Crowley will command her the coming season. Engineer Welch, who was with Captain Crowley on the steamship *Bulgaria* last season, will go on the *Romania* next season.

D. Whitney of Detroit has sold to Captains Truman, Moore and others of Lorain, O., the schooner *H.W. Sage*, the consideration being \$26,000. She has been thoroughly repaired since her collision last fall with the steamer *Lansing*. She carries 1400 tons and will be commanded by Captain Moore.

The keel of the new steamer which the Globe Iron Works Co. have contracted to build for Ira H. Owen will be laid at once on the blocks which the North Shore has just vacated. The dimensions of the new steamer are keel 262 feet, over all 276 feet, beam 38 feet, molded depth 23 feet. Compound engines, cylinders 28 and 50 inches with a 42 inch stroke, boilers 9 feet 6 inches in diameter, length 16 feet. As



announced in a previous issue, she will be ready by August 1st.

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March 8, 1889

The canal tolls will remain at the same figure as last year.

It is the intention of the Government to erect range lights in the village of Corunna, opposite Stag Island in the River St. Clair, to guide vessels clear of the shoals at the head of Stag Island on the one side and those running off from the point above Corunna on the other.

The Canadian Marine Association are pressing on the Dominion Government the following suggestions for the safety of navigation:-Range lights to lead into the lower harbor of Kingston until the shoals there are removed; that fog whistles be placed at Point Peter, the Ducks, Point Dalhousie, Longue Point and Colchester Reef.

The steamer *Lakeside* is being thoroughly overhauled in the Kingsville harbor. Messrs. Kerr Bros. of Walkerville are taking the engine to pieces and will place the machinery in better condition than ever. The cabin is to be handsomely upholstered in scarlet plush, while silver-plated arm rests will be put in on the seats around the cabin.

In the sub-committee on the Wrecking Reciprocity Bill at Ottawa, it was decided to remodel the bill so as to make it an acceptance of the American offer of reciprocity in this regard verbatim. The remodelling cannot take place until a copy of the American bill has been received. It has been sent for. It is pretty thoroughly understood that the Government is on this matter also playing the part of Col. Crockett's coon and that these proceedings have their sanction. This being the case, the bill will pass this session.

Lake vesselmen are not sleeping while the advocates of a winter bridge at Detroit are talking up the bridge measure. The Lake Carriers' Association held a secret meeting at Cleveland a few days ago, and not alone condemned the bridge, but came to an understanding to checkmate the bridge with a project for a tunnel. Henry Collins, the well-known contractor, says:-"I am prepared to enter into a contract with any responsible [missing on original] or stock company who means [missing] to drive a tunnel under the Detroit River from shore to shore for \$1,000,000 [missing], furnish all the plant and [missing] to be used in the construction [missing]. I am prepared to furnish [missing], the best security required [rest of page missing from original].

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March 22, 1889

Capt. T.D. Quinlan left last week to fit out the tug *Sweepstakes* at Port Huron.

Captain Ira Mansfield, who last season sailed the steamer *Christie*, will the coming season sail the *Germanic*, the fine steamer of which he is part owner.

Navigation is now open the whole length of the St. Clair River. The passenger steamer *Mary* of the river line is making her daily trips between Port Huron and Algonac.

Wm. Henry of Oakville, mate of the steam barge *United Lumbermen*, last week commenced fitting out the *Lumbermen* and Ed. Lawrence and T. Smith Barlow, engineers, are putting the machinery in shape. Capt. Morden is expected here this week. The *Lumbermen* has been handsomely painted in green.

Last week Frank E. Kirby received a letter from a Canadian Member of Parliament inquiring about the steamer *St. Ignace*. The Canadian Government has for several years been engaged in a rather fruitless attempt to maintain communication with Prince Edward Island. The attention of those interested is now directed to the *St. Ignace* as the most likely solution of the difficulty. There is very little doubt as to her ability to go through almost any ice.

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March 22, 1889

The steamer *City of Cleveland* began her regular trips to Cleveland yesterday (Thursday). Lake Erie is clear of ice.

The tug *Brockway* was sold by the Lyons Co. to C.D. Thompson of Port Huron, to be again used in the towing business on the rivers.

Andrew Hackett had the Bois Blanc Island Lighthouse illuminated last (Thursday) evening for the first time this season. Bar Point followed suit and was also lit up.

On Tuesday the Supreme Court at Ottawa delivered judgment in the celebrated *St. Magnus* and *Bob Hackett* collision suit, allowing the appeal in favor of the owner of the *St. Magnus*, with full costs.

The *Dolly Morden* has been given a coat of green paint at Chatham. The *New Dominion*, which is at Collin's Inlet, loaded, will also be painted when she arrived down, thus making the *United Lumbermen's* fleet all green.

Mr. Kirkpatrick's bill granting reciprocity in wrecking in the inland waters of Canada was read a third time and passed the House of Commons after an hour's debate. The bill as amended in committee is the exact complement of the American statutory offer.

That the straits will open from two to three weeks earlier than last year, there is no doubt. Warm weather for a couple of weeks has weakened the ice very much and between Mackinac Island and St. Ignace it is rotten, while over the straits it is breaking a great deal.

The prospects for an early opening of navigation at Port Colborne are favorable. The ice in the canal and harbor has gone. Not so much ice formed in the lake this winter as formerly and it is disappearing fast. If the weather continues favorable, the canal will be open by the 15th of April. A number of vessels are engaged in fitting out.

John H. Morrill of New York, representing eastern capital, is in Lansing, Mich., to secure, if possible, a charter from the legislature for a company to build a ship canal to connect Lakes Michigan and Superior. The projected work starts in Au Train River, 15 miles east of Marquette, and follows the river to Little Bay de Norquet at Gladstone. The proposed canal would be 36 miles long and save 271 miles between Chicago, Duluth and other ports. Morrill says the company is ready to organize within two months after the charter is secured.

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March 29, 1889

Buffalo vessel owners have resolved not to start their boats until April 15th.

The tug *Hercules* has been sold at Port Huron to L.L. Slyfield of Marine City for \$3000 cash.

Capt. Charles McMillan has sold a part interest in the steamer *H.B. Tuttle* to Robert Duff of Cleveland.

Capt. John T. Hutton and crew left for Detroit on Monday to commence the season on the steamer *Minneapolis* by taking a cargo of corn to Sarnia.

Capt. T.E. Murphy of Cleveland has sold his schooner *Delaware* to Pringle, Marine City, for \$16,000. The *Delaware* has an insurance valuation of \$14,000, rates A 2½ and tons 519.

John E. Tobin will command the tug *Charlton* the present season with Frank Bernard as mate. The *Charlton* is now undergoing repairs at St. Catharines and is having a new boiler put in.

The river is now free of ice from the Flats Canal to Lake Erie. Above the canal, field ice from one foot to four feet thick covers the St. Clair River for some distance above Algonac.

Wm. Livingstone Jr. of Detroit has been chosen to fill the vacancy on the Board of Managers of the Lake Carriers' Association caused by the retirement of Capt. Jas.

W. Millen, who could not agree with the board on the bridge question at Detroit. Capt. Millen favors a winter bridge.

The managers of the North-West Transportation Company have made arrangements with the owners of the *Campana* for the services of that vessel on the Beatty Line this summer. This vessel is known as one of the fastest boats on the lakes and will be a great acquisition to the Beatty Line.

The following of our lake captains will command the vessels named the present season:-C.C. Allen, *Sheffield*; D. Nicholson, *Jessie Farwell*; D.J. Duncanson, *Spinner*; E.C. Gatfield, *Forest City*; D. Girardin, *R.J. Hackett*; J.T. Hutton, *Minneapolis*; J. Tormey, *Swain*; Richard Tobin, *Wilcox*; Thomas Carney, *Crusader*; Tim. Lemay, *Annie Smith*. The majority of our captains leave Monday to take charge of their boats.

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April 5, 1889

The U.S. Government are constructing range lights at Duluth harbor.

The steamer *Remora* is now running regularly from Detroit to Sandusky.

The schooner *Philone*, loaded with sand from Lake Erie to Detroit, passed up on Monday forenoon.

The ice on the straits is nearly broken up and only needs a stiff west wind to break it all and drive it out.

The steamer *Massassauga* began her regular trips to Grosse Île, Wyandotte, Trenton and Gibraltar from Detroit on Tuesday.

The Dominion Senate, by a vote of 34 to 26, has thrown out Mr. Kirkpatrick's Bill providing for reciprocity in wrecking, on the ground that it was an attack on the National Policy.

The *United Empire* of the Beatty Line is being put in readiness for the opening of navigation. It is reported that she will leave Sarnia for Port Arthur and Duluth about the 20th April.

A joint stock company has been formed by some Toronto, Hamilton and Montreal capitalists, and the props. *Cuba*, *Alma Munro* and *Acadia* have been acquired by them to ply between Montreal, Toronto and Chicago.

Thomson & Co. have just purchased from the Ontario Lumber Company the steam barge *Lothair* and three consorts. It is the intention of the firm to keep them plying in the lumber trade between the upper lakes and Windsor.

The steamer *Lakeside* called here on Wednesday forenoon on her first trip up of the season. She has been fitted up and nicely painted and looks neat and clean.

The crew consists of N.J. Wigle, captain; Alex. Cowan, clerk; J. McCormick, mate; H.W. Dillon and John Booth, engineers; Chas. Smith, fireman; John Fields and Wm. Edwards, deck hands; and Mr. and Mrs. A. Young, stewards.

There has been a regular exodus of our mariners this week, they having gone to the various lake ports to join their boats for the season's navigation. Among those who have gone are Capt. C.C. Allen, J.F. Jones, L. Allen, W. Hammers, Alfred King, James Bellecoure and T. Gilboe of the *Sheffield*; Capt. D. Nicholson, W.S. Kolfage and Alex. Callam of the *Jessie Farwell*; Capt. D.J. Duncanson, J. Duncanson Jr. and Samuel Heard of the *Spinner*; Capt. E.C. Gatfield, James McGuire and Charles Honner of the *Forest City*; Capt. D. Girardin, F. Hackett, George Best, George Honner and J.T. Smith of the *R.J. Hackett*; Geo. McCurdy and J.B. Southard of the *Roswell P. Flower*; Moses Kirtley of the *Alpena*; Wm. Keenan and John Horsley of the *Rhodes*; Eli Morin and Gordon Hackett of the *Volunteer*; Geo. Foster, Thomas Kirk, Luther Bush and George Brantford of the *Atlantic*. T. Cooper will sail this season on the *Wilbur*; Ed. Monroe on the *Bacon*; James Monroe on the *Roanoke*; Clayton Smith on the *Prentiss*; James Kirtley the *S.E. Peck*; Roman Smith the *Gladstone*; F.A. Jones the *Sheldon*; John H. Wright the *Cambria*; Anderson Veney the *Sitka*; L. Stevens the *H. Chisholm*; and Wm. Brantford Jr. the *Eley*.

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April 12, 1889

The Sault Canal locks were ready for business on the 10th April.

The steam barge *Juno* is now running between Windsor and Amherstburg.

The main line of the Welland Canal will be open on April 16th and the old canal branch on May 1st for the season.

Dunbar's tug with a new drill arrived here Sunday from Toledo. The drill was taken to Detroit to have a new boiler and machinery put in her.

Lake Erie is reported to be lower than it has been for many years, and at Port Stanley it would be difficult for any vessel of ordinary draught to enter.

The Chicago tug *River Queen* arrived at Cheboygan Thursday of last week from Scammon's Cove, near Detour, and is the first boat to make the Straits.

Capt. Thos. Harbottle arrived at Windsor on Thursday of last week on his annual tour of inspection of steamboats. The steamer *United Lumbermen* left for the Georgian Bay just an hour previous to the captain's arrival.

Almost all of our mariners have taken their departure for the summer, and those few who still tarry with us will very shortly join their boats. Among those who have

left during the past week are Thomas Cooper and Albert Meloche of the *Wilbur* and J. Green of the *Martin*.

The John P. Clark estate has sold its interest in the steamers *Alaska* and *Gazelle* to Alice S. Clark, Florence C. Ashley, Alice E. Atcheson and Ashley & Dunstin. The *Alaska* will start in a few days on her old route - Detroit, Put-in-Bay and Sandusky - in charge of Capt. A.J. Fox. The *Gazelle* will go on the route from Put-in-Bay to Toledo as soon as business opens, in charge of Capt. Joseph Alband.

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April 19, 1889

The tug *Onaping*, now in the care of Marshal J.A.H. Campbell, will be sold shortly. There is a mortgage in it of \$15,000, held by John Charlton, M.P.

The steamer *Louise* has been notified that the *Lakeside* is now running between Sandusky and Kingsville and that the *Lakeside* would like her company at any favorable opportunity.

The Sarnia, Wallaceburg and Dresden Line of steamers is *non est*. It has been decided not to run the *J.C. Clark* on that route this year and, if not sold, the owners will likely put her in some other service.

The *Lakeside* is already showing improved speed under her two very efficient engineers. The run down from Windsor to Amherstburg on Monday of last week was 25 minutes better than the *Dresden*'s time; from Leamington to Pelee Island same day, some 35 minutes less than the last-named boat's time.

Horace Elmer, commander United States Navy, issues the following: "The depth of water across Grosse Point Flats, Lake St. Clair, is at present about one foot less than at the opening of navigation last year, where there were sixteen feet full, there are now scant fifteen feet. This low state of water may be temporary, but should be taken into account by vessels loading at the present time."

Capt. S.B. Grummond has two wrecking tugs already in commission. The *Leviathan* is stationed at Cheboygan under command of Capt. Mart Swain and will be held there all summer, ready to assist vessels that may come to grief in the neighbourhood of Mackinac. The tug *Swain* is at Detroit with steam up and all ready for business. She is commanded by Capt. Ed. Tormey. The other tugs belonging to Capt. Grummond's fleet are being put in readiness for service.

Joseph Duncanson left Wednesday for Toronto, where he will ship as mate of the steam barge *Erin*.

James Naul and Gordon Naul of the *Grover* and Lewis Sharp of the tug *Roy* have joined their boats for the season.

The tug *Kate Williams* (Capt. J. Jarmin) is having her engines compounded and other extensive repairs made in Detroit. She will be out May 1st.

Capt. John C. Craig is now in command of the Government tug *Trudeau*. She will be engaged at Goderich and Kincardine this season, attending on the dredges.

The steamship *Sheffield* (Capt. C.C. Allen) called here Tuesday on her first trip this season. The Scotch iron steamship *Rosedale* coaled here yesterday (Thursday), also bound up.

The new steamer *City of Detroit*, launched at Wyandotte last fall, is being furnished at Detroit in a gorgeous manner. The saloon will be solid carved mahogany and stained cherry with beautifully embossed leather panels.

The *Iron State* and *Iron Age* and consorts, with corn for Kingston, left Detroit on Sunday. The *J.V. Moran* and *Annie Smith*, corn laden, got away Monday. These make the shipments of corn from that port in one week twelve cargoes, aggregating 486,434 bushels.

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April 26, 1889

Barges commenced to go through the Lachine Canal at 12 o'clock Sunday night.

A.J. Fox, Sandusky, Ohio, has bought three-tenths of the steamer *Alaska*; consideration, \$7000.

Grummond's schooners *Swallow*, *Morey* and *Boody* have been sold to Rochester parties for \$18,000.

The *Byron Trerice* brought 300 barrels of salt here from Courtright for several of our merchants on Monday.

Dunbar & Sullivan's dredge *Faugh-a-Ballagh* left this week for the Sault, where it will work on the Hay Lake contract.

The elegant new Detroit and Cleveland Steam Navigation Company's steamer "*City of Detroit*" will be ready for her trial trip on May 1st.

The propeller *Northerner* foundered on Bar Point, Lake Erie, at 11 o'clock last Friday night. She was assisted off by the *Lakeside* and a lighter. She was detained 11 hours.

Capt. Frank B. Hackett is having the lighter *Bedford* overhauled and repaired at Windsor. She will be used as a lighter and will be stationed at Amherstburg, together with hawser and diver's outfit, for wrecking. The *Bedford* will carry 200 tons.

Captain McDougall's syndicate has decided to build a third cigar-shaped barge at Duluth. The second will be called the 102 and the third 103. Each is to have

3000 tons capacity. A slip is being dredged alongside of which the third boat is to be put together.

At present the stage of water at St. Clair Flats and Grosse Pointe is very low, it being but 15 feet deep. In consequence, an order has been issued warning all boat captains to load their vessels so as to draw not more than 15 feet of water. One year ago the water at the flats was 16 feet 7 inches deep. Last Saturday it was about 15 feet 3 inches - a difference of one foot, four inches. Of course the water will rise again in July. "Has the blasting at the Lime-Kiln Crossing and the opening of the Illinois Canal had the effect of lowering the mean stage of the water of the Great Lakes?" was asked Gen. Poe the other day, and his answer was:—"That question has often been asked me and repeatedly answered. The stage of water of the lakes is not affected in the least by these changes. At the Lime-Kiln Crossing the rock that is being blasted for the channel is simply shifted to either side of the river, the flow of water and velocity remaining the same as before the work was commenced. Regarding the Illinois Canal, there has always been a flow of water from Lake Michigan to the Illinois and Mississippi Rivers. Consequently, the opening of the canal does not affect the stage of water of the lake."

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May 3, 1889

The Erie Canal was opened on May 1st.

John Prindiville Jr., son of Capt. John Prindiville, died Friday morning at Chicago of Bright's disease.

Two steamers were launched Wednesday of last week:-The *Florida*, 276 feet over all, at Chicago; and the *Weshold*, 303 feet long, at Cleveland.

Notice is given that boats passing through the Lake St. Clair ship canal in less than sixteen minutes will be liable to a fine of \$500. A man at each end, night and day, will take the exact time of every boat.

Thomas Thompson, a seaman on the schooner *Estelle*, fell from the staging on which he was scrubbing the vessel while coming down St. Clair River Friday morning. A boat was immediately lowered, but he sank before he could be reached. He was a Norwegian, 22 years old, and shipped at Chicago on the 16th inst.¹

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<sup>1</sup> of this month



May 10, 1889

Thomas Murphy has sold the tug *Gladiator* to Port Huron parties for \$13,000.

The tug *Onaping*, lying at Windsor, will be sold at St. Catharines May 30th on a mortgage held by John and Thos. Charlton.

The steam barge *Escanaba* carried away the headgates of Lock No. 5 at St. Catharines on Friday and navigation through the canal was blocked for a few days.

Louis Loucks, a sailor on the schooner *Aloha*, fell overboard on Lake Erie Monday night of last week and was drowned. He was 23 years old and has relatives at Cheboygan.

The steam barge *Lothair* discharged a cargo of lumber for Wm. Nutson of Windsor, and the *Lothair* with the schooner *St. Louis* has gone for a cargo of lumber for S. Fraser.

The *Acadia* finished loading wheat here on Saturday for Allan Bros. and went to Windsor, where she took on more freight and passed down in the evening, bound for Montreal.

T.W. Kirby's steam barge *J.C. Ford* was launched at Grand Haven on May 1st. She has 175 ft. keel, 33 ft. beam and 16 ft. hold. She is valued at \$55,000 and will carry ore from Escanaba to Fruitport.

The propeller *Cuba* has been fitted with her new boiler and machinery and otherwise thoroughly overhauled and refitted for the season's trade. She commences to cover the Chicago, Toronto and Montreal route this week.

Mort. Stafford, for three years clerk of the steamer *Riverside*, is now employed in his father's office at Milwaukee, Wis., and will officiate as clerk of the steamer *Pearl*, between Toledo and the islands, as soon as she comes out.

On Monday, just as the steamer *Lakeside* swung out from the dock here, the steel steamship *Corsica* passed up at a rattling gait. The *Lakeside* stayed with her all the way to Windsor. The *Corsica* is one of the flyers of the lakes.

The Union Line steamship *Owego* proved herself the greyhound of the lakes by her great run from Buffalo to Chicago on a recent trip. The record of sixty hours and 15 minutes from Buffalo, made by this same vessel last year, was beaten. By the boat's chronometer, 58 hours had elapsed since passing the piers at Buffalo.

The Detroit Percheron Steam Navigation Company's new boat, the *Thomas W. Palmer*, made her trial trip on the Detroit River last week. She sailed down to Grosse Isle and back with a select party on board. Col. John Atkinson, on behalf of the Percheron Horse Breeders' Association of America, presented a set of colors to the steamer.

About 8:45 Tuesday evening, while the steamer *Alaska* was lying at the M.C.R. dock, Detroit, she was discovered to be on fire, the smoke issuing from around the smokestack. Three fire engines turned out and did good service, but notwithstanding their efforts, the entire upper portion of the steamer was burned. Loss \$7000 or \$8000. The captain of the ferry *Victoria* ran down to render any help he could and towed the new *City of Detroit*, which lay just ahead of the *Alaska*, out of danger. The *Alaska* was built by J.P. Clark in 1878 and at his death sold to W.O. Ashley and others and is valued at \$50,000. She is insured for \$21,000 and will be repaired at once, the *Gazelle* going on her route this morning and remaining till the *Pearl* can be ready to take the route, when the *Gazelle* goes on the Toledo and Put-in-Bay route till the *Alaska* is repaired, when the *Pearl* will go back to her old route. The *Alaska* has had a rather checkered career. She has been on fire before; she ran into a dock one time and did a good deal of damage; she had a boiler explosion once and scalded several people; she ran into and sank the steam barge *Oregon* at the mouth of the river two years ago; it was on the *Alaska* that the piratical rising of the toughs occurred; and now she is burned and sunk.

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May 17, 1889

Only one bid was received by Gen. Poe on Tuesday for dredging at Alpena Harbor, that of Carlin, Stickney & Cram of East Saginaw, at 40 cents a cubic yard measured in the scow.

The new side-wheeler the *City of Detroit* made the run to Cleveland in 5 hours, 40 minutes and 45 seconds, beating the record of 5 hours and 57 minutes. She averaged twenty miles an hour.

The work of dredging at the River Rouge, below Detroit, has closed, the \$10,000 appropriated by Congress having been exhausted. The river is now 16 feet deep for a mile and a half from its mouth, this depth at the narrowest point being sixty feet wide.

Last Saturday, as the schooner *David Vance*, coal laden, was bound up in tow of the steam barge *Barnum*, she ran aground on the Lime-Kiln Crossing and after part of her cargo had been lightered, she was pulled off by the *Saginaw* and the tug *Carrington*.

When the steam barge *Eighth Ohio* and tug *Washburn* were near the Lime-Kiln Crossing Tuesday evening, bound up with a raft, it was run into by the steamship *Hiawatha*, the line was cut and the raft drifted downstream, but was made fast below town. The line became entangled in the *Hiawatha*'s wheel and was not got

out until next morning.

The managers of the Lake Carriers have instructed their secretary to confer with Gen. Poe as to how to get a new survey of the Detroit River, which is badly needed. Also to ask him to stop the passage of rafts over the Lime-Kiln Crossing. They should go a little farther and in some way stop rafts from sweeping the river of buoys. Every few days a raft goes down and several buoys disappear. If they were held responsible for all the damage they do, it would cause them to be more careful. Raftsmen appear to think they own the river and take full possession from bank to bank.

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May 24, 1889

The side-wheel steamer *Alaska*, recently burned at Detroit, will not be rebuilt.

The steamer *Greyhound* will begin her work on the Detroit-Toledo route next Sunday.

At Cleveland on Monday, the master of the schooner *Sophia Minch* was fined \$302 for employing an alien mate.

Capt. J.W. Millen has chartered the *Iron Age*, *Iron Chief*, *Iron Duke* and *Iron Cliff* for ore, Ashland to Ohio ports, at \$1.25.

During the blow last Saturday, while Capt. F.B. Hackett was down near the mouth of Big Creek with his schooner *Anne*, the wind blew both of her spars out.

The steamship *Lothair* arrived here Tuesday evening from Parry Sound with 294,000 feet of lumber for S. Fraser. The schooner *St. Louis* brought 300,000 feet of lumber for Windsor dealers.

The schooner *M.F. Merrick* was sunk by a collision with the steamer *R.P. Ranney* in Lake Huron off Presque Isle, Mich., on Saturday and five of her crew drowned. The captain and one of the crew of the *Merrick* were saved.

During the blow last Saturday evening, the scow *Sunrise* was loading sand at Elliott's Point, below town, and when the steamer *City of Cleveland* came along, the suction caused the scow to bound into deep water and land on a boulder, sinking her.

A red barrel buoy has been moored by the Department of Fisheries of Canada in fourteen feet of water to indicate the position of the piles driven in the Detroit River to protect the feeding pipe in connection with the Government fish hatchery at Sandwich, Ont.

On Saturday afternoon at 4 o'clock, the Michigan Transportation Company's composite steamship was to be launched at Wyandotte. She is a duplicate of the

*Thomas W. Palmer* and is owned by nearly the same stockholders. She stuck fast on the ways and is damaged slightly. She is to be called the *Livingstone*.

Andrew Hackett received instructions from the Marine Department at Ottawa to immediately place buoys on the shoal known as the New York Shoal, inside the river, and the shoal in mid-channel three-quarters of a mile south of Bois Blanc Light. A red barrel was placed on the main shoal, immediately opposite the latter and a red and black spar over the spot, while a red spar indicates the location of the former shoal.

On Tuesday night the steam barge *City of Cleveland*, bound down with iron ore, ran aground about midway between the Bois Blanc and the American lights. Her consort, the *John Martin*, ran into her, badly smashing the steamer's cabin and bulwarks on the port side. The schooner lost her bowsprit and everything forward. The wrecker *Saginaw*, the steam barge *Trerice* and the tug *Mystic* have been working on the *Cleveland*, which is so hard aground that considerable lightening will have to be done before she can be got off.

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May 31, 1889

There is no truth in the report that the *Baldwin* and barges were lost on Lake Erie during the gale. They lay at Port Dalhousie in safety.

The steamship *Tacoma*, bound up, ran into a raft at the station on Wednesday afternoon and cut it in two. She got slightly aground but was pulled off by a tug.

The steamer *Calvin* with the schooners *Norway*, *Bavaria* and *Valentia* in tow were caught in a gale on Lake Ontario on Monday afternoon and the *Bavaria* became water-logged and went ashore and eight of her crew are believed to be lost. These boats lay at Amherstburg last Friday while the *Calvin* coaled.

The steamer *Pearl* will run on the Put-in-Bay and Sandusky route this season in place of the *Alaska*. She runs her first trip this (Friday) morning and commencing Monday will leave every day, except Sunday, leaving Detroit at 8:30 a.m. and returning at 10:30 p.m.

Reliable information comes to hand regarding the new company which proposes to put twelve mammoth steel steamers into the water as fast as they can be built. The boats will be constructed at Sandusky on Lake Erie, and will cost in the neighborhood of \$325,000 each. They will each be 326 feet long with a carrying capacity of 3500 tons. They will be named after states, the six eastern states being the names of the freight boats and the six western ones being the passenger craft. This line will be called the States Anchor Line and the capital is said to be

\$12,000,000. Prominent railroad men, principally of the Pennsylvania system, are the projectors of the line which, when completed, will be by far the most complete on the chain of lakes. The passenger boats will be able to make the round trip between Buffalo and Duluth in a week, including the handling of cargo. Capt. Evans of the Anchor Line denies the whole report.

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May 31, 1889

It is altogether likely that the steamer *Lakeside* will be taken off the lake shore route. It is more than probable she may go to Toronto.

The propeller *City of Cleveland* was released from Bar Point after lightering 200 tons of ore and got away from Amherstburg at daylight Friday morning.

Martin Burns, wheelsman on the *Mary Pringle*, fell overboard at Sand Beach Wednesday, May 15th, and was squeezed hard between the pier and the fender. He was taken to the Marine Hospital, Detroit.

The following is the Supreme Court judgment in the case of Robertson v. Wigle (the *St. Magnus*)-The owners of the tug "*Bob Hackett*" sued the owners of the steamer propeller "*St. M.*" for damages occasioned by the tug being run down by the propeller in the Detroit River. Held by the Supreme Court of Canada that as the evidence showed the master of the tug to have misunderstood the signals of the propeller and to have directed his vessel on a wrong course when the two were in proximity, the owners of the propeller were not liable and the petition in the Maritime Court should be dismissed.

The *Cleveland Marine Record* lately in an editorial says:- "As a preliminary step to the better observance of the necessities of commerce, we heartily commend the resolutions adopted by the managers of the Lake Carriers' Association and trust that Gen. O.M. Poe will issue instructions at an early date, prohibiting the movement of rafts through the narrow waters of the Lime-Kilns, which are already too limited to accommodate the daily increasing volume of trade carried in properly licensed bottoms. Even if there was no water outside the channel, a system of signalling could be brought into use and the rafts taken down at a time when the crossing was practically clear of vessels; not to take an unwieldy tow of logs through one of the main arteries of commerce, irrespective of the consequences which might result." It's all right, Mr. *Record*, but what has Gen. Poe got to do with making regulations for Canadian waters? It would appear that the L.C.A. is barking up the wrong tree. Gen. Poe's regulations would be N.G., unless endorsed by the Canadian Government.

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June 7, 1889

J.W. Hanna, Windsor, has given Williams & Co. \$7000 for the schooner *St. Louis*.

It is now settled that the crew of the *Bavaria* were drowned by the swamping of their yawl. Had they stuck to the barge, they would have been all right.

As the schooner *Glenora*, in tow of the *Glengarry*, was coming down over the Lime-Kiln Crossing early Friday morning, she struck a rock, which knocked a hole in her and caused a bad leak. She left Friday evening for Kingston after engaging the following of our citizens to man the pumps while on their journey:-A. McCrae, W. Scott, L. Heard, D. Cobb, N. Kett Jr., G. Brooks, J.T. Taylor, G. Thomas, J.G. Taylor, Frank Gaines, N. Trembly, G. Trembly, G. Buckner, S. Taylor, S. Autin and A. Antaya. Upon the arrival of the boat at the Welland Canal the men had to be replaced by steam pumps in order to keep out the water, and they came back by train.

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June 14, 1889

The schooner *Bailey* is pulled out on the ways at Dunbar's ship-yard.

There are fifty idle lumber vessels in Chicago and owners are becoming disgusted with the business, as there is but little demand for lumber bottoms.

Two immense boilers costing \$10,000 are being used on the new steamship building by John Craig at Trenton, Mich. They are 11½ x 11, of the Scotch type.

The steam barge *Enterprise* slipped her anchor and chain off the Dummy during the gale of Monday, May 27th. Capt. F.B. Hackett has been down grappling for it.

On Friday last, W. Fortier placed a buoy on the schooner, loaded with stone, sunk at the foot of Fighting Island 30 years ago. She belonged to Capt. John Sloan.

Capt. T. Murphy arrived down on Tuesday with his plant to raise the schooner *J.T. Mott*, sunk near Colchester Reef four years ago with 650 tons of hard coal.

The tug *Shaughraun*, which left here on Monday of last week with the *Brian Boru*, delivered her (or him) safely back at Sault Ste. Marie and arrived back on Monday last.

On Wednesday of last week the *Lothair* brought 300,000 feet of lumber from Georgian Bay for Daugharty & Fuller of Leamington, and the *Persia* landed 202,000 feet at Hackett's dock for Brush & McLean of Harrow.

Capt. William J. Trinter, master and part owner of the steamer *Onoko*, of Cleveland, was killed in a horrible manner while the ship was forty miles off



Ashland on Saturday morning. His overcoat became entangled in the steam winch while it was being used in hoisting canvas and his body was drawn into the turns of the line, making four revolutions, his skull being crushed at each revolution of the drum.

The Hackett Bros. are fitting up the barge *Bedford* for a lightship to be placed on the shoal at Bar Point on the range between lights. She will be placed in position at once. The *Cleveland* and consorts and several other craft have lately struck on this shoal and sustained considerable damage. A light buoy would be no good here, as the crafts would carry it away as they do other buoys. Another lighter will shortly take the place of the *Bedford*.

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June 21, 1889

Loss of the *Sheffield*.—Sunk by Collision in Lake Superior—A Total Loss—The Crew All Saved.—The new iron steamship *Charles J. Sheffield* was sunk in Lake Superior Friday evening of last week by the steamship *North Star* of the Northern Steamship Company. The latter was bound down loaded and the *Sheffield* going up light. The collision occurred 60 miles west of White Fish Point during a heavy fog. The *North Star* struck the *Sheffield* just forward of the smokestack, sinking her in eight minutes. All the officers and crew were saved and arrived at Detroit at a late hour Sunday night, leaving for Cleveland on the steamer *J.H. Devereaux* on Monday. The *North Star*'s bows are considerably damaged. There is a hole in her plates forward of the collision bulk-head and it will be necessary to take off her deck-load before she proceeds. The *Sheffield* is owned by H.H. Brown of Cleveland and E.M. Peck of Detroit; value, \$125,000, insured for \$121,500. Capt. Allen owned \$4000 stock in the steamer. The *North Star*, with the aid of a canvas jacket, was able to proceed to Buffalo and left for that port Tuesday. Exact particulars of the disaster are hard to ascertain. The captains refuse to give statements. The *Sheffield* is sunk in 900 feet of water. The fog was so dense that the *Sheffield* was not seen until the *North Star* ran into her. The captain tried to back his craft hard, but when he struck he steamed ahead, giving the crew of the ill-fated *Sheffield* time to climb aboard and save their lives. Five minutes after the collision she was at the bottom of the lake. The *Sheffield*'s crew consisted of 17 men, the following being from this town:—C.C. Allen, captain; J.F. Jones and J. Laframboise Jr., mates; J. Bellecoure and T. Gilboe, wheelmen; L. Allen and W. Hammers, watchmen; James Horsley and George Horsley, firemen; and Alfred King, greaser.

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June 21, 1889

William Wain of Detroit has sold his steam yacht "*Bertie*" to C.F. Dunbar of Buffalo for \$2000.

The steamer lines at Buffalo have subscribed \$700 for Hackett's lightship at Bar Point Shoal, Detroit River.

John Craig will launch his last vessel at the Trenton, Mich., yard about July 1st, when he will begin moving to Toledo.

The cut-rate war between the *Remora* and *Pearl* on the Put-in-Bay route grows warmer. The *Remora* now makes the trip to the islands and Sandusky for twenty-five cents.

Duff & Gatfield are having a derrick over 50 feet high erected on Mrs. Horn's lot, corner of Sandwich and St. Arnaud Streets, and will have another one erected on the riverfront above William Street for the display of range lights for the guidance of boats from Mamajuda lights to the entrance of the Lime-Kiln Channel. Wilderspin & Bailey are doing the work.

On Sunday evening the tug *Brockway* called here with the schooner *Belle Hanscomb* and the schooner reported that while coming up Lake Erie about 4 miles south of the Middle Sister, two of the crew, while rolling up the flying jib, fell into the lake. John Anderson, a Swede, was rescued by the tug but although the [word missing] threw a heaving line and a life preserver to the other man, a Norwegian named John Grenager, he made no attempt to take them and was drowned.

While the steamer *Riverside* was rounding to in coming out of Detroit ?day [word missing on original] last, she came in collision with the steamship *Empire Bay*, which was going up. The latter was struck broadside but sustained slight damage, while the *Riverside*'s stem was somewhat splintered by the glancing blow received. She went into the dry-dock Friday evening, the *Gazelle* taking her place on the Amherstburg and Detroit route until she returned Monday. The damage to the *Riverside* amounted to about \$100. Capt. Desana was ashore sick at the time and the accident was caused by the breaking of the whistle cord.

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June 28, 1889

It is reported that the steamer *Saginaw* will be taken to Detroit and be converted into a barge. The *Alaska* is to be re-fitted and will receive her machinery.

The schooner *Monterey*, near Sault Ste. Marie, has been abandoned to her insurance, the wrecking outfit reporting her gone to pieces. The craft was insured for \$5000, which will cover her.

Duff & Gatfield have had two towers erected on the shore for range lights. One tower, at the corner of Sandwich and St. Arnaud Streets, is 80 feet in height and one on the river bank 50 feet. They have obtained the most powerful headlight signal lamps in the market, the lights from which can be seen for 12 or 15 miles.

The Detroit Dry-dock Company will immediately commence the construction of two monster composite steamships at their yard at Wyandotte. The ships will be similar in general construction to the *Thos. W. Palmer* and *Livingstone*, just completed at the same yard. The company will build these ships on their own account and will operate them, provided they are not sold before completion. Both will be ready for sea at the opening of navigation next spring.

John Langton, watchman on the steamer *Riverside*, was putting in the gangway board after the boat had left the foot of Oak St., Wyandotte, Thursday of last week, when he lost his balance and fell into the drink, with the board on top of him. The young man was a good swimmer and struck out for the shore, which he reached in safety, none the worse for his involuntary bath. The *Riverside* went back to the dock and picked him up with the board.

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July 5, 1889

**The *Sheffield's* Loss.**—The most important admiralty case ever litigated on the Great Lakes will result from the sinking of the steamer *C.J. Sheffield* by the Manitoba Line boat *North Star* on Lake Superior. The libel proceedings will be instituted against the *North Star* at Detroit and the bond to be required will be \$225,000. Charles E. Kremer of Chicago will represent the *North Star* and Harvey D. Goulder of Cleveland the owners of the *Sheffield*. In addition to the value of the steamer, the *Sheffield* people will sue to recover between \$35,000 and \$40,000 as the worth of the boat's charter for the season. The agreement has been reached that the *North Star* should not be libelled at Cleveland, where she has gone for repairs, but when the case is in shape she will be stopped at Detroit in order that the proceedings may be instituted.

Capt. Thorn of the *North Star* gives the following particulars of the collision as his side of the case:—"So far as the *North Star* was concerned, she had proceeded under check from 4 o'clock, the collision occurring at 5:30. The fog was quite dense, but not as dense as it sometimes is. The *Sheffield's* whistle was heard on the north starboard bow, and when she came close the *North Star* was stopped and then the *Sheffield* was seen coming directly across the *North Star's* bow, when the *North Star* backed strong. But before her headway could be stopped entirely, she struck

the *Sheffield* just forward of the port mizzen rigging, going into her four or five feet. The engines of the *Star* were immediately stopped, backed and rung up slow ahead until the captain of the *Sheffield* said that all his crew were aboard the *Star*. She then backed out and in a few minutes the *Sheffield* sank. The shock on the *North Star* was light."

The *C.J. Sheffield's* side in the *North Star-Sheffield* collision case is furnished by the protest of Capt. Christopher C. Allen, noted at Sault Ste. Marie immediately after the sinking of his boat. Capt. Allen says he left Sault Ste. Marie at 7:30 o'clock the morning of the collision and that the collision occurred at 4:57 p.m. Cleveland time. This shows she ran 100 miles in nine and one-half hours. He then states he heard the fog whistle of the *North Star* on his starboard bow. He gave two blasts of his whistle to pass to starboard. He received in answer from the *North Star* a single blast. He then blew two blasts three or four times, but received no other answer than single blasts. He then concluded to blow single blasts himself, did so, putting his helm hard over to port. Suddenly he heard two blasts from the *North Star*, but it was then too late to do anything, and the collision occurred.

The *Cleveland Plaindealer* says:—"Capt. Allen's protest is all right and it is simple enough to explain that for the major portion of the time after leaving the Sault, the *Sheffield* had fair weather and was not required to pay attention to fog until about 1 o'clock in the afternoon before the collision. Even then the weather was thick only at intervals and the heavy fog had only set in a short time before the accident. According to clear and thorough statements from the crew of the *Sheffield*, the first sound of the *North Star's* whistle was heard about fifteen minutes before the accident, which would leave the supposition that the boats were then three to four miles apart. Capt. Allen was in the cabin and had left orders to call him on deck in event of anything coming up. He was sitting by the open door of his cabin, heard the single blast from the *North Star* and immediately went on deck. It was answered with two blasts from the *Sheffield* and returned by a single signal again from the Northern Line boat, which seemed to be about dead ahead or probably a little to starboard. The *North Star* insisted on one whistle and the *Sheffield*, which had already been checked down to a movement which it was found would not give her steerage way, answered with a single blast and by bearing off to starboard prepared to pass port to port. Enough motion for handling purposes was secured and the *Sheffield* continued at a very low rate of speed, one whistle being received and answered by both boats for a period of five to ten minutes. The *Sheffield* ran along in that way with a feeling of perfect safety, the men on her deck



never for a moment supposing that there was anything but a clear understanding of signals between the two boats. The location of the *North Star*, from time to time, indicated that she was approaching and passing on a course that would take her a long distance on the port side of the *Sheffield*. With this condition of things, the men on the *Sheffield* were startled by the approaching vessel suddenly giving a signal of two blasts. She was then off the port bow, in such a direction that if the *Sheffield* had starboarded in response to that signal the boats would have come together, ends on, and both probably would have sunk. They accordingly answered with one blast and put their wheel hard to port. Another signal of two blasts was received and answered with one. The *Sheffield's* crew saw the *North Star* loom up in the fog, heading for their boat, the most noticeable thing about her being the line of white foam at her bow. The men on the *North Star* when she came in view were shouting to the *Sheffield* to go ahead and at the same time Capt. Allen was giving his signal to go ahead in hope that he might get across the bow of the *North Star*. The latter's speed was so great, however, that before the *Sheffield* could go ahead the very short distance required the *North Star* was upon her with such force as to cut six or eight feet into her. Capt. Allen as soon as he saw the *North Star* heading for them and realized her speed saw that his vessel was doomed and ordered the mate to go below and call the men.

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July 5, 1889

Wednesday afternoon the new steamship *C.W. Eldricke* was launched at John Craig & Sons' yard, Trenton, across the river. The launch was successful in every respect and was witnessed by 2000 people. The *Eldricke* is named after a prominent Chicago grain shipper and will be used in the grain, iron ore and coal trade. The new ship is 300 feet long over all, 42 feet beam and 24 feet deep and is the property of an Ohio syndicate.

The U.S. Government is making some important improvements at and adjacent to the Mamajuda lighthouse. The work will be prosecuted under the supervision of Superintendent Bunkus and \$10,000 has been appropriated for the purpose. Some repairs will be made on the Mamajuda light and two new range lights, to be set on piles, will be constructed south of the red fishery at the head of Grosse Île. It is expected to have the new lights in shape for use next fall.

The new composite steamship *John Owen* was launched at Wyandotte Tuesday of last week. The new vessel slid into the water without accident and now floats in the slip - one of the finest specimens of what is becoming the most popular style of

boat on the Great Lakes. The *John Owen* is a duplicate of the *Palmer* and the *Livingstone*. She has steel frames and oak planking and her measurements are as follows:-Length of keel, 283 feet; total length, 300 feet; beam, 42 feet; depth, 23 feet. She has a capacity for 2500 tons of ore.

The new range lights between the head of Grosse Île and the Lime-Kiln are now lighted nightly. Westbound boats on leaving Bois Blanc range should keep the old shore range through the cut till the new range is picked up, then keep it over the stern till the Mamajuda-Grassy Island range is picked up. Going east on leaving the Mamajuda range, steer direct on the new range and keep it till Shore range through the cut is picked up. Vessels bound down may open the range a little to the westward if they choose and pick it up again below the foot of Fighting Island.

Andrew Hackett has placed a black buoy with a bush on the top thereof on the north end of a shoal, which is 80 ft. long, 40 ft. wide and lies 400 ft. out from the head of Bois Blanc Island. There is 15 ft. of water on the shoal and it consists of hard pan with boulders on top. Between the shoal and Bois Blanc the water is 22 feet deep. All boats should pass between the buoy on this shoal and the red barrel on the shore. If forced by crowding to go between this shoal and the island, they should haul out into the channel as soon as they have passed it.

The steamer *Superior*, owned by M.A. Bradley of Cleveland, which left Rossport, 100 miles west of Port Arthur, on Tuesday evening of last week, went ashore near Lamb Island the same night. The steamer is in light trim and astern and is resting easily on a flat rock. From her position, even with heavy weather, she is in no danger but may be seriously damaged. The Bradley fleet is suffering severely on Lake Superior this season. With the steamer *City of Cleveland* just off the reef near Two Harbors, the *Superior* goes on. As there is no insurance on the fleet, the loss will be heavy. The *Superior* is valued at \$48,000 and was built in 1873. She has an A 2 rating.

An exchange says:-"Martin Mullen's big coal lighter is ready for work at Cleveland. The work of fueling big steamboats has reached a system where a great deal of time is saved for the costly big boats. With this steam lighter, which is 130 feet long and 35 feet wide, 200 tons of coal can be placed aboard a steamboat in less than two hours. She carries 200 tons without trouble and it is transferred with two ton buckets. The machinery can be made to work like an engine on the lighter while hoisting. The hull was built by James Davidson of West Bay City and the machinery by the Excelsior Iron Works, Cleveland, at a total cost of about \$11,000." The whole craft is the invention of Martin Mullen and is expected to be a great

addition to Mullen & Co.'s extensive plant at Cleveland.

On Saturday last the *D.D. Calvin* arrived here for fuel. While loading timber at Duncan City, Mich., the beginning of the week, the strap on the timber head gave away and both Capt. Malone and his mate were badly injured, the captain having had his arm hurt by the steel cable striking him. The mate fared worse, being injured on the side and back. The doctor at Duncan City was called and Capt. Malone was told there was nothing the matter with him except a bruise, and went to work and the mate was given a bottle of medicine. The mate felt very uncomfortable when the boat arrived here and Dr. Bell was called. He made an examination and found three ribs were broken and one of the lungs pierced by the broken ribs and inflammation had set in. He bandaged him up as usual in cases of broken ribs, and before he left made him feel quite comfortable. Capt. Malone then showed Dr. Bell his arm and the doctor at once discovered that one of the bones in the forearm was broken, this was also bandaged up as well as could be, so much inflammation having set in that the arm was very painful, caused by the broken bones grinding together. The boat left Saturday night but ran back from Lake Erie Sunday morning, the mate having taken worse. Dr. Bell advised the mate to remain here, but he was anxious to get home. Before they left he was feeling much better. The only thing that will save either of the men from serious consequences will be their iron constitution, as they were certainly neglected by the Michigan physicians.

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July 12, 1889

The *Volunteer* is coming down with the largest raft of the season - 4,580,000 feet of lumber.

Alex. McVittie, Michael McMillan and Edmund J. Owen filed articles of incorporation in Detroit as the Cadillac Transportation Company with \$180,000 capital, all paid in.

The scow *Josephine*, loading sand on Elliot's Point, struck her anchor while one of the Cleveland boats was passing and drove a hole through her bottom. She rolled over and drifted down the lake. She was brought back by a tug and taken to Detroit.

The propeller *Livingstone*, launched at Wyandotte a short time ago, passed down Monday from Escanaba with 2521 gross tons of ore for Cleveland. She was drawing a scant fifteen feet eight inches. This is equal to 2834 net tons and is the largest load of ore that was ever taken to Cleveland.

An odd admiralty case has been settled at Detroit. The Canadian steamer *Sir S.L. Tilley* ran into the U.S. lighthouse at the mouth of the Detroit River, six miles

below Amherstburg. Suit could not be commenced in the United States courts for negligence by a Canadian vessel, and so action by attachment was begun in the state courts against the boat. The case was ended by the payment of \$550 into the United States treasury.

A Cleveland paper says:- "Capt. Geo. P. McKay is in receipt of a letter from Andrew Hackett of Bois Blanc Island, in which details are given regarding the obstruction at the head of the island, where the steamer *Farwell* and other boats found bottom. He says the spot is in the middle ground at the head of Bois Blanc Island and is a bed of boulders with but fifteen feet of water over it at the present high stage. The spot is 80 feet up and down the river and 40 feet wide. It is 407 feet from the head of the island and there was 22 feet of water between it and the island. 'I would advise all heavy draft boats,' Mr. Hackett says, 'to pass between the head of the shoal and the red barrel on the bank of the main shore. It is 1000 feet from the head of the island to the red barrel. I have placed the spar buoy on the north end of the shoal and have nailed a bush to it so that it can be seen better at night. If boats are crowded to make the inside, they will have to haul out as soon as they have passed the shoal. We put the lamps on two black spars at Bar Point, but they were not steady enough. We are having two small lightships made and they will be ready by Saturday.'"

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July 19, 1889

One of the Government Engineers has been to the Dummy light, Point Pelee, with the intention of having some repairs made.

John Craig is pushing his Toledo ship-yard and expects to lay the keel of a vessel there this fall. The material from the Trenton yard is being moved. The yard has a frontage of 700 feet, 300 feet of which will be used for slips, building and launching territory.

The steam barge *Pickands* collided with the steamer *Smith Moore* near Munising, Mich., Saturday and was towed into the harbor by the steam barge *Drake*. The *Moore* settled down in the harbor and is breaking up. The *Pickands* steamed off little damaged.

The Government Engineer was in Chatham on Thursday of last week. He has given Mr. Robert, overseer in charge, instructions to have the channel at the mouth of the Thames made about 100 feet wide and 10 feet deep, to be increased to 13 feet. At present the dredges are working for the O. & Q. near Jeanette's Creek, but operations on the bar will be resumed in about a fortnight.

Capt. James Tobin of the tug *Byron Trerice* has succeeded in pumping 550 tons of coal out of the schooner *John T. Mott*, which was sunk below Colchester Reef in 1884 in collision with the schooner *Monticello*. This is nearly a full cargo. The coal was sold by the underwriters, Smith, Davis and Co., to Carter Bros. of Port Colborne and they expected to buy the schooner and do their own wrecking. But T. Murphy of Detroit, who owns the schooner, did not see it in that way. He wanted his vessel and set to work with one of his wrecking outfits and is taking the coal out and will make the cargo pay part of the expense of raising the schooner. The coal is being taken to Sarnia.

It is reported from Bay City that an expenditure of from \$25,000 to \$30,000 will be required to place the *City of Cleveland* in good condition. Only temporary repairs, however, will be made this season, the owners intending to thoroughly rebuild her next year and increase her depth. It cost \$8000 to get her off Castle Danger Reef and tow her to Bay City. In consequence of the accident, Capt. James Lawless, her master, has been retired from his command. It is very likely that Capt. C.C. Allen will be placed in command of her for the rest of the season, while a fine new steamer is being built for him at Cleveland to take the place of the *Sheffield*, on which all the insurance has been paid. The new craft will be one of the largest and finest on the lakes, built at the Globe Iron Ship-yard, and will cost \$220,000.

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July 26, 1889

The old side-wheel steamer *Saginaw* is being dismantled at Toledo. The hull will be converted into a tow barge.

The steam barge *Weston* parted her wheel chains at 3 o'clock Sunday morning and went aground at Stoney Island. She was released about noon the same day by the tug *Haight*.

Capt. Darius Cole for the Cole Transportation Company has purchased of Frank W. Wheeler, Bay City, the propeller *Ossifrage*. She has been on the Cheboygan, Sault route, but will now go on the route from Detroit to Port Huron.

The *Detroit Marine News* last week printed a list of some of the vessels on the lakes away back in 1800. Among the list was the schooner "*Perseverance*," sailed in 1827 by Capt. J. Hackett, father of the Messrs. Hackett of this town.

On Friday last the Canadian supply steamer *Canada* was here with supplies for Bois Blanc Lighthouse and other lights in this vicinity. The lady correspondent of the Empire, Miss Fenton, was among the many lady passengers making a tour up the lakes and giving a description of the different lighthouses, as well as the scenery

and peculiarities of Nature's work.

The *Cleveland Marine Record* says:-"In the place of the *Charles J. Sheffield*, lost some four weeks ago, Messrs. Brown and others are fortunate enough to secure the new boat being built by the Globe Iron Works Company. The No. 27 now on the blocks at their yards, which has sometimes been said to be another boat for the Mutual Transportation Company, has been purchased by the Brown syndicate. Papers have not yet been signed, but it is understood the sale was practically closed late last week - before the news of the latest disaster. The new boat is being built as a duplicate of the Northern Line of steamers, is 292 feet keel, 308 feet over all, 24½ feet hold and 40 feet beam. She will have triple expansion engines, cylinder 24, 38 and 61 inches with 42 inches stroke. Her carrying capacity on a 15½ foot draft will be 2960 tons. Her cost will be the same as all the Northern Line boats, \$220,000. She is so far along that she will be launched and largely finished up this fall, but probably will be too late to get into business."

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August 2, 1889

The tug "*Storm King*" has changed hands and will return to salt water.

The owner of the schooner *Kate Winslow* was fined \$349.50 at Cleveland last week for carrying alien first and second mates.

The new dredge *City of Toronto*, which Dunbar & Sullivan recently purchased, was expected to arrive from Buffalo yesterday (Thursday) and will be put to work on the Lime-Kiln Crossing.

The largest wooden vessel on fresh water is the new steam barge *Italia*, just launched at W.B. Morley & Co.'s yard, Marine City. She is 312 feet long and 42 wide and has a carrying capacity of over 3000 tons. She has been towed to Detroit to receive her machinery and will cost \$125,000.

On Tuesday as the steam barge *Keyes* was bound up, coal laden, she ran aground on the Lime-Kiln Crossing, and after a portion of her cargo had been lightered she was pulled off on Wednesday by the tugs *Washburn* and *Baker*. The *W.M. Egan* grounded Monday night but was released next day.

The tug *Byron Trerice*, Capt. James Tobin, with pontoons, left here on Wednesday to lift the schooner *Mott*, sunk four years ago off Oxley by collision with the *Monticello*. There is still 100 tons coal in the schooner, which has been bought by Capt. Murphy of Detroit from Carter Bros. The chains were put under the *Mott's* hull three years ago by Capt. John E. Tobin.

An inspection of the records in the Detroit custom house brings to light some

very interesting information. Looking up the vessel property owned in the customs district and classifying the craft according to size, it is found that on July 1st, 1880, citizens of Detroit owned 281 vessels, of which 149 are steam and 132 are sail vessels. Of the steamers, 12 are pleasure yachts ranging in size from the *Dixie* of 14.67 tons burden up to the *Uarda* of 89.36 tons. The rapid increase in tonnage is all going into the larger class of steam vessels. Of steamers, 35 are under 50 tons, 10 from 50 to 100 tons, 19 from 100 to 200, 16 from 200 to 300, 5 from 300 to 400, 5 from 400 to 500, 18 from 500 to 1000 and 41 from 1000 to 2500 tons. Of the sail vessels, 23 are under 50 tons, 15 from 50 to 100, 9 from 100 to 200, 25 from 200 to 300, 23 from 300 to 400, 6 from 400 to 500, 18 from 500 to 1000 and 6 from 1000 to 2500 tons.² The largest vessel enrolled in the district is the *Livingstone* of 2134.38 tons burden. In addition to the above, there are owned in Detroit upwards of 100 small steam launches and sail yachts of less than five tons.

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August 9, 1889

The steamer *W.H. Haskell* has been assessed \$8000 for breaking the locks in the Welland Canal.

The tug *J.P. Clark* has been fined \$400 by Canada for landing a tow at Sarnia and not reporting it to the custom house.

Henry Esseltyn, the last surviving member of the ship-building and vessel-owning firm of Merrick, Esseltyn & Co., died at Detroit Friday.

A raft on Sunday pulled the buoys at the mouth of the river out of gear again. Tug men say the buoys are no good, that ranges are the only practical thing.

The steamship *Spinner*, Capt. Don J. Duncanson, spent Monday in the river this week, waiting for one of her tow barges, which left Cleveland before the steamer.

The ferry *Beckwith* was fined by the Canadian customs officials at Sault Ste. Marie \$400 for carrying passengers up the Canadian shore - a party of American and Canadian Methodist Sunday School scholars.

The Detroit River is becoming thickly dotted with lights and buoys and any skipper who cannot get over the Lime-Kilns and out Bar Point is pronounced a "shoemaker". The rafts are constantly playing havoc with buoys.

The tug *Golden City* of Toronto towed the dredge *City of Toronto* from the Welland Canal to Amherstburg. She arrived on Friday. The dredge has been bought

by C.F. Dunbar and will go to work on the Lime-Kilns at once.

Quite an opposition has been worked up by putting the steamer *City of New Baltimore* on the Detroit and Trenton route. The *Riverside* and *City* have brushes regularly, but the *Riverside* is too much for her. Capt. George King is sailing the *City of Baltimore*.

The iron tug *Carrington* ran on Shickluna Reef, Pelee Island, on Sunday night. A big sea was on Monday and fears were expressed for her safety. The tug *Saginaw* went to her and raised her with steam pumps and took her to Detroit yesterday.

Capt. Frank B. Hackett is now engaged in raising the schooner *Mayflower*, which was sunk in 1854 in 12 feet of water between the Dummy light and Point Pelee. She was loaded with railroad iron and Capt. Hackett has received authority to wreck her on his own account. The late Capt. Hudson was master of the schooner when she went down.

Capt. F.B. Hackett has just raised the tug *International*, which was sunk at Sulphur Springs, Sandwich, about two years ago. She belongs to Mrs. George Campbell of Windsor and Capt. Hackett has chartered her for wrecking purposes and will station her for the balance of the season. She is now being overhauled and put in complete shape for work.

The particulars of the sinking of the steamship *C.J. Sheffield* by the steamship *North Star* on June 14th near Whitefish Point, Lake Superior, have appeared in our columns. E.M. Peck, Detroit, Fayette and H.H. Brown and C.J. Sheffield, Cleveland, owners of the *Sheffield*, have begun suit in the United States court against the *North Star*, which is owned in Cleveland, for \$176,791.45 damages. It is claimed that the *North Star* was not properly officered or manned; that she did not have a sufficient lookout; that she was running at an unnecessary and illegal speed, there being a heavy fog; and that the collision was due to the negligence, unskilfulness and carelessness of the persons navigating her.

The tug *W.A. Rooth* with a raft of 2,000,000 feet of logs, bound from French River to Tonawanda, was seized by Collector Gott Monday. The reason for the seizure was that the export duty of \$2 per thousand feet had not been paid on the logs. This should have been paid at Owen Sound, but it was not done and the customs authorities at Sarnia, Windsor and Amherstburg were notified to look out for her, and the boat and raft were seized here as stated and detained until Tuesday, when the duty (\$4000) and a \$400 fine was paid. The tug *John Owen* was assisting to tow the raft but was not deemed to be liable to a fine. The raft is owned by Joseph Jackson, ex-M.P., of Simcoe.

<sup>2</sup> This adds up to only 125 sail vessels, not 132.



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August 16, 1889

The steam barge *Lothair*, Capt. P. Williams, arrived down on Tuesday from French River with 350,000 feet of lumber for Simon Fraser.

The schooner *White Oak* has been seized by the Kingston customs officials for having repairs made in the United States and not reporting them.

The steamer *Riverside* went into dry-dock at Detroit on Tuesday and the small steamer *Annie Laurie* made her trips. The *Riverside* resumed her route yesterday.

The *United Lumbermen* and consorts, [New] *Dominion* and *Dollie* [Morden], passed down the river a few days ago. The *Dominion* was freighted with lumber from up the lakes for South America.

The steamer *North Star* called at Detroit on Saturday and was bonded in the *Sheffield* collision case. The suit will be tried in the United States District Court at Detroit in December.

A portion of the *Folger's* raft, which came in here about three weeks ago, broken up, still lies here, although three clearances were made at the customs house on account of the raft.

An inspection of the records in the Detroit customs house shows that the largest boat enrolled in the district is the steamship *Livingstone*, built at Wyandotte. Her tonnage is 2134.38.

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August 23, 1889

Capt. James Moffat was stricken with paralysis at Port Huron on Wednesday.

Capt. Robt. Brown has taken charge of the tug *Carrington* for the rest of the season.

Capt. J.H. Glass of Windsor will relieve Capt. Williams of the command of the steam barge *Lothair*.

Parker & Millen say that ore and coal rates have remained the same for three months; the longest time for years.

The owners of the steel steamer *America* of Buffalo have closed a contract with the American Union Dry-dock Company of that port for the construction of a duplicate boat.

The wrecking of the schooner *John T. Mott* has progressed but slowly during the past week, the stormy weather having overturned several of the pontoons, and work has been stopped for repairs.

The schooner *Corisande* of Sarnia struck a large log in the river near Chatham

on Friday and went to the bottom with a large hole in her. She was lumber laden and will be raised.

The tug *Charlton*, the property of Hon. J. Charlton, passed up a few days ago, after receiving new steel boilers at Toronto. She will be engaged during the rafting season towing rafts from Georgian Bay to Windsor, where they will be transferred to the tug *Balize*.

An effort is being made in Windsor to form a dry-dock company at Sandwich, which will probably result favorably in two or three days. A dredge is now working at Sandwich excavating a bed for the hull of the steamer *Transfer*, which is to be used as a dry-dock.

The new steamship *John Owen* on her second trip down carried the largest cargo of the season, having 2606 gross tons or 2016 net tons, which is equivalent to 104,000 bushels of corn or 97,000 bushels of wheat. She also had on between 40 and 50 tons of coal for fuel and carried the whole on 16 feet of water.

Lightkeeper Andrew Hackett, who has charge of the river buoys at Bar Point, warns some of the large steamers that are still running on the range of the two lighthouses that the water is beginning to lower so much that they will run on to the middle ground between the second red and black spar buoys if they do not change their course. To be safe in all waters they should run 200 feet from the Bar Point lightship and the same distance from the second and third black buoys, and then haul for the American lighthouse, but should not haul till they get opposite the lower black buoy.

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August 23, 1889

Early Lake Erie.-Capt. J.W. Hall of Detroit is writing a series of articles to the *Detroit Marine News* on the early history of Lake Erie. The following is an extract from a late issue, dealing with the years 1818 and 1819:-

"Capt. William Keith was Inspector of the Port and District of Detroit. The Official Emoluments of the Custom House at Detroit from October 1st, 1818, to May 31st, 1819, were \$195.20. The shipping on the Canadian side of the lakes from Fort Erie extended to as far west as the Sault, the principal ports being Grand River, Port Dover, Port Ryerse, Port Rowan, Burwell, Stanley, Rond Eau, Amherstburg, Sandwich, Goderich and Penetanguishene. A full rig brig called the *Duke of Wellington* was built at Moy, one mile above Windsor, and the first full-rigged on the lakes commanded by Captain McIntosh. She was 110 tons burden. The discipline carried out on board this vessel was as strict as on board a man-of-war.

Captain McIntosh sailed her three or four seasons and then returned to Scotland, from whence he came. In him was combined the sailor and true gentleman. Other vessels in the trade were the *Hope*, Captain E.H. Malloy, afterwards by Captain Jno. Young of Malden; the *Perseverance*, Captain James Hackett; the *E. Ruden*, Captain W.W. Urquhart; and *Elizabeth*, Captain John Fellows of Fort Erie. Plying on shorter routes below Malden were the schooner *Mariner*, Captain Robert Mercer, who is still living in Houghton at the ripe old age of 88 years and also sailed other vessels; the *Lark*, Captain John McIntire; *Fair Trader*, Captain Moses Hughes; *Dauntless*, Captain Thomas Hilmer; *Lord Nelson*, Captain David Mitchell; *Britannia*, Captain John Scott; and several others. Some of the above named vessels occasionally went on long voyages to Penetanguishene, Sault Ste. Marie and other ports in Georgian Bay. Captain James Hackett, who died at Malden some years since, was a notable navigator on the lakes commencing at an early period. In 1817 he piloted the brig *Duke of Wellington* to the Sault Ste. Marie, having in tow the schooner *Axmouth*, a vessel of about 30 tons burden, built at Moy, one mile above Windsor. On her arrival at the Sault, the *Axmouth* was hauled over the Portage on the Canadian side and re-launched into the waters of Lake Superior and delivered to the North West Fur Company, for whom she was constructed. She was the first vessel ever taken over the Sault Portage. Captain Hackett was the father of the Hackett Brothers, now residing at Malden, one of whom, Andrew, is the lightkeeper of Bois Blanc, mouth of Detroit River, as a successor to the old gentleman, who began his sailing on the *Wellington* and subsequently owned and sailed vessels, the last being the *Two Brothers*, which was wrecked on Buffalo piers in a fearful fall gale. The aggregate tonnage at Buffalo in 1818 was one steamer 342 tons, seven vessels 450 tons, which in 1819 had increased to 472 tons. During the years 1818-19 there were in commission on the lakes 73 vessels with a total of 2220 tons. The largest of these vessels was 132 tons and the smallest 10 tons. Besides these there were numerous open boats and bateaux employed in the coasting trade.

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August 30, 1889

During July, eleven sailors were drowned on the lakes, eight died from natural causes and one was fatally injured.

The new steamer *Italia* arrived in Buffalo with 100,000 bushels of wheat. She could have carried a thousand bushels more. She was drawing 15:4 forward and 15:6 aft.

For the balance of the season the tug *International* will be placed at

Amherstburg for wrecking purposes. She is a Canadian boat, owned solely by Canadians, and therefore no difficulty can arise with our customs through using her. She is provided with ample hawsers of all sizes.

As the barge *Valencia* was entering Lock 5 on the Welland Canal about 11 o'clock Monday morning, a sailor named Thomson attempted to jump from the boat to the dock. He missed his footing, falling on his chest on the lock, and was crushed to death by the barge before he could be rescued.

The schooner *J.T. Mott* was at Fraser's dock on Wednesday night, not leaking a drop. She was raised by the steamer *Trerice*, Capt. James Tobin, with pontoons, and he was just a month at the job, having fifteen days' bad weather in that time, and is to be congratulated on his success. She was towed to Detroit yesterday.

Thursday night of last week, the tug *Balize* with a raft of 3,000,000 feet of logs passed the mouth of the river and gave it over to the little tug *Baker*, to hold on Bar Point while she went to fuel up. The *Baker* was unable to hold the raft up against the wind and she drifted down and wound around the Bar Point lightship and carried her away, losing her anchors and chains and breaking things up generally. The *Balize* returned and took the raft in charge and sent the *Baker* to pick up the lightship. This left Bar Point without a light and about 3 o'clock Friday morning the steamship *Samuel Mathers*, bound down, ore laden, ran upon the shoal and was reported a foot out and had to be lightered. This is the first mishap since the lightship was placed on Bar Point about two months ago. The lights on the buoys were also carried away and the buoys pulled out of range. Keeper Hackett had a light on Bar Point next night, and had everything in shape as soon as possible.

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September 6, 1889

The tug *John Charlton* (Capt. John E. Tobin) is pronounced the best and most powerful on the lakes since receiving an overhauling and new boilers at Toronto. Old mariners say they could stand on her exhaust.

The schooner *D.K. Clint*, coal laden, bound up in tow of the tug *Wright*, grounded on the east bank of the Lime-Kiln Crossing just below the old C.S.R. slip on Sunday evening. The tugs *International* and *Wright* worked on her but it was decided to lighten her. The tug *Byron Trerice* (Capt. James Tobin) took off about 10 tons of coal when she pulled her off. The *Wright* struck the cribwork of the slip and broke every bucket of her wheel.

The owners of the propeller *Charles J. Sheffield*, which was sunk on Lake Superior in a collision last June with the propeller *North Star*, owned by a Manitoba

company, have libelled the *North Star* for \$176,700. The suit is the preliminary step to a suit in the United States District Court. The claim made by the libellants is that the *North Star* was improperly manned, that she disobeyed a rule of signals, was put to starboard when she should have kept to port and was running at too great a speed in a fog.

The steamer *Leland* stranded Friday night on the middle ground off Point Pelee. The *Saginaw* went to her assistance on Saturday but returned on Monday for steam pumps. Four steam pumps were put to work on her and yesterday (Thursday) the wrecker *Saginaw* engaged a crew of 15 men from this town to work at lightering the *Leland's* cargo of coal, but owing to the heavy sea running, she could not reach the disabled steamer and had to return to this port, but went out during the afternoon. The *Leland* is in bad shape. Diver Quinn, who examined her, says the heavy seas have washed the oakum out of her seams and she is leaking all over. The *Leland* was burned last fall on Lake Erie and was rebuilt at Detroit and had only commenced making trips.

Winslow's steamer *Cormorant* of Cleveland went hard aground on a reef southwest of Pelee Saturday night during the thick weather. She was three feet out. The tugs *Fiske* and *Buffalo* pulled on her all day Sunday without success. Larger tugs were sent to her from Cleveland. Our Pelee Island correspondent writes:-"As soon as she struck, she blew a signal of distress and repeated twice before morning, when the captain and two of the crew came ashore in the yawl and went to Kelly's Island to telephone Sandusky for assistance. The Dominion Government has carefully provided that our telephone line cannot be worked on Sunday and no matter how urgent the case, a pound boat is our only means of communication on that day. The job of relieving her has gone to American tugs, though the accident occurred in Canadian waters and the barge is in no immediate danger. The steamer's signals were not heard at Southport and luckily for her crew, they did not require the assistance of the life-saving station."

Excursion to Toronto.-Per steamer *Lakeside*.-The steamer *Lakeside* will run an excursion to Toronto's Great Exhibition, starting on Monday, Sept. 16th from Kingsville at 1 o'clock p.m. on arrival of trains and will return excursionists on Saturday afternoon, Sept. 21st. This is the greatest treat ever offered the people of this vicinity; two days and nights at Canada's Great Exhibition. The sail down the lake and through the Welland Canal will more than repay the excursionists. You would not miss sailing through those twenty-six locks in daylight for twice the money. The novelty combined with the cheapness makes this rare chance to visit

the Metropolis during the Exhibition one of the opportunities afforded the few, as this promises to be Toronto's Great Fair, especially this week, as the greatest exhibits will be displayed. The many pieces of interest passed on this trip are too well-known to need enumeration. Only a limited number of tickets will be sold, and unless that number is purchased on or before September 11th, the boat will not go, in which case all moneys will be refunded. All who can are requested to bring baskets. A refreshment booth will be kept on board for the accommodation of excursionists. Cots, &c. will be supplied to insure sleeping accommodation. Fare for round trip, only \$5. Tickets must be secured five days before starting. For further information, apply to the following ticket agents:-*Echo* office, Amherstburg; A. Hackett, Colchester; J.H. Smart, Kingsville; Lewis Wigle, Leamington; and W.R. Pizer, Essex Centre.

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*September 13, 1889*

The steamer *Lakeside* went into dry-dock at Detroit on Monday but came out last night and made her usual trip down the shore this morning.

Every boat entering Kingsville, by order recently put into effect, is assessed \$1 and no matter how many times per day. Boat men claim it is a robbery.

The *Athabasca* cleared from Port Arthur on Tuesday with 1596 tons of freight, the largest cargo ever taken out by a Canadian Pacific steamer.

In order to release the steam barge *Leland*, the greater portion of her cargo had to be thrown overboard by the 16 men taken from here, after 60 hours' work, when she was released by the *Saginaw* (Capt. Thos. Hayes) with the assistance of four steam pumps. She was towed to Detroit for repairs. The *Saginaw* was engaged eight days on the job.

About 8 o'clock Monday morning the tug *Folger*, Captain John Baker of Port Stanley, and formerly owned by Capt. J. Price of Port Stanley, was discovered to be on fire when on the St. Clair River while passing Courtright. The fire started from the engine room. The wheelsman stuck to his post and attempted to beach the tug, but after being severely burned he was compelled to leave his post, there being no hope of reaching the shore. The crew jumped into the river and the captain, who could not swim, was helped ashore by members of his crew. All reached the shore in safety. The tug was entirely consumed.

The steam barge *Cormorant*, ashore on Shickluna Reef, was in bad shape and was abandoned to the underwriters. She was in five feet of water forward and amidships and eight feet aft. A resident of Pelee Island states that on the night the



*Cormorant* went ashore, the grass in the marshes on the island was burning and the smoke was so dense that nothing could be seen a quarter of a mile off shore. The boat is owned by Winslow of Cleveland and valued at \$50,000. On Sunday last, however, she was released by Grummond's line tugs *M. Swain* (Capt. Ed. Tormey) and the *W.A. Moore* with the Hackett Line tug *International* (Capt. F.B. Hackett).

The steam barge *Philip D. Armour* of Chicago, bound down with a full cargo of corn, and the *Marion*, coal laden, on the way up collided in Lake St. Clair Saturday night, the *Marion* striking the *Armour* on the side with such force as to send her to the bottom instantly. The texas<sup>3</sup> and pilot house floated off and she lies in 50 feet of water. The crew were saved. The accident occurred on the Canadian bank. The *Marion* is badly damaged. The *Philip Armour* is a new boat and was returning on her first trip. She had on 89,000 bushels of corn. The cause is attributed to carelessness on the part of someone and not, as reported, to the fog, as there was no fog at that time.

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September 20, 1889

Several range lights will be established on lower St. Clair River.

A new \$130,000 boat will be put on the Toledo and Put-in-Bay route.

The biggest cargo of the season was that brought down by the *America* from Chicago. She had on 107,921 bushels.

The big steamship *Livingstone* passed down on Wednesday afternoon with 2700 tons of wheat from Duluth, bound for Buffalo.

The insurance agent of the *Armour* tried to sell the corn in the sunken vessel to Walker the distiller but was unsuccessful, the wet corn being more bother to dry than it is worth.

The schooner *Thomas L. Parker*, bound down in tow of the steam barge *Josephine*, ran aground on the Lime-Kilns yesterday (Thursday) afternoon. The tugs *International* and *Charlton* went to her assistance.

Capt. Eber Ward of Detroit, just back from Sault Ste. Marie, has a nut for antiquarians to crack. He says that there are clearly defined traces of a prehistoric canal around St. Mary's Falls on the Canadian side, a part of the bed of which is being followed by the British contractors who are building the Government canal, thus saving time and labor. Who built this canal?

³ a deckhouse on the uppermost deck, for the accommodation of officers

The owners of the steamer *Alaska*, which was damaged by fire last spring and succeeded by the steamer *Pearl* for the present season, have contracted with the Detroit Dry-dock Company to build a new and very fine side-wheel steamer to take the route between Detroit, Put-in-Bay and Sandusky next season. Its length will be 200 feet, breadth of beam 30 feet, depth of hull 11 feet, hull of steel, cabins finished in mahogany. The engine will be that now in the steamer *Alaska*, with two new boilers with latest improved feathering wheels, and to have a speed of 18 miles an hour or over. The boat is to be completed June 1st, 1890. Its value, finished and furnished, will be \$150,000. She will carry 1000 passengers comfortably.

The little town of Lorain, about thirty miles up Lake Erie from Cleveland, is mourning the loss of nine of its best citizens. They were in all probability drowned in the treacherous blow Sunday afternoon at 3 o'clock. Jno. B. Lunte, I.D. Lawler, T.P. Titter, Benjamin Kline, S.D. Knight, D.A. Lawler, Capt. Sam Root, Fred. Pelow and an engineer from Detroit whose name is unknown left Lorain in the *Leo*, a small naphtha⁴ steam yacht of only seventeen tons burthen, for Cleveland. They were last seen near Rocky River about seven o'clock in the evening and had already withstood a heavy blow. Nothing has been heard of them since that time and after telegraphing to all ports on the lakes, their friends in Lorain have about given up all hope of ever seeing them alive again. A later despatch says that two of the bodies have been found floating and there is little doubt that all the nine perished. Diligent search is being made for the remaining seven. Sailors express the opinion that the naphtha exploded and wrecked the boat.

The two towers for the new range lights on the riverfront below Wigle's mill are completed and the lights have been displayed every night since Saturday. The new towers and lights are duplicates of Duff & Gatfield's new range lights and must prove of great assistance to large vessels entering and leaving the river, as the range carries them out to the lightship. There have been great improvements made in Detroit River this season in the matter of lights - Duff & Gatfield's new range brings vessels from nearly opposite Wyandotte into the Lime-Kilns cut, when the Canadian Government lights at the factory are picked up. The Bois Blanc Island range lights carry them across the lower end of the Lime-Kilns and the new ranges carry them out to the lightship, when the American light is picked up, and later Colchester Reef Light. Almost every shoal place in the river has either a buoy or light. That this

⁴ a volatile petroleum distillate, usually an intermediate product between gasoline and benzine

dangerous part of the river has been run in years past without those beacons and so few accidents is surprising to all.

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September 27, 1889

The range lights at Port Huron and Point Edward were lighted Tuesday night of last week for the first time. Some of the lights are red and some are white, and some are lighted by electricity.

The steamships *R.L. Fryer* and *Oceanic* collided in Lake Huron four miles off Sand Beach Monday morning. The *Oceanic's* sides and decks were badly sprung and she was leaking badly. She was bound down with grain.

The *Cleveland Marine Record* says:—"A gentlemen than whom there is no one better informed in regard to the navigation of the lakes and rivers, gives it as his opinion that there are no more treacherous waters and no locality fraught with more dangers than that lying between Ballard's Reef [Grosse Isle] and the Lime-Kiln Crossing. The river between two points is sprinkled with small shoal spots, mostly rocks and boulders which heavily laden vessels ordinarily well-handled are likely to strike at any time. He says the very best water is on Duff & Gatfield's ranges. Vessels kept thoroughly up on this range are quite sure to get over the route in perfect safety. If they get off the range there is almost certain danger of striking shoal spots. Within the past week the steamers *America* and *Parks Foster* struck by going somewhat to the westward of this range. Several large rocks were recently removed by aid of a diver, just off Duff & Gatfield's. The same gentleman gives it as his opinion that the entire distance between the two points above mentioned should be run under check." It also says:—"The new Amherstburg range lights are both red and are a safe guide to the entrance to the Detroit River."

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October 4, 1889

The life-saving crew at Collingwood brought the schooner *Philo Scoville* into port.

Capt. Thomas McGee, a mariner 60 years ago on the lakes, died Tuesday at Sandusky, aged 81 years.

James Reid of St. Ignace will probably get the contract to raise the steamer *Armour* and will utilize the big *Wahnapiatae* as a pontoon.

A raft of logs belonging to the Anchor Company, Delray, was lost off Colchester by the *Oswego* last week. The tug *International* is engaged in picking up the raft.

The big wooden steamship *Majestic* got off the ranges and went aground on Bar Point Friday. The *Majestic* was picked up Sunday by the *City of Rome* off Dunkirk, disabled, and was towed to Buffalo.

The steamer *Greyhound* has been taken off the Toledo and Detroit route and laid up for the season. She did a good business. The steamer *Ossifrage* is running in the place of the *Greyhound* on the Toledo route.

The new U.S. lighthouse tender to be built for the lakes will be called *Marigold*, as all lighthouse tenders are named after American flowers. She will be 127 feet long, 27 feet wide and 12 feet depth of hold. Her displacement will be 887 tons.

The steamship *Philip Minch*, in passing out at Bar Point Tuesday afternoon, got too far to the eastward and stranded. The water was unusually low. The tugs *Byron Trerice* and *International* pulled on her and, the water coming up, she was released next morning. It is strange that masters will persist in going to the east of the ranges and lightship, where they must know they are taking great chances. Keep on the ranges.

The two-masted schooner *George C. Finney* with a cargo of 20,000 bushels of wheat from Toledo encountered a waterspout while off Port Colborne Tuesday, and when it left her she was barely afloat. The foremast was gone to the deck, the mainmast was broken off halfway down and the jib-boom was twisted out. Of the sails, only the mainsail was saved. Waterspouts were numerous. The crew of the *Finneys* say that they had already avoided four, when the fifth one struck them. The propeller *Parnell* saw the casualty and turned about. When she reached the *Finney*, the waves were breaking over her.

The schooner *Erie Wave*, commanded by Capt. Stafford, had been aground for some days between Port Rowan and Clear Creek and had an extra crew aboard to assist in getting her off. A squall struck her Monday night and she capsized. Four of the crew were drowned and also four landsmen who were on board. Two of the crew reached shore. The names of the persons drowned, as far as can be ascertained, are: Captain Thomas Stafford, Robert Marlett, Edward Soper and George Bell. The other four persons who were drowned belonged at Clear Creek and their names are L. Stevens, James Stevens, Lewis Walker and C. Crawford.

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October 11, 1889

The tug *W.A. Moore* had a tow of six vessels last week; the tow bill aggregates \$800.

The mate of the steamer *Otego* and the wheelsman of the steamer *Rosedale*



were killed in a storm at Sand Beach on Saturday.

The steamship *Livingstone* passed down on Friday with 102,600 bushels of corn, one of the largest cargoes ever carried on the lakes.

Craig & Son, Toledo, have laid the keel for a wooden steamer, 200 feet long, 37 feet beam and 14 feet hold. They will soon start with another.

The steam barge *Bessemer* and consort *Schuylkill* are wrecked and gone to pieces at the entrance of the Lake Superior Ship Canal. No lives lost.

It is stated that the big barge *Wahnapitae* is billed to carry on her next trip 3,000,000 feet of lumber from Duluth to Tonawanda, the largest cargo she has ever had on.

The *Cleveland Plaindealer* insists that six more steel steamers are to be built for the Hill Lake Superior Line - three by the Globe Works and three by F.W. Wheeler at Bay City.

The *Glasgow's* barges, the *Antelope* with her foremast gone, the *Taylor* with her mast gone and steering gear disabled, and the *A.W. Wright*, all right, were anchored in the river opposite Amherstburg Monday.

A telegram was received Monday of last week from the captain of the schooner *Nett Woodward*, saying that vessel was ashore at Southampton. It is not known what will be done to release her, but as she is old she may yet become a total loss.

The Reid Towing and Wrecking Co. of Bay City has contracted to raise the sunken steamer *P.D. Armour*. The price to be paid for this difficult job is not far from \$50,000. The wrecking company will commence work as soon as the necessary appliances can be got together.

The steam barge *Volunteer*, bound down, when passing the Lime-Kilns on Monday was crowded out of the channel by an upward-bound tow and grounded heavily. She was out nearly two feet. She did not get off until Wednesday afternoon. The *Excelsior*, *Saginaw*, *Trerice* and *International* all worked on the *Volunteer*.

Major Noble of the Canadian Marine Department is engaged re-constructing the pier at the "Dummy" lighthouse. It is being steel-sheeted with stone and concrete backing. The machinery for the steam foghorn to be put in at the "Dummy" light is at the dock at Leamington and will be put up and in working order at once.

The steamer *Inter-Ocean*, just out from Buffalo, where she was under repairs the past three weeks, was ashore on Point au Pelee middle ground Monday. Her forefoot and shoe are gone. The *Trerice* went to her assistance Monday night and brought her in Tuesday. She was in the same place where the *Leland* was so badly

used a few weeks ago.

The tugs *Charlton* (Capt. J.E. Tobin) and *Onaping* (Capt. Thos. Benito) of the Charlton Tug Line have discontinued towing through the rivers for the present and are lying at Windsor port, prepared to do wrecking. As these are first-class tugs, they, with the *Saginaw* (Capt. Thos. Hayes) furnish a better Canadian wrecking fleet than Windsor has had for many years, and nothing better floats the lakes.

The ship-yards of the Great Lakes will be busy the coming winter. Thirty-five boats of an aggregate tonnage of 67,330 and cost of \$4,635,800 are now under contract to be built and the list will probably be increased by a half a dozen other craft before snow flies. The great changes from sail to steam and from wood to steel are especially marked this season. Of the tonnage under contract, but 14,330 is for sail or tow and this is intended mainly for the lumber trade.

The owners of the dry-dock in Sandwich have at last succeeded in placing the hull of the *Transfer* in the basin intended for her. There is now 16 feet of water in the hull, four feet of which it will be necessary to take up with keel blocks, thus leaving an available depth of 12 feet. This is not as much water as it was hoped to have, but it will answer the purpose for such vessels as they are likely to repair or build. When completed, the dock will have a length of 260 feet, inside measurement.

The steam barge *Glasgow*, having in tow the *A.W. Wright*, *Antelope*, *Taylor* and *Wend the Wave*, went ashore on Pt. Pelee. The schooner *Sawyer* of the *Inter-Ocean's* tow tried to get underway and ran into the *Wend the Wave*, striking the latter aft at the cabin. The crew, with the exception of the cook, Kate McMann, sister-in-law of the captain, boarded the *Sawyer*. The *Wend the Wave* sank in six fathoms of water. After the crew got on board the *Sawyer* the captain went to the cabin and called the cook and, getting no reply, he also jumped on the *Sawyer*. He asked Capt. Charles Clump of the *Sawyer* to round to and try to rescue the cook, but Captain Clump refused to do so. They sometime after hailed the tug *Wright*, bound down, and the crew of the *Wend the Wave* got on the tug and returned, but the barge was then sunk in six fathoms of water. Whether or not the cook was killed in the collision is, of course, unknown. Capt. Heron expressed himself very strongly in reference to the action of Capt. Clump and maintains that the *Sawyer* could have come to with the assistance of his crew and probably have rescued the cook. The captain of the *Sawyer* says they had no anchor light up on the *Wend the Wave*. Capt. Heron and the crews of the four barges maintain that the lights were shown. The *Wend the Wave* is down in the Inland Lloyds as a lake barge of 239 net tons. She



was built at Ashtabula by Rugby in 1867 and rebuilt in 1882. She was owned by Hubbard of Sandusky, valued at \$5000 and classed B 1. The tugs *Saginaw* and *International* left Wednesday morning to release the *Glasgow*. The *International* will dredge a channel to her. The *J.D. Sawyer* has been libelled at Detroit by the owners of the *Wend the Wave* in the sum of \$9492.65 for the sinking of the latter. Capt. Clump of the *Sawyer* threatened the marshal with a handspike.

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October 18, 1889

Recently 1,250,000 feet of lumber were loaded on two vessels at Muskegon in eight hours by a crew of 75 men.

Capt. Herman Bennett, late of the *Glasgow*, succeeds Capt. Chas. H. Westcott in command of the *Lowell*.

The ferry boat *St. Ignace* is being thoroughly overhauled to prepare her for her winter's work breaking ice across the straits.

The *Idlewild* has been taken off the Port Huron route. Hereafter there will be no morning steamer, but the afternoon boat will continue to run until the close of navigation.

William Boeing of Detroit proposes to shut up the Duluth Canal at once unless the city pays him \$100,000 for certain lots supposed to be lying at the bottom of the canal. On Tuesday he tied ropes across the entrance to the harbor but they were either cut or broken by boats immediately.

The tugs *Howard* and *Castle* with a raft swept over the Lime-Kilns Saturday, carrying away Dunbar's two dredges and the steam drill and breaking things up generally. The firm's tug dove into the raft and broke the force of the collision somewhat, otherwise the damage would have been much greater.

The *Saginaw* and *International* had contracted to release the *Glasgow*, ashore on Point Pelee. No boat, no pay. The *International* left Monday with the schooner *Starlight* with four steam pumps on board, and the *Saginaw* left the same day. On arrival at the Point they found that Sunday's north-easter had made a complete wreck of the *Glasgow* and that the sand had washed in almost covering her. It is doubtful if her engines can be recovered.

The Polson Iron Works Company of Toronto and Owen Sound have secured a contract to build a second ferry for the Canadian Pacific Railway Ferry for use on the Detroit River. The new ferry will be 295 feet in length and will be a duplicate of the one now on the stocks and expected to be launched this fall. Both vessels are of a heavy, massive design and will be adapted to carrying grains across the Detroit

River between Detroit and Windsor. The new ferry must be completed by July next.

The Canadian Customs Department has refused permission for American wrecking apparatus to be used in raising the *Armour*, sunk in 75 feet of water in St. Clair, on the ground that all the necessary appliances can be obtained at Windsor. The *Detroit Evening News* says:—"The truth of the above dispatch is denied by some of those who have wrecking outfits on this side of the river, so far as the reference to Windsor is concerned. The wrecking companies there, said one vessel line, come over here and borrow pumps and other appliances to eke out their scanty wrecking appurtances." Brains are needed as well as pumps to raise the *Armour*. We have the brains and can get all the pumps necessary.

The steamer *Milwaukee* struck a reef at the head of Bois Blanc Island and came to the dock here on Friday morning at 2 o'clock with over three feet of water in her. The *Saginaw* put a steam pump on board of her and divers were engaged Friday and Saturday searching for the leak, but owing to low water they could not get under. On Saturday night part of her cargo was lightered on the steamer *Saginaw* and she went to Detroit, where her leak was found, the hole was patched up and she left for Buffalo on Monday. She had in her hold 20,336 bushels of flax seed valued at \$26,306 and 40,000 bushels of corn valued at \$14,400. Both flax seed and corn were insured and it was feared they might be damaged by water. Capt. Carlisle was not in command of the *Milwaukee*. Illness compelled him to lay off and put on a substitute. This "sub" has been so unfortunate that he is not likely to sail her any longer. To begin the down trip he ran her aground in Milwaukee River and had to lighter a portion of the deckload before the tugs could pull her off. The Straits were passed in safety but Detroit River proved too much for him.

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October 25, 1889

Wages of sailors at Buffalo are now \$3 a day.

The outer breakwater of Chicago harbor will be completed in two weeks. The length of the structure is 5324 feet.

The *North Star* made her last run from Sault Ste. Marie to Duluth in 28 hours, 40 minutes - an average speed of nearly 14 miles an hour.

The steam barge *Calumet*, bound up with coal, went ashore on Point au Pelee middle ground Friday. The *Byron Trerice*, *Onaping* and *Lakeside* released her.

On Friday last the propeller *Alma Munro*, from Montreal, discharged a large quantity of freight for merchants here and three tons of newspaper for the *Echo*.

The propeller *Milwaukee* damaged 118 bushels flax seed besides more or less



corn. It is found that she stove in two planks on her port bilge. She called at Amherstburg Monday morning.

Gen. O.M. Poe says that the reason the water in the lower lakes is lower now than it ever has been is that the rainfall in the lake region has been very light. As a peculiar offset to this fact, the water in Lake Superior is abnormally high.

The tug *Saginaw* has taken about 400 tons of coal from the steam barge *Wallula*, ashore on Pêche Island and the *Sappho* and tugs *Charlton* and *Onaping* have gone to assist her. The Reid Wrecking Company of Port St. Ignace, which have the contract for the raising of the *P.D. Armour*, sunk at the cut, are in Windsor getting their outfit ready.

The schooner *Imperial*, sunk in Georgian Bay, is a total loss. Thursday afternoon of last week she struck a sunken rock and the hole knocked into her bottom allowed water to come in faster than the pumps could take it out. She went down in 300 feet of water within four miles of Hope Island. Only her freight of corn was insured. The *Imperial* was worth \$10,000 and Johnson of Manitowac, Wis., owned her.

An effort is being made by the wrecking companies of Michigan to induce the Canadian Government to grant them a permit to raise the steamer *Armour*, which is sunk in the southeastern part of the River St. Clair, on the Canadian side. A deputation Thursday of last week waited upon Mr. Patterson, asking him to induce the Minister of Customs to grant a permit. This being an exceptional case, the law of Canada may be set aside.

Thursday night, the 17th, the steamship *Northern Wave*, coming in on account of the fog, ran against the tug *International* and squeezed the tug and the schooner *Barkalow* against the dock. The *Barkalow* just arrived in tow of the *International*. The tug was damaged to the extent of \$1000 and the schooner had her rail stanchions and bulworks broke. The *Northern Wave* was backing strong when she struck the tug. The *International*'s whole side was stove in, decks broken and shelf-piece<sup>5</sup> broken.

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November 1, 1889

The tug *Champion*, Capt. J. Laframboise, passed up Thursday of last week with six vessels, en route to Lake Michigan.

⁵ a square timber running inside the length of the hull against the clamp, used to support the deck planking at the edge of the hull

The project of uniting Lake Erie and the Ohio River by a ship canal is being discussed by those interested.

The international maritime conference decided that a vessel is "under way" when not fastened by an anchor at mooring or otherwise. This is the English rule.

The Canadian government has withdrawn its objections to the use of American apparatus for raising the sunken steamer *Armour* at Southeast Bend. The first move now will be to pump out the grain. The steam barge *Gordon Jerry* left Wednesday last for the "Flats", where she will assist in the operation of raising the sunken steamer *Armour*.

A composite steamer is under construction at Wyandotte, similar to the *John Owen* but somewhat larger, to cost \$185,000. She is building on company account and will be for sale when completed. Two wooden steamers have also been started by the Detroit Dry-dock Co., resembling the new *Gov. Smith*, one at Springwells and one at the Detroit Dry-dock, worth \$135,000 each. The construction of Ashley & Dustin's new steel steamer for the Put-in-Bay route has begun.

The Inter-Ocean Transportation Company have made a contract with the Detroit Dry-dock Company for the construction of a new steamer, which will cost \$250,000. The vessel will be of steel. The work of construction will be commenced at once at the Wyandotte yard. The new vessel will measure 330 feet over all, 42 feet beam and 24 feet moulded depth. The steamer will be equipped with three [triple] expansion engines and two large Scotch boilers, and will be ready for the opening of next season.

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November 8, 1889

The steamer *India*, now en route, is the last passenger boat to Lake Superior this fall.

Edward Haley of Kelly's Island was drowned Friday at Toledo from the scow *I.U. Porter*.

The steamer *Gazelle* has taken the place of the *Pearl* on the Sandusky route to the close of the season.

The sunken steamer *Transit* has been sold to John Nesbitt of Windsor for \$1000 and will be got up at once.

The steamer *Frontenac*, bound down, went aground at Bar Point early Tuesday morning. The tugs *Saginaw* and *Trerice* released her after lightering her fuel.

Capt. C.C. Allen, formerly of the steamer *Chas. J. Sheffield*, will command the new steamer *Castalia*, the construction of which he is superintending at Cleveland.



The propeller *C.S. Parnell*, bound up, collided with the *Nahant* in Lake Erie and on reaching St. Clair Flats was leaking so badly she was obliged to return to Detroit, lighter 1000 tons of coal and was then docked.

The Minister of Marine has authorized the placing of six buoys on each side of the channel at the mouth of the Thames, County of Kent, to facilitate navigation. As, however, navigation is about closing for the season, the buoys will not be placed in position until next spring.

Capt. Frank Downer of the barge *D.P. Dobbins* was drowned Tuesday at Port Dalhousie by being knocked off the foot gates of a lock of the new Welland Canal by the crank of the water wheel which works the valves of the gates. His body has been recovered. Capt. Downer lived in Port Huron, Mich., and his wife was on the barge with him. He leaves a grown-up family.

The schooner *Estelle*, in tow of the tug *Castle*, ran on to the *Armour* Monday night, causing serious damage and delay to the wrecking operations there. The work was being rapidly pushed with every prospect of successful termination this season. By this act of carelessness, the *Armour* may possibly not be floated before ice forms, which will, of course, suspend work. In any event, the wrecking company sustains a serious loss.

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November 15, 1889

The *Saginaw* will be stationed at the Lime-Kilns the remainder of the season.

The cargo of corn in the sunken *Armour* has been bought by A.N. Moffatt and Jno. W. Thompson of Port Huron.

Fifteen thousand bushels of corn have been pumped out of the *Armour* thus far. It is hoped to get the vessel docked by Christmas.

Last Sunday night the tug *W.F. McRae*, with a raft, fouled Dunbar's drill and dredges at the Lime-Kilns, doing considerable damage.

The buoys in all that portion of the 10th district embraced in the Detroit River and Lake Erie began to be removed Nov. 12th, being replaced by spars.

The steamer *Idlewild* is to be lengthened 25 feet by being cut amidships. It will increase by 75 tons her capacity, but as she will set higher out of the water, it is not expected to decrease her speed.

Capt. McKay of the Lake Carriers' Association of Cleveland has instructed Andrew Hackett to put a black spar buoy on Milwaukee Shoal, the head of Bois Blanc Island, and a white light will be displayed there at night. Also a red spar buoy will be placed on the opposite side of the river - the Canadian mainland - about forty

feet above the barrel buoy now located there, and a red light will be displayed at night. They will be anchored in sixteen feet of water, which is the lowest water between the buoys.

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November 22, 1889

Two more steel steamships are to be built by the Cleveland Ship-building Company. One will be a duplicate of the boats the same company is now building for the Lake Superior Iron Company. Measurements: Keel, 266; beam, 38; hold, 24 feet; triple expansion engine and all modern improvements; ready for sea about July 1st, 1890. The second steamer will be a duplicate of the *Pontiac*: keel, 300; beam, 41; hold, 25 feet; triple expansion engine, etc. She will be ready Aug. 1st.

All the machinery of the steam barge *Glasgow*, recently wrecked at Point Pelee, has been recovered and taken to Detroit.

Murphy's scow *Grace Amelia* and all her wrecking outfit used in raising the car ferry *Transit* at Windsor have been seized by the Canadian authorities.

The Lake Erie Transportation Company was organized on Wednesday of last week. All the stockholders are Toledo capitalists, except C.D. Ashley of New York.

The old Canadian propeller *Ontario*, burned and sunk near Charlotte, Lake Ontario, has been raised, re-fitted and towed to Buffalo, where she will be put in shape and Americanized.

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November 29, 1889

The Welland Canal will be closed at midnight Nov. 30th for the season.

Next season the Detroit and Cleveland boats will make night and day trips, thus affording those who prefer it a sight of Lake Erie and the Islands by daylight.

The steam barge *Farwell*, Capt. D. Nicholson, called here yesterday morning. His consort, the *Rutter*, lost her foremast and had her decks swept clean on Lake Huron.

The *City of Detroit* was laid up on Wednesday and the *City of Cleveland* only will make regular trips between Detroit and Cleveland, leaving Detroit Tuesday, Thursday and Saturday nights until the close of navigation.

The U.S. Lighthouse Board in its report to Congress says:-"A site for the \$7000 range lights between Fighting Island and Lime-Kiln Crossing has been selected. The keeper's old dwelling and the cookhouse on Mamajuda will be converted into a dwelling for the assistant keeper of the ranges. District Attorney Black has reported to the Board that there is a prospect that the owner of the Canadian steam

barge *Tilley*, which damaged the pier railing at Bar Point, will soon settle the government's bill."

The steamer *United Lumbermen* (Capt. Geo. Morden) has completed her season's work and the fleet has been laid up at Sandwich, where they will receive slight repairs during the winter. The *Lumbermen* has had a most successful season, having made 15 round trips, 13 being from Georgian Bay to Tonawanda, and two trips to river ports. This beats all previous records between Georgian Bay and Lake Erie ports. Financially speaking, Capt. Morden has had the best season since the *Lumbermen* has been afloat and has laid by a stocking full of wealth.

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December 6, 1889

The steamer *Transit*, recently raised at Windsor, will not be rebuilt, but the machinery will be taken out and sold.

From advices received it is learned that very little progress has been made in the raising of the *Phillip D. Armour*. Should they not be successful before January 1st, the date of the expiration of their permit, they will be obliged to pay Canadian duty on their wrecking outfit.

The schooner *Breck* arrived at Sarnia Thursday morning of last week from Parry Sound with her flag flying at half-mast. On the previous Tuesday night, while off Cove Island, Sandy Mitchell, a young man about 20 years old, was washed overboard and lost. He hailed from Collingwood.

The Detroit Dry-dock Company has in course of construction and well under way at Wyandotte a new steel passenger steamer for W.O. Ashley and other Detroit parties, and she promises to create a sensation when put under orders next summer. She will be 206 feet over all and 30 feet beam with 48-inch cylinders and nine feet stroke. Her two boilers will be of the same construction as those in the day line of steamers on the Hudson River. They are nine feet in diameter and 24 feet long. Her wheels are to be fitted with steel feathering buckets similar to those in use on the famous Long Island steamers. The boat will be for the accommodation of excursionists to Put-in-Bay and while she will have plenty of cabin room, her promenade deck outside the cabin will easily accommodate from 800 to 1000 people.

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December 6, 1889

Early closing of navigation.

Marine insurance expired on Saturday.

The Welland Canal closed at midnight Saturday - one week earlier than last year.

The steamer *Pridgeon* coaled here on Saturday, her farewell visit to our port for 1889.

Capt. Joseph Moffatt, a well-known lake man, was killed at Cleveland on Saturday by falling into the hold of his vessel.

It is not wise to report a crew lost, so long as there may be any chance of safety. It cannot possibly do any good and may do much injury.

Dunbar's dredge *Tipperary* has been hauled out on the ways in the ship-yard and will be thoroughly overhauled the coming winter, prior to her going to Hay Lake in the spring to work on the firm's contract there.

The Marine Department has issued a notice that a foghorn operated by compressed air has been established by the Government on the lighthouse pier on Point Pelee spit, Lake Erie, and was put into operation on Nov. 25th. The pier stands two and one-half miles south from the extremity of Point Pelee.

The outlook for an active winter at the Gibraltar ship-yard, across the river, is very encouraging. R.W. Linn, the well-known proprietor of the ship-yard at that place, states that work commenced on Monday of last week on a large wooden vessel. The new boat is to be constructed for Messrs. Parker, Millen and other Detroit parties and it is to be finished by the opening of navigation next spring. Following are her dimensions:-Length over all, 255 feet; beam, 40 feet; moulded depth, 21 feet. The boat is designed for steam power but it is possible that she will be used the first season as a consort. She will have a carrying capacity of 2400 tons.

It is reported to be altogether likely that Congressmen Farquhar of Buffalo will be chairman of the Congressional committee on rivers and harbors. Col. Farquhar is the one enthusiastic man in Congress for the Great Lakes and river waterways. He is an active supporter of the theory that an appropriation should be made and made at once for the completion of Gen. Poe's great work on the second lock of the Sault Canal and the pushing, with enlarged dredging force, of the cut through Hay Lake Channel and the islands of Neebish, which would cut off for our lake marine the tortuous passage between the rocks in St. Mary's River, which is often as dangerous as it is winding, and which, even in its present condition, can only be run by daylight. The Hay Lake Channel might be run the whole 24 hours, being contemplated as a straight passage, with plenty of depth. Farquhar is also an advocate of a deeper cut at the Lime-Kilns and at the St. Clair Flats, so as to give vessels drawing more water than is now permissible a free run from Buffalo to

Duluth.

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December 20, 1889

The *Seneca* and *Cayuga* passed here last week on their way to Buffalo. They were the last of the season.

Capt. J.W. Wescott of Detroit says the big steamer *Armour*, sunk by collision a few weeks ago near the St. Clair Flats Canal, will be afloat by Jan. 1st, '90, according to contract. The contract is \$50,000.

During the season of 1889, storm, collision and fire caused the total destruction of thirteen steamers, eight tugs and twenty-five schooners and tow barges. The tonnage of the steamers was 6118, with a valuation of \$573,000; the tug were worth \$45,500; while 9643 represented the tonnage and \$246,700 the value of the schooners and tow barges. The ore-carrying tonnage of lost steamers is 4943 and of vessels 5536 - in all 10,479 tons. The steamer *Philip D. Armour* and schooner *H.W. Sage* are not included, as the wreckers now at work upon them expect soon to effect their rescue.

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1890

March 7, 1890

E.M. Peck, John S. Quinn, A.A. Parker, James W. Millen and M. Swain have organized the Swain Wrecking Company, with a capital stock of \$50,000.

James and Ed. Munro, sons of Wm. Munro of this town, are employed on the steamer *Roanoke* of the Milwaukee and Grand Haven route, which had such a terrible experience on Lake Michigan lately.

An order-in-council has been passed fixing the tolls on wheat, barley, Indian corn, peas and rye passing through the Welland Canal and St. Lawrence Canal for Montreal and ports east of Montreal at two cents per ton during the coming season of navigation. On grain intended for Canadian ports west of Montreal, the full tolls of twenty cents per ton will be levied.

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March 14, 1890

The steamer *Atlantic* of the Grummond Line will leave about the 15th for the lakeshore ports.

The steamer *Remora* is fast in the ice at Algonac, having been caught in the floe

while on her way from Port Huron to Detroit.

The Lake Underwriters met at Chicago last week. The old style of lake insurance for vessels was abolished and a new form adopted.

The steamer *Idlewild*, which went to Cleveland last fall to have 25 feet added to her length, is expected back in a few days to complete her cabins.

Notwithstanding the cold weather of last week, the Cleveland steamers continue to run regularly between Detroit and Cleveland. A little new ice is encountered each trip, but not of sufficient thickness to cause delay, until Sunday when the *City of Cleveland* was compelled to return to Detroit. It is the earliest start (March 1st) that these steamers have ever made in history, March 9th having been the earliest heretofore. The Grummond Line expects to be able to start next week. The earliest that this line has started heretofore was March 21st. The Star Line does not anticipate making a move till about the 1st of April and neither do Ashley & Mitchell, until they expect business will warrant it, but they are in a lively condition of preparation.

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March 21, 1890

Joseph Powell Jr. is home on a visit. He will ship as second mate on the *E.M. Peck*.

The steamer *Armour* is now practically raised. Her bow is out of water on the American side.

The steamer *Mary* within a year past has made 421 round trips between Port Huron and Algonac.

The steamer *Remora* will run in connection with the steamer *Ward* this season in opposition to the *Idlewild*.

Jacques Laframboise Jr. will go mate of the steamship *Iron Age*. Frank Laframboise and Frank Bernard will ship as wheelmen.

Capt. D. Girardin is fitting out the *R.J. Hackett* at Springwells. Frank Hackett is first mate and Jos. Duncanson is second mate.

The steamer *Idlewild* passed up from Cleveland to Detroit on Tuesday. The *Idlewild* was cut in two and lengthened 25 feet at Cleveland.

The tug *Gladiator* was sold Tuesday for \$12,500 by Thos. Murphy of Detroit to Geo. Elsey Jr., connected with the office of Parker & Millen.

The tug *Sea Gull*, which is working on the sunken steamer *Armour*, went to Marine City the other day for supplies and was unable to return on account of ice.

A numerous deputation waited on Sir John MacDonald yesterday to urge the

improvement of the St. Lawrence Canals and were told that three years would see their wishes realized.

The steamer *St. Ignace* lost her forward wheel in the ice at Mackinaw last week and it took the steamer *Algoma* two days to get her to the dock. The *St. Ignace* is laid up for another wheel.

The Erie Railway has formed a close alliance with the Northern Steamship Company, which owns a fleet of six powerful new iron steamers on the Great Lakes and also controls the steamers of the Wards' Line.

Capt. E.C. Gatfield will sail the *E.M. Peck* this season; Capt. D. Girardin the *R.J. Hackett*; Capt. C.H. Bassett the *Fayette Brown*; Capt. D. Nicholson the *Jessie Farwell*; Capt. Tim Lemay the *Minneapolis*; Capt. Wm. Sutherland the *Alleghany*; Capt. Don Duncanson the *Spinner*.

George Elsey Jr. will this season manage the tugs *Samson*, *Gladiator*, *Favorite* and the wrecking steamer *Saginaw*. The *Samson* has just received a rebuild costing \$14,000, which includes a new steel boiler capable of working at a pressure of 160 pounds and a new Trout wheel.

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March 28, 1890

Eli Morin will be steward of the steamship *Wm. Livingstone* the coming season.

The *Dean Richmond* passed down Friday's engagement to carry ice from Lake Huron to Ohio ports.

Captain E.C. Gatfield and Engineer Watt are fitting out the steamer *E.M. Peck* at Detroit. She will go in the iron ore trade between Two Harbors and Ohio ports.

Geo. McCurdy leaves today for Milwaukee. He will again be steward of the *R.P. Flowers*. Geo. H. Foster leaves on Monday for Chicago; he will be steward of [the] *Albert J. Wright*.

On Saturday Andrew Hackett will commence putting out the buoys at the mouth of the Detroit River. The black barrel buoys at Stoney Island will be replaced by black spar buoys.

Vessels which have been wintering at up-lake ports are now quite generally loading with ice, many of them on speculation, and as soon as navigation opens an ice fleet will be sailing southward to supply the demand in Cleveland, Toledo and other places.

Capt. Robertson of Sarnia, who has commanded for several years the steamer *United Empire* of the Beatty Line, this year will be given charge of the magnificent

boat of the same line now building at Sarnia, and for which Kerr Brothers of Walkerville are making the machinery.

At the request of nearly all the large vessel owners, Captain Inman of Port Arthur has decided to station two of his large tugs in the Sault Canal to aid vessels in getting through the locks with despatch. Last year over 9600 vessels went through the locks and on many an occasion a tug's services would have been most acceptable.

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April 4, 1890

The steamer *Iron King* passed down on Tuesday afternoon.

The tug *International* has been fitted out and is now ready for service.

The Kingsville harbor lights were lit Monday for the first time this season.

The steamer *City of Alpena* will leave Detroit for its first trip to Mackinac next Thursday at 10 p.m.

Cleveland vessel owners will maintain private lights on Detroit and St. Clair Rivers until the expense is assumed by the Government.

Capt. Richard Armstrong will transfer the steamer *Newsboy* from Bay City to Detroit, where she will run on the route between that city and Walkerville.

The fourth of the Ogdensburg Transit Company's steamers was launched at Detroit on Thursday and named *J.C. Prince*. Her measurement is 2046.90 gross and 1552.88 net tons.

The storm of Thursday of last week was most severe along the lakeshore. All fishermen have suffered more or less from the high water, which was the highest known during the past 20 years.

All hopes of saving the fine schooner *Watertown* of Kingston, ashore at Bear Creek, N.Y., or her cargo of ice, are abandoned. She is valued at \$7000 and was not insured, and the loss of the cargo is \$800 more.

The owners of the steamer *Lakeside*, which was blown ashore at Kingsville during the recent storm and high water, have not yet made a contract to pull her off and will probably have to dredge her out. It is estimated that it will cost \$1000.

In the U.S. House on Wednesday, on motion of Mr. Mason, a Bill was passed amending the Act to aid vessels wrecked or disabled in water co-terminus to the United States and Dominion of Canada. It grants authority to Canadian wrecking vessels to aid Canadian vessels in distress when similar authority shall have been given by the Canadian Government to wrecking vessels of the United States to aid United States vessels in distress.


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April 4, 1890

The Kingsville harbor lights were lighted this season for the first time on Monday.

The Dummy light was lighted the first time for this season on Saturday night, 22nd ult.<sup>6</sup>

It is proposed to enlarge the accommodations of the Marine Hospital of Detroit at an expense of \$20,000.

The steamer *Ossifrage* of the Star Cole Line made her first trip to Port Huron on Monday, Capt. H.B. Vosburgh in command.

Navigation is open at Goderich, a couple of fishing tugs having left that port on the 25th to set their nets. It is the earliest opening of the fishing season ever known.

The U.S. House committee on commerce has ordered a favorable report on the Bill allowing U.S. life-saving crews to operate in co-terminus Canadian and U.S. waters.

At a large meeting of lake sailors held at Detroit, a protest was made against the action of the Vessel Owners' Association fixing the rate of wages for the coming season at \$80 a month.

W.D. McRae of Wallaceburg sold his tug "*McRae*" to John Nesbitt of Sarnia and purchased the *Trerice*. The *Trerice* will be fitted up as a steam barge in first-class style before starting on the season's work.

The wrecking steamer *Saginaw* is ready for service. She has been greatly improved this spring, over \$2000 being expended upon her. She will be officered same as last season, Capt. Thos. Hayes will be in charge.

The *Cleveland Marine Record* says:—"Mullen & Co. fueling company, have had their suite of offices re-fitted and enlarged. This firm is from all appearances in shape to do a large vessel coaling business during the coming season."

The schooner *Suffel*, with coal, went ashore at Hamilton Beach trying to make the canal. The sailors were saved. The schooner *Watertown* left Kingston on Thursday of last week with ice for Charlotte, N.Y., and Friday went ashore at Ontario, N.Y.

Officers of Grummond's Line of tugs:-Capt. Edward McGuire, *John Owens*; Mate, Daniel McCarthy. Capt. James Tormey, *Winslow*; Mate Robt. Brown. Capt.

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<sup>6</sup> of last month

Laframboise, *Champion*; Capt. Wm. Crosberry, *Swain*; Capt. Wm. Huffman, *Moore*; Capt. Wm. Littleton, *Oswego*.

At Washington on Monday, Judge Chipman asked for a survey and estimate of the expense of deepening the American channel of the Detroit River from Lake St. Clair to Lake Erie and advocated in general remarks the cut in the Clinton River and the improvements at the Lime-Kilns, Grosse Point, St. Clair Flats Canal, Sault Ste. Marie, Hay Lake Channel and for repairs at the Sand Beach harbor of refuge.

Parker & Millen's new steamer, on the stocks at Linn's yard, Gibraltar, will be named the *B.W. Parker*. She will not be ready for service much before the 1st of July. Her keel length is 240 feet; beam, 40 feet; moulded depth, 21 feet. Estimated carrying capacity, 2500 tons. In appearance she will resemble the steamer *Iron Queen*, being designed to carry three masts.

The steam barge *Monohansett* arrived here at 4 o'clock Friday morning after battling several hours on Thursday night with a terrific gale and snowstorm on Lake Erie. She had in tow the barge *Massasoit* and was compelled to let her go near Middle Sister Island. *Monohansett* lost her anchor. The water swept over her decks, tearing everything loose. She has on board a cargo of corn consigned from Toledo to Erie, Pa., which was slightly damaged with water. She left on Saturday for her barge, which was all right.

The *Cleveland Marine Record* says:—"The splendid steel steamer *Castalia*, recently launched by the Globe Iron Works Co. and built to the order of Harvey H. Brown, is now all ready for her maiden cruise. Capt. Allen is justly proud of his fine command; a more well furnished and thoroughly equipped steamer is not to be found on these waters. The marine editor of a Chicago daily, who is making the rounds of the lake ship-yards, gave it as his opinion that she looked more like a yacht than a cargo steamer, her cabins are all finished in polished cherry wood, the upholstery is simply magnificent, and electric lights are located in all necessary and convenient places, we can not but remark that the *Castalia* would be an "eye opener" to some of our Eastern builders."

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April 11, 1890

The Welland Canal will be opened on or about the 15th inst.

There is very little ice in the bay at Owen Sound and the steamer *Rosedale* left for Chicago on Wednesday.

Bay City vesselmen have petitioned the U.S. Government regarding the deepening of the west channel of the Detroit River.

The Detroit & Cleveland Line is now running daily steamers between the two cities, leaving Detroit every evening at 11 o'clock standard time.

The new steel steamer *Cayuga*, valued at \$250,000, has been blown on the beach at Buffalo and will have to be dredged or raised and launched at a great expense.

Capt. Wigle expects to have the *Lakeside* in shape to run out of the Kingsville harbor about the latter part of this week. Alterations have been made in the interior of the boat so as to make her equal to any boat of her kind.

Record has been made of the sale of the fine new composite steamship *John Owen* by the Cadillac Transportation Company to J. Emory Owen of Detroit for \$188,500. The *Owen* was built for the Cadillac Transportation Company last year by the Detroit Dry-dock Company at their Wyandotte yard and has a gross measurement of 2127 tons.

The U.S. House Committee have decided to report favorably on Representative Payne's Bill to make a canal around Niagara Falls from a point on Lake Ontario to a point on Lake Erie. The proposed canal is to be 20 feet deep, 100 feet wide at the bottom and its estimated cost is about \$23,000,000. The route favored is 31 miles in length.⁷

At a meeting of the Vessel Owners' Association at Cleveland on Saturday, a communication from the *Marine Record* was received, saying that information had been received at that office of obstructions to navigation near the Dummy light on Lake Erie, lying directly in the path of vessels bound from Cleveland to the river and vice versa. The secretary was delegated to call the attention of the Minister of Marine of Canada to this matter.

The new steamship *John Oades* is almost ready for her trial trip and presents a fine appearance with her three pole masts and schooner rig. The *Oades* is the largest boat ever built by Oades & Son and it is expected that she will be a very powerful tower, equipped as she is with a large fore-and-aft compound engine and plenty of boiler capacity. On the completion of the new barge *B.W. Parker*, now on the stocks at Linn's yard at Gibraltar, the *Oades* will tow her the rest of this season.

At a meeting of lake captains held at Cleveland on Friday, it was resolved to ask the Vessel Owners' Association of Cleveland, Detroit and Chicago to aid in the passage of the Bill to regulate the rafts which block the channels of lake waters and

cause danger to crafts. The Bill provided that rafts shall be limited in length to 500 feet and width to fifty feet and be handled through rivers with not less than two tugs; owners of rafts to replace all stakes or buoys that may have been dragged out of place; stern lights twelve feet high to be carried as well as ten feet colored lights on the sides and forward.

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April 18, 1890

Capt. Wm. Tobin will sail the tug *Winslow* this season.

The damage to the steamer *Cayuga* at Buffalo will only be \$5000.

The schooner *Hartford* unloaded a cargo of coal at this port for Mullen & Co. on Tuesday.

The *City of Chatham* is expected to resume her trips between Windsor and Chatham about the 20th inst.

The new U.S. River and Harbor Bill contains appropriations for the survey of an American channel for the Detroit River.

Capt. Crow of the *Owen* has the contract for delivering 500,000 cords of wood to Walkerville and 200,000 to Romney tunnel.

The tugs *Charlton* and *Onaping* of the Charlton Line, which have been in Windsor for some time, have cleared for their usual spring business.

The propeller *Chenango*, owned by C.D. Waterman of Grosse Île, was burned below Long Point Friday morning. She was loaded with 40,000 bushels of wheat.

The U.S. River and Harbor Bill this year contains an appropriation of something like \$3,000,000 for the improvements of St. Mary's River and Hay Lake Channel.

The captains of the big steamers are glad to know that the water in the lakes is on the rise again. Lake Superior is six inches higher this spring than it was last season. Lake Huron is somewhat more, and Lake Erie is one foot higher than last season.

Representative Payne from the committee on railroads and canals has reported to the U.S. House of Representatives the Bill providing for the construction of a ship canal around Niagara Falls in the State of New York by the United States Government.

The master of the *Owen* says there is only about seven and one-half feet of water on the bar at the mouth of the Thames River. The water is low and the cut made last year has filled up so much so that his boat rubbed along the bottom every time she goes in or out of the river. Nothing but a long section of cribwork will ever make a lasting job.

<sup>7</sup> Editors' Note: Since the Welland Canal had been in operation for many years, we assume the canal referred to here would be on the American side.



The steamer *M.D. Ward* is to be transferred to the Detroit-Toledo excursion business for this season. The Star Line steamers, it is understood, are to stop at Grummond's grove dock above Algonac and also to land at Grummond's dock in Port Huron, a fair evidence that the Grummond and Star authorities have struck an agreement for the season.

Dispatches from the Soo place the opening about the 24th. The water at the canal is now about three inches lower than a year ago and from present indications it will not be safe to load boats deeper than fourteen feet six inches. A slightly low state of water is expected after the ice goes out of the river, to be followed by a gradual rise until August.

A list of lights and fog signals on the coasts, rivers and lakes of the Dominion of Canada, corrected to the 1st of January, 1890, has just been published and will be forwarded to all applicants. The list supersedes all previous publications and will be forwarded to all applicants. The list supersedes all previous publications of the same nature and contains very many important additions and corrections, including some not covered by notices to mariners.

A letter received from the keeper of the Point Pelee Dummy light states that he has no knowledge of an obstruction said to have lately been seen in the passage. The wreck of the barge *Wend* that now lies to the northeast of the Dummy [missing on original] two and one-half miles [missing] is hanging to the wreck. [rest of paragraph missing on original]

Gen. Poe of Detroit has written to the [missing] at Washington for permission to bring down a steamer to take soundings to ascertain the location of the [missing] shoals below the Lime-Kiln Crossing between Bois Blanc Island and Bar Point which were struck by a number of vessels last season. If permission is granted, Engineer Kallman and two [missing] will perform the work, which, the general says, will not require over three [days?] of good weather for completion. There is talk of sending the tug *Sand Beach* on this mission, but if any other steamers are called into use, the *Sand Beach* will be dispatched immediately to her old [missing] Lake Huron harbor of refuge.

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April 25, 1890

The tug *Shaughraun* will leave for the Soo Canal on Saturday with dredges.

The Erie Canal is to be opened on April 28th and the Champlain on May 1st,

The steamer *John Oades*, Capt. Hutton, is on the way down from Escanaba with 1676 tons of ore.

A new dry-dock will be built at Owen Sound this season to accommodate vessels drawing 18 feet of water.

Capt. John Shepley will have charge of the steamer *Trerice*, running on the Wallaceburg-Kelly's Island route this season.

The *Roumania* ran into Clark's dock at Sarnia on Saturday afternoon and completely wrecked the dock and warehouse. Damage \$15,000.

The steam barge *Turner* ran aground on the Canadian shore below Fighting Island on Saturday and was released by the wrecker *Saginaw*.

The water in the Soo Canal is too low to permit the passage of vessels. Several boats are waiting to go through and others are fast in the ice in the vicinity.

W.D. McRae of Wallaceburg has purchased the steamer *Byron Trerice*. He is now building cabins on her and will carry freight and passengers from Wallaceburg to Kelly's Island in Lake Erie.

It is now said there will be two lines of boats running this season between here and Port Huron. The Star Line, with the *Idlewild* and *Cole*, has two first-class boats but 'tis said that another line will be operated by parties who heretofore have not had any boat on the Sarnia-Detroit route.

The U.S. House Committee on rivers and harbors has authorized a favorable report on the Senate Bill appropriating about \$6,000,000 for the completion of the work on the locks on the Sault Ste. Marie and dredging Hay Lake Channel. The members of the committee say there is every prospect the Bill will pass the House.

The tug *Saginaw* was unable to release the steamer *Lakeside*, ashore in Kingsville harbor last week. After a heavy expense for dredging, she was finally released on Saturday morning by a tug and dredge. She left Kingsville on Tuesday to take her place on the route across Lake Ontario between Toronto and Port Dalhousie under the command of Capt. N.J. Wigle and John Duncanson with Alex. Cowan as clerk.

Capt. McKay of Cleveland and Messrs. Adams of Detroit and Keep of Buffalo have completed arrangements to have lights maintained for the benefit of vessels running the rivers between Lakes Erie and Huron. Bar Point Lightship was in place and lighted Monday night. The lower Amherstburg range lights were lighted at the same time. A red light will be placed on the red can buoy at the upper end of Amherstburg to range with a red light ashore, to clear Milwaukee shoal. Duff & Gatfield's lights were lighted on Saturday night. Fortier's light at Ballard's Reef was also lighted Saturday night. Lynn's ranges at Point Edward and Fort Gratiot were lighted Sunday night, April 20th. Westcott's range at Windmill Point was

lighted on Saturday night, and the Grosse Pointe lightship was in place and lighted Sunday night.

Judge Chipman's reciprocal wrecking Bill has been favorably reported on and will pass the U.S. Congress with a provision that the Act shall not take effect until after proclamation by the President that the Canadians have extended the same privileges to Americans. The Bill enlarges the act of which it is amendatory by including in it the Welland Canal, the canal and improvements between Lake Erie and Huron and the waters of the St. Mary's River and the St. Mary's Canal. It is believed that the Canadian Parliament and Executive are alive to the necessity of action and that they will respond promptly to the provisions of this Bill if enacted into a law. In the Canadian House of Commons on Monday the Wrecking Bills of Mr. Charlton, Mr. Kirkpatrick and Mr. Patterson of Essex were dropped because the Government represented that this of international wrecking was now the subject of negotiation.

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May 2, 1890

The Welland Canal during this season will be closed from Saturday midnight until Sunday midnight.

The tug *Hand* of the Lynn Line was seized at Port Huron, Mich., Tuesday by the customs authorities for violating the international laws. She was fined \$1500.

While the tug *Kate Williams* was going up with a raft on Saturday, a steamer, bound down, ran into it and cut off the tail end, doing considerable damage.

The total cost this season of private range lights on the flats and rivers between Port Huron and Lake Erie will be \$6460, which sum is contributed by the vessel owners.

The tug *J.P. Clark* has undergone a \$2500 overhauling at the Springwells dry-dock. Capt. Meisel, her owner, is anxious to sell the boat and retire from business, owing to his old age.

E. St. John, Dominion Inspector of Boilers, was in town on Wednesday and inspected the boilers of the *City of Dresden* and the *Telegram*. The latter arrived from Collingwood on Tuesday and will go on the Lake Shore route.

The owners of the new Beatty boat building at the ship-yard at Sarnia would like to celebrate this year at the Queen's birthday by having the launching of the new craft take place on May 24th, and with that end in view, work is being pushed ahead.

Steamer *City of Chatham* will commence running her regular round trips on

Monday, May 5th, leaving Rankin dock, Chatham, Mondays, Wednesdays and Fridays at 7:30 a.m. Returning from Detroit at 3:30 p.m., Detroit time, or 4 p.m., Chatham time.

A dredge belonging to Knapp & Dixon of Racine foundered off Kewaunee Wednesday night of last week while being towed from South Chicago to Gladstone. The crew of seven escaped in a yawl and were picked up by a tug. A terrific gale was blowing and the seas washing over the dredge filled it. The loss is about \$25,000.

A special agent of the Treasury Department located at Port Huron has taken a large number of Canadian sailors from American vessels and sent them back to Canada. It is claimed they were violating the contract labor law. Other classes of Canadian laborers working on the other side have been returned to Canada.

The tug *McArthur*, owned by the Collins Bay Rafting Company, burned to the water's edge at Kingston on Friday morning with \$25,000 worth of wrecking machinery, which she had just brought from the wreck of the steamer *Armstrong*. W. Leslie is the principal owner. He lost \$5000 on his contract to raise the sunken steamer *Armstrong*. The boat is insured but the machinery is not. The *McArthur* was worth between \$15,000 and \$18,000.

The United States steamer *Michigan* has been ordered to proceed to Detroit, where she will remain all summer surveying the American channel of the Detroit River from the western boundary of this city to Lake Erie. Advices from the Secretary of War state that this work will be carried on over the whole route of lake navigation until an estimate of the cost of the proposed ship channel twenty feet in depth is secured.

The Canadian Minister of Marine gives notice of the existence of an obstruction to navigation on Lake Erie s.e.  $\frac{1}{4}$  s. from the lighthouse of Point Pelee and directly in the path of vessels running between Cleveland and Detroit River. Capt. McLachlan of the steamer *City of Cleveland* reports that his vessel broke a bucket off her wheel late last fall on the obstruction and that he sighted it again this spring. As nearly as he could make out, it consists of two sticks of timber about fourteen inches square, with iron bolts in them, barely awash in smooth water but showing several feet in length in a seaway, looking like an old crib, part of a dock or the galloon frame of a steamer.

The U.S. Secretary of War is authorized and directed to cause the following surveys to be made in Michigan:-*Corsica* shoal, situated at the lower end of Lake Huron near the entrance to the St. Clair River, with a view to its removal; American



channel of the Detroit River, beginning at the western boundary of the City of Detroit and from thence continuously in American waters to Lake Erie, with a view to deepening said channel to the same depth as has been attained and is contemplated under the present plan in the Canadian channel of said river; Rouge River, with a view of locating and constructing a basin in said river at a point on the same within four miles of its junction with the Detroit River, convenient for the turning and anchoring of vessels in the same; a survey and estimate of the cost of a ship channel twenty feet in depth and of suitable width on the shallows of the connecting waters of the lakes between Chicago, Duluth and Buffalo.

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May 9, 1890

Helmer H. Crane, captain of the steamship *W.H. Wolf*, is only 23 years of age. The steam barge *Ireland* and consort loaded stone at the quarry for Wallaceburg this week.

The *Minnedosa*, recently launched at Kingston, is conceded to be the largest tow barge on the lakes.

John Scagel of Sarnia has sold his tug *Willie Scagel* to Mr. Telfer of Blenheim, who will use her at Rond Eau for towing logs to his sawmill there.

The steamer *Jesse H. Farwell*, Capt. Nicholson, and schooner *Rutter* were the first boats to arrive in Sandusky with ore from Escanaba. They carried 3000 tons.

The *City of Midland*, a new steamer built for the North Shore Navigation Company, has been launched at Owen Sound. She will run between Collingwood, Midland and Parry Sound.

Congressman Burton advises vessel owners that they need not look for the erection of lights this season, for even if an appropriation is made, the necessary red tape manœverings would delay the erection of lights until another season.

The *Clyde* came out of dry-dock at Buffalo on Saturday. Capt. Daniel McFarlane, formerly of the *R.A. Packer*, will be the master and Frank Park, formerly mate of the *Seneca*, has been given command of the *Packer*.

The steamer *Trerice*, Capt. John Shepley in command, made her first trip from Wallaceburg to Kelly's Island via Detroit last week. She will continue on this route all season and will probably touch at Pelee Island and Amherstburg.

Conflicting rumors are currently to the disposition to be made of the *City of Detroit* this season. Some are of the effect that she will be put on the Lake Erie excursion route, while others have it that she will form the day connecting link between Detroit and Cleveland.

Capt. Frank Hackett left for the Dummy on Wednesday to endeavor to discover and locate the obstruction reported by the steamer *City of Cleveland*. If found, he will mark it with a red spar buoy. He will also take soundings in the passage and report the results to the Department at Ottawa.

The ferry steamer *Hope* was taken off the route on Monday morning in order to have her boilers tested. A number of repairs will be made to her before she resumes. The *Fortune* is in the hands of the house cleaners. She will be painted up and put in first-class shape for the summer excursion business.

The Ship-owners' Dry-dock Company of Cleveland have decided to build a new dry-dock and ground for it will be broken immediately. The company's business last winter was the largest in its history and would have been twice as large had there been the necessary facilities and room to accommodate all demands.

At the recent trial of the *North Star-Sheffield* collision case in the United States District Court in Detroit, Judge Brown held both vessels equally at fault and adjusted the costs accordingly. The Northern Steamship Company, owners of the *North Star*, are dissatisfied with the verdict and will appeal the case to a higher court.

As the steam barge *Oscoda* with two barges in tow was coming over the Lime-Kiln Crossing on Sunday, her wheel chains parted, causing her to sheer into the railroad dock, which was considerably damaged. The *Oscoda* also sustained some damage. After making repairs she proceeded with her consorts to Tonawanda.

The steamship *Livingstone* was among the downward bound fleet on Tuesday with the largest cargo ever taken out of Duluth. She had on board 135,000 bushels of oats bound for Buffalo. The reason she carried no more was because no more oats could be found at Duluth to ship, for even with this enormous cargo there was still room in her capacious hold for two or three additional carloads.

The annual meeting of the stockholders of the Detroit, Belle Isle & Windsor Ferry Company was held on Monday at which Capt. John Pridgeon, John Pridgeon Jr., Geo. N. Brady, Chas. B. Lothrop, Henry C. Wisner, Wm. R. Clinton and Amos Fayram were re-elected directors for the ensuing year. The directors selected the following officers:-Capt. John Pridgeon, president; John Pridgeon Jr., vice-president; Wm. R. Clinton, superintendent; and Amos Fayram, secretary and treasurer.

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May 9, 1890.

**The New C.P.R. Transfer.-The "Ontario" arrives at Windsor.-**The new



Canadian Pacific transfer steamer *Ontario* arrived at Windsor on Sunday from Owen Sound under command of Capt. Symmes. The steamer was built at Owen Sound by the Polson Company and, being the first built in Canada, her completion and success are regarded as a matter of no small importance. About 1200 tons of steel were used in the construction of the *Ontario*, and as no Canadian steel works could manufacture plates of the necessary size, it was all imported from Scotland. The proportions of the steamer are as follows: Length over all, 297 feet; beam 41 feet; overguards 71; and draught 9½ feet. There are two engines of 3000 horsepower, while the cylinders are 50-inch bore and 114-inch stroke. The boilers, four in number, are 14 feet in length and have each a diameter of 13 feet 3 inches. They will carry 94 pounds of steam-working pressure. She has two tracks designed to carry 16 standard cars. Her machinery is all modern and her hull is divided into four water-tight bulkheads. Mistakes in signals between the captain and engineer are rendered nearly impossible by the use of a reply telegraph system such as is used on ocean steamers. All the latest improved gongs, speaking tubes, etc. are in use. Each of the paddle-wheels weighs 50 tons and is sheeted with steel plate of extra thickness and strength to break ice. The steamer is the same size as the *Great Western*, but 20 feet shorter than the *Lansdowne*, owned by the Grand Trunk Company. She is painted a sombre brown, almost the only relief being the name and the initial of the company, which are painted in white. The quarters of the officers and customs officers are fitted up in elegant style, the furniture for the most part being of antique oak. The design of the transfer steamers is so simple that a person is deceived in their strength and cost. The *Ontario* is by all odds the strongest boat of the kind that floats and her cost to the Canadian Pacific Company will be in the neighborhood of \$250,000. She will go on the route between Detroit and Windsor as soon as possible. Another ferry for this company is being constructed at Bay City and will ply on the route with the *Ontario*. There is some talk of the Canadian Pacific Company having a grand "opening" and christening of the new London branch, which is connected with the Wabash line at Detroit by means of the new ferry. Capt. James Carney, who has charge of the boat, is a veteran in the river service, having been employed at his calling since boyhood. He was born in Sandwich and previous to '73 served on the public ferries principally. In that year he was made captain of the transfer *Michigan*, afterwards serving on the *Transit* and latterly on the *Great Western*. It is often said of him that during his 17 years' service on the G.T.R. boats, he never had an accident that cost the company a dollar.

In consequence of the tracks of the *Ontario* not being constructed so they will join the tracks on the apron on the slip dock, certain alterations will have to be made, which will delay the crossing of trains until May 4th. On this side the rails of the slip are some three or four inches too high, but this was not unexpected, as some alteration had been made in the boat after the plans of construction had been prepared. There is also some difference between the size of the girders on this side and on the Wabash slip, though the beds were made of a size to hold either, one set of girders fitting snugly to the beds on one side and the other set to the opposite side.

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May 16, 1890

It is expected that the wrecked steamer "*Armour*" will be in dry-dock in a few days. Cofferdams are now in position and everything ready for a prompt move.

The schooner *Vosges*, stripped of her masts at the Cherry Street bridge at Toledo Monday, will be towed to Amherstburg to discharge her coal and return to Toledo for repairs.

The steam barge *Canisteo*, bound out, collided with the tug *Wales* and consort *Wales* [sic], lumber laden, at the foot of Tonawanda Island on Tuesday afternoon. The tug was sunk in ten feet of water. The barge had a hole stove in her bow above the water line. The tug *Wales* crew were rescued by the tug *Degraff*. The tug and barge are Canadian bottoms and the *Canisteo* is owned by the Westons of Tonawanda.

Cleveland Marine Record:-"Andrew Hackett, the lightkeeper, in a letter dated at Bois Blanc Island, April 30th, gives the following instructions, which will be of aid to masters. When boats are coming down the crossing on the Bois Blanc ranges they should begin to straighten down the river one point before ranging the red lights on the stake and docks. The stake is in seventeen feet of water and boats can pass close to it. We have the light on a pole at the upper dock at Amherstburg with a red band for a three-way range."

The schooner *Greton*, with wheat from Port Huron for Buffalo, encountered the northeaster Saturday off the Dummy. In endeavoring to get under Point Pelee for shelter, she struck heavily with her stern on the middle ground. The rudder was forced up into her hull, disabling the vessel and causing her to leak badly. She drifted clear of the shoal when her anchors were let go. The crew, by constant pumping, were able to keep her free. She was picked up by the tug *Sweepstakes* and taken to port Monday morning. A portion of her cargo was taken out so that she can

be docked and repaired.

Capt. Andrew Hackett, who was sent by the Canadian Government to the Dummy to locate and look after the obstruction discovered off Point Pelee by Captain McLaughlin of the steamer *City of Cleveland*, found it three miles southeast of the Dummy in thirty-five feet of water. It is a stick of timber 14 inches square, supposed to be part of an old dock or crib. A large red spar buoy is placed alongside of the timber. The buoy is in eleven feet of water and can be seen from the Dummy with the naked eye. A full report has been sent to the Marine Department at Ottawa and no doubt the obstruction will soon be removed.

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May 23, 1890

Captain Jacques Laframboise is stationed with the wrecking tug *M. Swain* at Sault Ste. Marie and will remain there ready for business; she has recently rendered service to the propellers *Parks*, *Forter* [Porter?] and *Ira H. Owen*.

Several steamers report a heavy northwest gale on Lake Huron Saturday. The steamer *Wocoken* rolled out her mizzen mast, besides carrying away her mainmast head. The schooner *Woolson* had her bulworks washed out by the sea. The *Waldo Avery*, *Sheldon* and consorts were compelled to turn before the gale.

A circular regarding the maintenance of private lights has been sent to vessel owners by Charles H. Keep of Buffalo, George P. McKay of Cleveland and Thomas Adams of Detroit, who were delegated to look after such lights by meetings of owners held at the three ports above named. Arrangements were made for maintaining the following lights:

Bar Point lightship. Hackett's ranges at Malden, two sets. Duff & Gatfield ranges, two sets and danger signal. Ballard Reef light. Windmill Point range. Ranges at Gratiot and Point Edward. Grosse Point lightship, temporary pending improvement now in progress by United States Government. The cost for these lights, all of which are of practical assistance to every vessel that runs the river, will be \$6440 for this season. To raise this amount, the committee asks that owners pay two cents per ton on the net registered tonnage of every steamer measuring over 500 tons that passes through Detroit and St. Clair Rivers, and owners of steamers under 500 tons are to pay \$5 for each boat. It is distinctly understood that no owner who pays his assessment shall be called on in any event by the committee for any further payment, nor shall any light owner or keeper call upon him for any payment whatever for the use of lights enumerated. The assessments are to be paid to the committee, as follows: Mr. Keep will collect from Buffalo, Chicago, Milwaukee

and Lake Ontario owners; Captain McKay will collect from Lake Erie ports other than Buffalo; and Mr. Adams will collect from the remaining ports. The committee deserves support and assistance of vessel owners in the work it has undertaken. It will, at the conclusion of its labors, render an account in detail of its receipts and disbursements. A blank subscription is inclosed, which, when signed, should be sent to the proper member of the committee. It has been arranged to pay the lightkeepers 50 per cent at the middle of the season of navigation and 50 per cent when navigation has closed. Prompt action by vessel owners is therefore requested.

There was a howling gale from the northwest on Lake Ontario on Saturday and at 2 o'clock the schooner *Jessie Breck*, from Toledo to Garden Island with timber, capsized off Nine Mile Point at the head of Wolfe Island. The crew of seven were undoubtedly drowned. They were: Capt. Thomas Mackie, Mate James Mackie, Cook Maria Mackie, Sailor W. Mackie, all brothers and sister, of Wolfe Island. The captain was married. Sailors Frank George, Wm. Miller and John Miller (father and son) and Donald Macdonald of Kingston were also of the crew. People on the shore who saw the vessel capsize say that about half-past one she was first seen battling with the heavy sea. She careened time after time, but righted until finally she went over on her side and disappeared. The steamer *Hiram Calvin* was at once dispatched and found the boat water-logged and drifting down the Batteau channel. Her canvas was torn into shreds, her stern knocked out and her deck-load floating. Her boats had undoubtedly been torn away while trying to weather the storm. The steamer hung about Wolfe and Simcoe Islands for an hour, but could get no trace of the crew. The capsize is supposed to have occurred two miles from shore. Wm. Miller, Macdonald and George were married men and leave large families. The ill-fated schooner left Kingston four weeks ago with a cargo of ice, bound for Toledo. There she loaded with oak timber for Garden Island and was within a few miles from home when the terrible accident happened. Mariners here say the gale was the worst they remember for years. Not more than a mile from the scene of the catastrophe, one year ago, the schooner *Bavaria* capsized and all hands were lost. The *Breck* was owned by Breck & Booth of Kingston and valued at about \$5000. She carried no insurance.

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May 23, 1890

The steamer *Gettysburg* lost nearly her entire raft during Saturday's storm.

The steamer *Dixy* will probably go on the route between Windsor and Pelee Island.

The steamer *Celtic* has been chartered for the purposes of carrying supplies to the lighthouses on the upper lakes.

Capt. W.W. Stewart of Buffalo will be appointed to succeed Capt. Ed. Fitzgerald as local inspector of hulls at Port Huron.

The barge *Churchill* was launched at Toledo Monday afternoon. Her owners are Comstock & Churchill of Alpena. Cost, \$45,000.

The steamship *Livingstone* passed here Friday, bound for Buffalo with 144,000 bushels of oats from Duluth, the largest cargo of oats on record.

The *S.R. Jones* is nearly ready for launching at the foot of Orleans Street, Detroit. She is the last of the Central Vermont propellers on the stocks.

The old side-wheeler *Alaska*, which has been lying at the foot of Clark Avenue since the spring of 1889, when she was partly burned, is to be made over into a tow barge for the lumber trade.

Parties grappling on Wednesday for the bodies of the crew of the ill-fated *Jessie Breck* recovered that of Joseph Mackie, the mate. It was found a short distance from where the schooner capsized.

Wm. Smith, Deputy Minister of Marine, has gone on a visit to the old country. It is to be hoped that the officer left in charge will get a move on himself. That branch of the public service has the reputation of being slower than time.

The tug *Sumner* arrived here Thursday morning of last week, disabled. While coming up Lake Erie with the schooners *Mable Wilson* and *Nebie Reddington* [*Nellie Redington*] in tow, a bolt in her rudder tiller broke. Repairs were made here and she left in the evening on her way up.

Dan McKenzie, who has been sailing on the *Cayuga* for many seasons, has been placed in command of the *R.A. Packer*, and Capt. Dennis Driscott of the *H.E. Packer* will hereafter sail the *Cayuga*. Capt. P. McFarlane of the *Cayuga* will take charge of the *Tuscarora*.

The fine new Vermont liner *F.H. Prince*, launched about a month ago at the yard of the Detroit Dry-dock Company at Springwells, was given a trial trip down the river Monday afternoon. A large number of invited guests, prominent among whom were many ladies, were passengers. The engines worked satisfactorily.

The Detroit & Cleveland Steam Navigation Company will run a regular daily Detroit-Put-in-Bay and Cleveland-Put-in-Bay excursion route this summer. The old *City of Detroit* is now being fitted out and under command of Capt. McLachlan will take care of the Cleveland end. She will make her first trip July 1 and will continue until September 1st. The new steamer *Frank E. Kirby* will be commanded by Capt.

Fox and will run from Detroit to the islands. E.P. Howell will have charge of the excursion service for all boats of this line out of Detroit.

The steam barge *Ohio* and the steamer *Siberia* collided in Mud Lake Monday. Both vessels were rounding the can buoy, but through a misunderstanding of signals the *Siberia* sheered and struck the *Ohio* near the forerigging, cutting her open. The barge went down immediately in 25 feet of water. The *Siberia* also suffered severely, but made for the Canadian side, where she was beached with her main deck above water. The crew of the *Ohio* were saved from drowning, but with considerable difficulty. They lost all their effects. The steamer *Majestic* took the ship-wrecked crew to Sault Ste. Marie. The *Ohio* is owned by Estes of Sandusky and valued at \$50,000. The *Siberia* is owned by Rhodes of Cleveland and valued at \$95,000.

The tug *E.K. Roberts*, formerly owned by Gauthier, Butler and others of Detroit, which has been operated in the fish transportation trade from Duck Island to Detroit for the last six years, was lately sold, together with three fish tugs and the fishing plant at Detroit, to Stephen Reeves of Windsor for \$18,000. The value of this entire property was estimated at between \$70,000 and \$100,000. Internal complications between her foreign owners led to the sale at this immense sacrifice. It is reported that Mr. Reeves will endeavor to have the *Roberts* transformed into a Canadian bottom. In the event of this change, the steamer will run in a general passenger and freight trade. On her up trips with passengers and freight she will leave Detroit and Windsor and will make stops at Sarnia, Goderich, Kincardine and may possibly make Bruce Mines or Algoma in Georgian Bay her northerly terminus. On her return trip she will transport fish in cars from Duck Island to Detroit and will touch at the above-mentioned points for passengers. The *Roberts* is comparatively a new boat, being built in Detroit in 1883 by the Detroit Dry-dock Company at a cost of \$30,000. She is now being fitted out and will be ready for service in about three weeks.

Senator McMillan of Detroit introduced a Bill into the U.S. Senate providing for \$650 for range lights at Windmill Point at the foot of Lake St. Clair, to aid vessels in crossing over between the head of Belle Isle and the head of Pêche Island, where the Wescott light is now maintained by vessel owners, and \$1000 for the establishment and maintenance of a lightship at or near Ballard's Reef, near the Lime-Kiln Crossing. He also filed a statement from ex-Senator Conger representing the Lake Carriers' Association in support of the proposed appropriations of the two Detroit River lights. Conger says: "Vessel owners are maintaining at an expense of

\$650 per year range lights at Windmill Point and, as the entire commerce between the upper and lower lakes passes this point, they cannot understand why the Government should not maintain lights necessary for the safety and convenience of the great shipping interests." Of the proposed Ballard's Reef lightship, he says: "This reef is situated near the middle of the length of Grosse Isle, above the Lime-Kiln Crossing, and is such a special danger to navigation at that point that the vessel interests maintain a lightship there at an expense of \$1000 a year. By some mistake a provision for this object was not inserted in the House of Senate Lighthouse Bill and for this reason there has been no report from the lighthouse board on this subject since the deepening of the channel in the Lime-Kiln Crossing. Vessels draw more water than formerly and, owing to the shoal water over this reef, they are liable to constant danger of striking when passing this point, unless warned away by a light maintained there."

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May 30, 1890

The schooner *Wm. Raynor* was chartered at Cleveland on Tuesday to carry coal from Lorain, Ohio, to Amherstburg.

On Tuesday the schooner *Maggie* arrived from Georgian Bay with 325,000 feet of lumber for Park & Borrowman.

The steamer *Newsboy* has started on the Detroit-Grosse Isle route. Capt. George King of Detroit commands her.

The canal schooner *John T. Mott*, raised by Murphy last summer from the bottom of Lake Erie off Kingsville, where she had laid about three years, is now being thoroughly re-fitted.

The schooner *Grantham* of Kingston went aground at the foot of Fighting Island last week. She was about 1500 feet from the channel and was almost out of reach of help. Capt. Hackett with the tug *International* went up on Saturday and after some trouble succeeded in releasing her.

The small propeller *Trerice*, now in the upper dry-dock at Detroit, will tow the barges *Colorado* and *Eddy* between Wallaceburg and Kelly's Island this season. They have a contract for carrying 10,000 cords of hardwood from Wallaceburg to the Island for use in a lime-kiln there, and in addition the steamer will carry passengers.

Work on the *Armour* is progressing favorably. The coffer dam erected around the machinery was pumped out Tuesday so that a person could stand dry-shod upon one of her boilers. Some defect was found, however, and the dam was again filled

with water. Confident assertions are made that the sunken steamer will be afloat next week.

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June 5, 1890

The Detroit Dry-dock Company has been commissioned to build three new propellers. Two of them will be after the model of the sunken *Armour*, only larger. They will be constructed of wood. The third will be of steel and will be built something like the *Maryland*, except that she will have a 50-foot beam, which will undoubtedly make her the largest boat with the greatest beam on fresh water.

The steam barge *H.E. Packer*, bound down on Monday night, broke her rudder stock and lost her rudder when abreast of the Bar Point Lightship. The tug *International* went to her assistance and brought the captain to Duff & Gatfield's, where he received orders for the boat to remain where it was until one of the line boats came down to tow it to Buffalo. She left Tuesday night in tow of the *Tacoma*.

The fine steel steamer *Castalia* (Capt. C.C. Allen), owned by Harvey H. Brown, and the Minnesota Steamship Company's new steamer *Manola* had a brush along the whole length of Lake Huron a few days ago. The *Castalia* had a small lead on leaving Port Huron with the *Manola* close after her, so even and regular did the space continue for 14 hours and 25 minutes that a piece of twine stretched between the two boats at Port Huron would have remained unbroken up till the time they parted, one bound to Escanaba and the other to Lake Superior. The clockwork regularity of the machinery is to be credited with the above record.

The new light off Grosse Pointe, Lake St. Clair, was lighted for the first time on the night of June 2nd. The light consists of two fixed lights, one red and one white, shown from a lens lantern about thirty-four feet above the lake level. The structure from which it is shown consists of a cluster of piles thirteen feet in diameter and eleven feet high, above which arises a mast and daymark of slats eight feet square. It bears as follows: From Windmill Point Lighthouse, w.s.w. $\frac{3}{8}$ w., $2\frac{1}{4}$ statute miles; from clubhouse at Grosse Pointe n.n.w. $\frac{1}{2}$ w., $1\frac{3}{8}$ statute miles. The structure cost about \$450 and takes the place of Westcott's lightship, which has for years been supported by vessel owners.

The steam barge *W.L. Wetmore*, owned by J.H. Palmer of Cleveland, with Capt. Charles J. Wallace in command, bound up from Cleveland to Chicago, coal laden, burned to the water's edge one and one-half miles from the Dummy light in Lake Erie Tuesday night at 9:45 o'clock. Capt. B. Chambers of the schooner *Brunette*, which was in tow, was here and reported that when last seen two steamers were

playing on the burning boat. The fire was extinguished by the steamer *Telegram*. The steam barge *Passadena* also went to the assistance of the *Wetmore*, but in endeavoring to get close to her ran aground and was extricated with difficulty. The crew of the *Wetmore* were saved. The hull was towed to Cleveland Thursday morning by the propeller *S.E. Sheldon*. She is pretty well gutted aft of her boiler house and her machinery is badly damaged. A survey of damages was held and it will take about three weeks to repair her. Work will be started at once.

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June 13, 1890

Capt. T. McGowan took charge of the *City of New Baltimore* on Wednesday.

Wednesday, June 18th, has been set as the date for launching the new Beatty boat being built at the ship-yard in Sarnia.

The M.C.R. ferry *Transport* went from Windsor to Wyandotte this week and will have an iron deck put on in place of the wooden one.

The str. *Gazelle* ran aground at Turkey Island on Saturday evening last on her up trip. The tugs *International* and *Saginaw* took off her cargo and released her on Sunday morning.

The tug *Sumner*, Capt. Andrew Rattray of the Howard Towing Association of Port Huron, passed down Sunday with a big boom raft of 4,000,000 feet. This is said to be the largest raft of the kind ever taken through the river.

Capt. E.M. Peck, owner of the new composite freight steamer *S.R. Kirby*, has inaugurated a new era in ship lighting. It has not heretofore been customary to put electric lighting apparatus into freight boats, but Capt. Peck has taken a new tack. His boat is supplied with a 200 incandescent light plant, put in by the Fisher Electric Company. Of the above number, 100 lamps will be placed in the hold, which will render it practicable to unload the boat as rapidly at night as in the daytime. The inconvenience and danger of oil lamps on a boat are thus done away with. The dining room and state rooms are supplied with electroliers and the engine room is so lighted that the engineer can from the main engine deck see every part of the engine. The Fisher Company put in the plant under the direction and plans of Frank E. Kirby.

According to private advices, the steel steamer *Viking* and her consort *Michigan*, both laden with ore, are on the rocks at Eagle River on the west coast of Keweenaw Point, Lake Superior. Capt. George McLeod has been sent from Buffalo to look after them. The vessels are owned by J.C. Gilchrist of Alpena, Mich. The *Viking* was built by the Union Dry-dock Company, Buffalo, and came out last

season. She measures 944 tons, rates A 1 and has a valuation of \$100,000. The steamer's bottom is sheathed with oak, but as she is unprovided with a water bottom, heavy weather is likely to make short work of her on a rocky coast. The *Michigan* was once a car transfer ferry of 1227 tons, rating A 2½ and valuation \$30,000. She was built at Walkerville in 1874. Both vessels are insured to the limit in the Buffalo agency of Smith, Davis & Co. Fog caused the disaster.

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June 20, 1890

There is very little prospect of Congress at this season voting the money proposed for improvements at Sault Ste. Marie.

Sunday afternoon the steam launch *Cricket* of Detroit, with seven men on board, struck a rock about 300 feet from Windmill Point lighthouse and after whistling for a few minutes for help attracted the attention of a picnic party composed of the Acme and Riverside Boat Clubs, who sent two boats to her relief, which reached her side just before she sank in twelve feet of water. The men aboard of her were all rescued.

The Dominion Government is in receipt of copies of an Act of Congress approved by the President on May 14th, amending the Act of 1878, entitled: "An Act to aid vessels wrecked in the waters of the United States co-terminus to the Dominion of Canada." This is the United States Act offering reciprocity in wrecking to Canada and which provided that Canadian vessels and wrecking appurtenances may render aid to Canadian and other vessels disabled or in distress in the waters of the United States contiguous to the Dominion on a proclamation being issued by the President to the effect that a like concession had been granted to American vessels in Canadian waters contiguous to the United States. The Amending Act contains the following provision, which is new:-This Act shall be restricted to the Welland Canal, the canal and improvements of the waters between Lake Erie and Lake Huron and to the waters of the St. Mary's River and canal.

About 3:15 Monday afternoon the large through tug *Onaping*, Capt. Peter Oleson, and the steam yacht *Leila*, Capt. Stone, owned by the Grosse Point Navigation Company, were noticed steaming down the river past the foot of Woodward Avenue, Detroit, quite close together and almost abreast of each other, the *Leila* being on the starboard side of the *Onaping*. The tug was running about twelve miles an hour and the yacht about fourteen miles an hour. Just off the foot of Shelby Street the yacht, being a trifle ahead of the tug, was drawn by the suction of the *Onaping's* wheel around in front of her bow, when the tug struck her on the

port quarter and the *Leila* was thrown on her beam ends. The *Onaping's* captain backed her and the *Leila* slowly turned over, keel upward, and gradually settled in the water. Immediately after she was struck, a number of men were seen crawling out of her windows and clamboring to places where they could hold on until help reached them. Plenty of assistance was at hand and in an almost incredibly short space of time marine reporter James Christie had pulled out to the scene of the collision and rescued Wm. G. Thompson, superintendent of tracks of the Detroit Railway, who was the only passenger on the yacht, having boarded her at the foot of Chene Street. Ed Horn, ticket taker at the ferry dock, rowed out in the night ferry boat and rescued Capt. Stone and the steward, Joseph Carr. The ferry boat *Sappho*, which promptly steamed out into the river, rescued the engineer, Joseph Rousseau, and a fireman whose name could not be learned. These five were the only persons on the yacht at the time she was struck. The men referred to had barely been taken away before she disappeared from sight in about forty feet of water, 500 or 600 feet from the American shore. The *Onaping*, which is owned by Charlton Bros. of Windsor, waited until the men aboard the *Leila* were rescued and then steamed on to her dock in Windsor. Capt. Oleson of the tug *Onaping* says that the tug was slowly steaming down the river when the *Leila* came alongside from the stern. Just after the *Leila's* bow had passed the *Onaping's* stern, she whistled for the tug to port her wheel. This was impossible, as the ferry *Hope* was to port of the tug, waiting for her to get by. "Then," says Capt. Oleson, "When the *Leila* saw that the *Onaping* did not port her wheel, she undertook to run across the tug's bows." At this, Capt. Oleson says he immediately shut off steam, but not in time to prevent the *Onaping* from striking her. The captain characterizes the performance as the most foolhardy thing he ever saw. Men were out in small boats Tuesday and by sounding found just where the *Leila* had sunk. She was raised by Diver Quinn yesterday.

As the tow barge *John Brendan* passed down on Wednesday morning in tow of the *Porter Chamberlain*, a sailor named Thomas Crummie of Marine City was the victim of an accident which will lay him up for some time. Crummie was engaged in scraping the mast and when the boat was just below the crossing the rigging broke, precipitating him to the deck, breaking several ribs and his right arm and bruising him severely about the head and neck. He was brought ashore and placed under the care of Dr. Park, who dressed his wounds, after which he was put on board the propeller *Canada* and brought to the Marine Hospital, Detroit.

The tug *Geo. F. Brady* of the Howard Towing Association passed down early Tuesday morning with five cribs containing 100,000 cedar railroad ties, consigned

to W.I. Lindsay & Co., Cleveland, O. The ties were towed from Georgian Bay.

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June 27, 1890

The tug *Samson* of Parker & Millen's fleet passed down on Friday with a raft of 2,500,000 feet for A.T. Bliss at Tonawanda.

The steel steam yacht *Princess* was launched from the yard of the Detroit Boat Works at 2 o'clock Saturday afternoon.

The schooner *Rob Roy* was seized by Deputy Marshal Campbell on Saturday for an old bill. An arrangement was entered into and the vessel released.

At 11:30 a.m. Sunday at Detroit, Joseph Tindall, deck-hand on the *City of Cleveland*, fell overboard and was drowned. The river was dragged for five hours, but no trace of him was found.

The propeller *Nyanza*, which was launched from Wheeler's Bay City yard last month, passed down on Monday night on her third trip. She had on 2028 tons of iron ore from Ashland to Erie.

A Cheboygan telegram says:—"The lightship *Dunscorn* has been thoroughly repaired and was placed on White Shoals by the tug *Duncan City* last night for the guidance of shipping." She was formerly on Colchester Reef.

The *Owego* has once more lowered the time between Buffalo and Chicago. She arrived at her dock in Chicago last week, having made the trip in 54 hours and 16 minutes, or one hour and two minutes better than the best previous record, which was her own.

A dispatch from Port Huron says: The steamship *Castalia*, bound down, loaded with iron ore, ran hard aground on the middle ground abreast of Black River. She was out about 6 inches. She had a lighter at work and soon got off.

The United States Lighthouse Board has given notice that on or about July 2nd, 1890, two fixed lights, a red above a white light, shown from lanterns about 34 feet above the lake level, will be exhibited from the structure recently erected off Grosse Point, Lake St. Clair.

William Munroe Sr. was in town from Saturday till Tuesday. He has left the steamer *Wm. H. Stephens*, his place on her being taken by his son Edward. Mr. Munroe left for Cleveland on Tuesday to fit up the new steamer *Hesper*, on which he will be assisted as steward by William Kirk Jr. of this town.

The Dominion Marine Department has issued a notice to the effect that the obstruction three and one-quarter miles southeast from the lighthouse off Point Pelee, Lake Erie, to which the attention of lake mariners was drawn a few weeks



ago, was on the 12th instant marked by a red spar buoy, moored in 35 feet of water immediately to the southward of the obstruction. The buoy stands eleven feet out of the water.

The new steamer *Frank E. Kirby* has had her first brush with the *Greyhound* going up the river. The *Greyhound* was about a mile and a half ahead when the *Kirby* entered the river and signified an intention of showing the captain of the *Greyhound* the build of the *Kirby's* stern. An issue was at once joined and both vessels sent ahead at full speed. The *Kirby* gradually drew up to the older boats and when they passed the First Street wharf in Detroit was not more than a length behind. The *Kirby* had so great headway on that her captain could not make the landing without danger, so he sent her circling out toward Canada and brought her back to the dock, the manoeuvre being given an element of excitement by the *Idlewild* backing downstream toward the *Kirby* in order to allow the *Greyhound* to land. Of course the boats were not racing - that is dangerous - but were only trying to make "schedule" time.

Dunbar & Sullivan's dredge "*Wild Irishman*" has cleared away the obstruction from the head of Bois Blanc Island, Detroit River, known as "*Milwaukee*" reef, and are now engaged cleaning up "Hackett's" shoal, below Bois Blanc Island. The "*Boston*" and "*New York*" reefs will likely be attended to before they conclude their work. We understand the U.S. Government is footing the bill, although in Canadian waters. If both Governments would clean up shoals instead of placing buoys over them, it would be not only cheaper but more effectual. For instance, if the Canadian Marine Dept. would pay a tug to pull the old piece of crib obstructing navigation off Pelee Point out of the way entirely instead of putting a buoy there and then watching it to see that no craft carries it away, it would be much more satisfactory. But the red tape business has to be gone through with and therefore the string of buoys - which resembles a board fence in daytime and a torchlight procession at night - has to be maintained at Detroit River and just as sure as one of them get shifted, just so sure a boat gets into trouble.

**North Star-Sheffield.**-The appeal from the recent decision in the *North Star-Sheffield* collision case will be brought forward next month. It will be remembered that each propeller was adjudged guilty of careless navigation, so that the losses incurred should have been borne in an equal proportion by both vessels. J.J. Hill of the Northern Line strenuously objects to this, the usual mode of settlement where each side is held blameable. The appeal will probably be rested chiefly on expert testimony and we understand that both sides are making preparations for a well

contested and decisive appeal. It is a question, however, if anything decided will result from the coming trial, as an appeal from the decision may be lodged in Washington and there are cases there now of twenty years' standing, so that the *North Star-Sheffield* case may drag along in litigation for others to settle in the next generation. The moral to be derived from this marine lawsuit is that where an unlimited amount of influence and capital is obtainable, the contestants may keep their responsibilities at a distance for an unreasonable length of time.

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July 4, 1890

The fireman of the tug *Saginaw* of Detroit died suddenly while on the tug on way to Romney on Tuesday. It was his first trip.

William Reed, a fireman on the tug *J.P. Clark*, fell overboard off Lexington last Tuesday evening and was drowned. He was 35 years old, unmarried and lived in Minnesota.

The tug *John Charlton* towed the new Beatty Line steamer, which was launched at Sarnia last week, to Buffalo on Saturday. She is a fine-looking craft and a credit to the Canadian marine.

While the steamer *China* was going through the Soo Canal, two deck-hands working the after capstan got tangled up in the hawser, the leg of one being broken and the knee joint of the other shattered.

The barges broke away from the steam barge *Westford* during Saturday's storm and went ashore above Windsor. The steam barge succeeded in releasing two of them, but the *Lady Franklin* was hard aground.

An appropriation of \$900,000 will be recommended by the United States Senate Committee for the construction of a new lock at St. Mary's Falls and \$400,000 to improve the Hay Lake Channel below the falls.

The steam yacht *Leila* is now at the upper yard of the Detroit Dry-dock. She has the appearance of having been underwater for a year instead of only a couple of weeks, being covered inside and out with a heavy coat of slime.

About 9 o'clock on Wednesday night of last week, the steamer *Castalia*, bound up light, and the steamer *Winslow*, bound down with a general cargo, ran into Taylor's dock above Sandwich and, after wrecking it, headed out into the river and collided with each other. The *Castalia* continued her course up the river, but the *Winslow* was badly damaged and commenced to sink. She was then taken in tow and as rapidly as possible brought to the foot of Twenty-Fourth Street, Detroit, where she sank to the bottom. Steam pumps were at work on her and she was

immediately raised and will be repaired. The damage is estimated at \$1500. The collision seems to have been occasioned by a misunderstanding of signals. The *Winslow's* stem was twisted entirely off and her planking opened up so as to cause her to leak badly. Capt. C.C. Allen commands the *Castalia* and Capt. Malloy of Kingsville the *Winslow*.

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July 11, 1890

The new steel steamer *Maryland* will be launched from the Wyandotte shipyard on Saturday afternoon.

The Lake Michigan & Lake Superior Transportation Company are perfecting plans for the construction of two or more new passenger steamers for the Lake Superior route.

It costs \$100 a day to keep the *Greyhound* on the Toledo route, while the boats on her old run to Port Huron carry good loads every day and uncomfortably big loads on Sunday.

The propeller *Brazil* has proven herself a great carrier by taking a cargo of 2876 gross or 3235 net tons of iron ore from Escanaba to Cleveland. This is only fourteen net tons behind the record.

The wrecker *Saginaw*, after lightering about 50 tons of coal off the barge *D.F. Dobbins* on Friday morning, succeeded in releasing her from Bois Blanc uninjured. The *Saginaw* took the *Dobbins* and *Pomeroy* to Detroit.

The tug *Gladiator* of Parker & Millen's line passed down on Tuesday with a raft of long Norway pine from Pinconning for Buffalo that scaled 2,500,000 feet. The raft was badly shaken up on Lake Huron and it took two days to repair it on Lake St. Clair.

Lake Michigan was stirred from surface to bottom by a gale last week. It was the severest ever known for this time of the year and in it the schooner *Gladiator* was wrecked and her captain drowned. Other crafts caught in the blow had a rough experience.

Application is made at Ottawa for the incorporation of the River Tug Co., with the chief place of business at Windsor. The proposed incorporators are: Thomas Gibson, Bracebridge; Harwood Fleming, Windsor; Clarence S. Fleming, Windsor; Temple Emery, Bay City; and Henry C. Moore, Detroit.

The schooner *Huron*, laden with iron ore from McKellar's Island to Buffalo and in tow of the steam barge *Lothair*, sank in Lake Erie off the Dummy light on Friday afternoon. The *Huron* was owned by Thompson & Co. of Windsor and was valued

at \$7000; she was partially insured, but the cargo was not.

Wm. O'Donnell, a sailor from the schooner *L.W. Drake*, was drowned at Parry Sound at noon on Saturday. It is alleged that two others of the crew kept pushing O'Donnell off a plank until he became exhausted and sank. The schooner left shortly afterwards for Tonawanda, N.Y. The coroner's jury returned a verdict of manslaughter against the two sailors, whose names are unknown.

When the steamer *Fred Pabat* passed up on Wednesday from Lake Erie, she had the appearance of having a set-to with a cyclone; but the captain said it was only lightning with which he had been contending. Two unoccupied staterooms were literally torn to pieces inside. Two passengers and the chief engineer were prostrated; they were standing fully 25 feet from where the lightning struck the steamer.

Monday, July 7th, was a banner day for Capt. Grummond's river tugs. The tug *Champion* passed up with the schooners *M.S. Bacon*, tow bill \$179; *Montana*, \$97; *Uranus*, \$152; *Homer*, \$132; *Columbian*, \$110; *W.H. Rounds*, \$97. The *Swain* passed up with the *Peck*, \$200; *Lizzie A. Law*, \$185; *Our Son*, \$185; *American Union*, \$159; total, \$729. The *Wm. A. Moore* passed down with the *C.G. King*, \$139; *St. Lawrence*, \$97; *M.I. Wilcox*, \$103; *D.G. Fort*, \$103; *Ganges*, \$103; total \$545. The combined tow bills of the fifteen schooners amounted to \$2041.

At 1 o'clock Wednesday afternoon of last week the propeller *George L. Colwell* "went through herself" while abreast of Point au Pelee, Lake Erie, breaking her low pressure piston and damaging the upper portion of her high pressure cylinder. She was towing the schooners *Pomeroy* and *Dobbins* at the time, the combined fleet being on their way from Buffalo to Milwaukee with coal. Shortly after the accident, the disabled vessel was sighted by the propeller *John Rugee*, who took her in tow for Detroit. The *Pomeroy* and *Dobbins* were towed up by the tug *Oswego*.

The unconfined lunatic who sets a bottle adrift with a pitiful story of shipwreck and suffering contained in a letter inclosed is still doing his work. His latest demonstration comes from Buffalo, from which city comes the report of the finding near the mouth of the Niagara River of a bottle telling how all the crew of a lake schooner, save one - the writer - has been drowned, and this last survivor is writing a very theatrical communication on a raft. Anyone who has ever been in extremis on the seas or the fresh water will see that the supposed cast-away did his literary work on dry land, and will be tempted to think that it was done over a mug of Buffalo beer.

The *Cleveland Marine Record* says:-"We refrained from saying anything last



week regarding the casualty between the propeller *Winslow* and the *Castalia* in the Detroit River abreast of Sandwich. We now learn from an eyewitness of the casualty that both vessels were proceeding in opposite directions with plenty of room, when the *Winslow*, bound down, suddenly starboarded and went nearly at right angles for the steel steamer *Castalia*, which was close over on the Canada shore. When the collision seemed imminent, the *Castalia* stopped and reversed her engines, while the *Winslow* kept heading right for her, finally crashing into her port side a little abaft the foremast. The *Castalia* was injured, but the *Winslow* was completely knocked out and her repairs will be pretty heavy. Harvey H. Brown, owner of the *Castalia*, John H. Parkhurst, vice-president of the Globe Iron Works Co., her builders, and other prominent gentlemen were aboard of the *Castalia* and witnessed each feature of the casualty, which is said to have been brought about solely through the lubberly action of the *Winslow*; in fact, Capt. Allen of the *Castalia* is already exonerated from any blame, as all that a smart, skillful seaman could do was done to avoid the trouble."

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July 18, 1890

The steam yacht *Leila*, which recently returned from McGintyville, sailed up and down the river on Monday.

Toledo parties are negotiating with the owners of the *Ossifrage*, with the view of chartering her to run between Toledo and Monroe this season.

The *Tioga* has been put into dry-dock at Chicago. Her machinery is in such shape that she will have to be towed to Buffalo, where she will be fully repaired.

As the tug *Howard* was coming into the river on Friday morning with five vessels, the head one, the *C.H. Burton*, grounded, but was released by the tugs *Howard* and *International*.

The Dominion Government will shortly send out survey parties to obtain data regarding the cost of deepening Collingwood harbor and removing the obstructions in the ship channel between Lake St. Clair and Lake Huron.

The fine new schooner *Byron W. Parker*, built by Linn of Gibraltar for Parker & Millen, was launched yesterday afternoon. She will tow as a consort with the propeller *John Oades*, Captain John Hutton, who last winter superintended the construction of the schooner.

The new Chicago Dry-dock Company has got down to business. A few days ago it laid the keel of one of the two steel steamers which it will build for the Minnesota Steamship Company. The keel for the second will be laid this week and

over 300 men employed in the yard from that time.

The tug *Onaping* of the Charlton Tug Line and stationed at Windsor arrived at Owen Sound last week in tow of the tug *John Harrison*. The *Onaping*, while towing a crib of poles out of Little Current, broke her crankpin, go-ahead eccentric and two rods of her air pump. It took a week to repair her.

The *Emily P. Weed*, now being built at Bay City, will have an electric search light attached to the pilot house, which will be the first of its kind on a lake boat. The Edison people claim that it will disclose a buoy fully a quarter of a mile off on the darkest night, and can be made to penetrate a dense fog to the distance of half a mile.

The Canadian propeller *Cuba*, ashore on Gray's Reef, Lake Huron, is valued at \$25,000, with the insurance limit of \$21,429. Crosby & McDonald have \$15,000 insurance on the boat and C.W. Elphicke \$2500. The cargo of corn is insured for \$10,200 in the Union Marine and the Insurance Company of North America. The *Cuba* has no merchandise on board.

Fire started in the coal bunkers of the tug *Mocking Bird* at Cheboygan, Mich., early Saturday morning and burned it to the water's edge. The tug then sank. The crew were asleep and barely escaped in their night clothes by jumping overboard. The tug was insured for \$43,000. James Tormey of this town was mate of the burned tug. It is said she can be rebuilt for \$10,000.

The new propeller *Maryland*, which will be the flagship for the Inter-Ocean Transportation Company's fleet, was launched at Wyandotte on Saturday evening. She is 335 feet over all, 316 feet keel, 42 feet beam and 24 feet hold. She will remain at Wyandotte for a few days to be finished up and will then steam up to Detroit to be fitted out. She is now the largest vessel on the lakes and is capable of carrying the greatest load, her capacity being about 3500 tons on a draught of 16 feet. Everything was furnished by the Detroit Dry-dock Company at a cost complete of \$250,000. She will be commanded by Capt. Yax.

Two hundred and fifty-nine captains, representing a tonnage of 178,560 tons, steam and sail, have signed a petition which will be forwarded to the Secretary of War, in which they protest against the restrictions placed upon them by owners of piers and docks in the Sault Canal in prohibiting vessels from tying up at their docks, thus compelling them to remain out in the stream at the risk of damaging themselves and others, especially when an east wind is blowing, by being crowded together. The Government owns only 600 feet between the locks and the private docks and the vessel masters consider it an injustice to allow individuals to own and

control the approaches to such an important work.

The *Cleveland Marine Record* has compiled a list of the vessels launched from the various lake ship-yards between January 1st and July 1st. In the list are seventy-eight steamers with a gross tonnage of 53,922 tons, and eighteen barges and schooners measuring 15,315 gross tons, a total of ninety-six vessels of 79,237 gross tons. In 1889 the tonnage of vessels built on the Atlantic and Gulf coasts was 93,912 tons. If the lake ship-yards keep up their present gait until the close of the year they will set afloat a total gross tonnage for 1890 of 155,474 tons. Last year the vessels built on the Great Lakes measured 107,080 tons. Of the steamers in the table, thirteen were built at Cleveland. Their aggregate measurement is 27,404 tons or one-third of the total tonnage of all steamers built. Accordingly, Cleveland sets up a howl that she is the greatest ship-building port in America.

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July 18, 1890

**Steamer *Tioga* Blown Up.-In the river at Chicago.-30 people probably killed.**-The steamer *Tioga* was blown up while lying in the Chicago River last Friday night and the accident was accompanied by a frightful loss of life. Those killed were mostly stevedores employed in unloading the vessel, only three members of the crew remaining unaccounted for. The explosion, when it first occurred, was supposed to have been the giving way of the boilers, but when the fire that followed was extinguished, it was found that it was caused by a combination of kerosene, gasoline and cotton in the steamer's after-hold, the explosive liquids leaking into the cotton and causing an accumulation of gas which was fired by the lanterns of the stevedores. Twenty-five were killed and missing, four were fatally injured and four were seriously injured.

Capt. A.A. Phelps, commander of the ill-fated steamer, made the following statement to the press while superintending the rescue of the wounded and the suppression of the fire:-"I arrived here last Friday evening from Buffalo in command of the *Tioga* and we were unloading at this dock when the explosion took place this evening. I was in the freight shed on the dock when I heard a terrible noise and, running out, saw the north quarter of the vessel enveloped in steam. All of the crew of 25 were either aboard at the time or were on the dock or in the freight house. I found, after a careful search, that all but three were accounted for and safe. Besides the three missing who belonged to the crew, there must have been from 15 to 20 other men killed and probably half a dozen additional wounded. These were laborers in the hold who were doing the unloading. Eight men are positively stated

to have been below, and six or seven others were at the hatches aiding their fellow stevedores lower down. The explosion occurred in the hold, not in the machinery or boilers, as near as I could ascertain, and was probably due to some combustible freight stored there."

The explosion and subsequent fire soon sank the steamer and by the influx of water the fire was controlled about midnight, so that the cause of the explosion could be ascertained. In the meantime a great crowd had filled the neighboring docks to watch the great black steamer, 300 feet in length, slowly settle to the bottom, and with morbid curiosity to watch the rescuers as they brought the dead and wounded from the burning vessel. There were few friends of the victims present and none of the harrowing scenes of violent sorrow that generally accompany such calamities. The steamer was lying upon the bottom but the water is shallow and her decks were still several feet above the surface. The loss is estimated at \$25,000 by T.T. Morford, western agent of the Erie Railway Company, to which the *Tioga* belongs. She is one of the largest vessels upon the lakes and is well-known from Buffalo to Chicago. She is now on dry-dock, where she will receive temporary repairs and then be towed to Buffalo.

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July 25, 1890

The schooner *Queen of the Lakes*, Capt. J. Parsons, arrived at Pelee Island this week to load stone for Toronto.

The propeller *Cuba* of the Merchants' Line passed down on Saturday evening with repairs from her late accident completed.

The *Owego* passed down on Monday evening towing the *Tioga* to Buffalo. She ran from Mackinaw to Detroit in twenty-three hours.

The *Nebraska*, which struck some floating object near the Lime-Kilns, has arrived at Buffalo and her machinery is more seriously damaged than at first reported.

The dry-dock people expect to let the *City of Detroit* into the water on Sunday next. The injured plates have all been removed, disclosing a hole as big as a good-sized scow.

Eber McIntyre, a seaman on board the barge *Sonora*, was washed overboard and drowned Thursday night of last week, 10 miles below the Dummy. He was dressed in oilskins.

The *Verona* and *Cambria*, which collided off Ashtabula, sinking the former, are both owned by the same gentlemen, but different corporations. The *Verona* will be

taken to Cleveland when raised.

After several weeks of desultory work on the river, the passenger propeller *Ossifrage* has commenced making regular trips between Detroit and Toledo, leaving Detroit in the morning and returning in the evening.

The Cleveland Ship-building Company has closed a contract with the Lake Superior Iron Company, represented in Cleveland by Harvey H. Brown, for two more steel steamships, duplicates of the *La Salle* and *Joliet*, which were launched last spring by the Cleveland company for the same parties.

The *B.W. Parker* was successfully launched at Linn's ship-yard, Gibraltar, Thursday of last week. She is 242 feet keel, 260 feet over all, 40 foot beam and 21 foot moulded depth, and cost about \$80,000. She will carry 2400 tons. She is completely finished and ready to leave for Ashland at once to take on a cargo.

The tug *Mollie Spencer* of Port Huron was burned to the water's edge at Chicago on Wednesday of last week. The crew had a narrow escape, first from burning, then from drowning. When the fire started she was two miles from shore; the crew consisted of 10 men and they all piled into one small yawl. A man with a skiff met the yawl and lighted her.

The steam barge *Isaac May* with three barges in tow took fire off Long Point in Lake Erie on Wednesday of last week and burned to the water line. She had a crew of 14 men and 2 women, besides two lady passengers, but they were all safely taken off by one of the consorts. The *May* was owned by W. Leslie of Kingston and valued at \$25,000. Her remains have been appraised at \$4000.

On Thursday evening of last week, as the steamer *City of Detroit* with three excursion parties on board, numbering over 1000 people, was bound up the river and nearing Detroit, her steam steering apparatus gave out unaccountably and she sheered about and ran into the steam barge *Kasota*, owned in Cleveland, cutting her almost completely in two amidships. The *Kasota's* cargo was iron ore and it slid into the river, leaving the bow and stern above water with the *City of Detroit* directly over her. Capt. Fick and a crew of seventeen were rescued by rowboats and yachts. The aged mother of the steward was drowned. The captain's wife was saved by a seaman diving after her as she was sinking. The passengers of the *City of Detroit* were all taken off and she steamed up to her wharf. Judge Nichols of Batavia, Ohio, an excursionist on the *City of Detroit*, was quite severely injured by the breaking of some shrouds, and his son and three or four other passengers were slightly hurt. All except the judge were able to continue their trip. The damage to the *City of Detroit* is \$120,000 and she will be on dry-dock for some days. The

Kasota is valued at \$120,000 and is a total wreck. She is insured for \$90,000 and is abandoned to the insurance companies.

Another steering gear accident was barely escaped near the wreck of the *Kasota* off Sandwich Point on Saturday night. The steamer *Spokane* was meeting the *John C. Pringle* and consort when the steering gear on the former became unmanageable, throwing the *Spokane* towards the barges, but they were just far enough apart to avert a collision, the steamer passing between them and cutting the tow line.

The discovery of the cause of the disaster to the steamship *Tioga* at Chicago places the responsibility where it belongs. On the head of an officer of a corporation rests the responsibility for the deaths of 30 or more people. The corporation is the Genesee Oil Company of Buffalo, which, to save freight charges, put a cargo of gasoline on board the ship that no sane captain would have thought of carrying in such quantity. That cargo was put on board under false pretences, having been billed and marked as ordinary mineral oil, a sufficiently dangerous article of freight in itself. The purpose of that false billing and misleading marking was the saving of a few dollars in freights.

A hundred or more passengers on the ferry *Hope* on Friday were treated to a novel free exhibition. Among the passengers at the bow on the lower deck was a Canadian excursionist returning from Detroit with a large bundle in his arms. When the boat was about halfway across the river he laid down his bundle, unbuttoned his coat and vest and loosened his trousers. Many thought he intended to jump overboard, but he had no such intention. The bundle contained a new suit of clothes purchased in Detroit and he was simply stowing them away to avoid Her Majesty's customs.

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July 25, 1890

**An Awful Experience.-150 people nearly over Niagara Falls.**-What might have been a terrible casualty at Niagara Falls occurred on Monday. The pleasure steamer *Ella H.*, which runs from Port Bay to Buckhorn Island, was obliged to run around Green Island on account of the low water in the river. The island is only a short distance above the cataract. Just as the steamer was rounding the island in the swiftest part of the river at that point, the engine gave out. The anchor was hove overboard but it failed to catch, for some distance dragging along on the rock bottom. When it did get a hold, the boat was under such headway that the bulkhead to which the hawser was attached was torn from its fastenings. When nearly the whole of the chain has been paid out, the end became knotted in the hole in the



bulwarks and held the boat. The trouble with the engine proved to be a defective valve, which was soon repaired, and the boat was again got under headway, but so great was the force of the current that it took 15 minutes to reach the spot where the anchor caught, 100 feet upstream from the boat. There were about 150 passengers on the steamer and a pleasure barge attached to it. There was a terrible scene of confusion, women fainted, children screamed and men bid each other good-bye. The boat was only a short distance above the falls when stopped, and it was a miracle which saved the lives of the 150 people on the boat.

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August 1, 1890

The steam barge *City of Cleveland*, bound down, struck the schooner *Charger* about four miles west of the Dummy at 3 o'clock yesterday morning, sinking her directly in the passage. It is thought no lives were lost.

The barge *Zapotæ*, 215 feet long, 35 feet beam and 14½ feet depth, iron strapped and with steel arches, was launched at Marine City on Saturday. She is owned by the Marine Transit Company.

The steam barge *Progress*, owned by the Chapin Mining Company and having the barge *Georgia* in tow, went up the river Saturday night, carrying the most powerful electric searchlight ever used on the lakes. It was an Edison lamp of 6500 candle power and cast a straight beam of perfect light for a distance of two miles. It is warranted to pierce the densest fog at least a half a mile. The plant was put in at Sandusky last week and this was the boat's first trip with it.

The tug *John Martin* has foundered in deep water in Georgian Bay and is a total loss. She left Midland Monday night with the schooners *Hayes* and *Mott*, ice laden, for Buffalo. Her sternpipe gave out, allowing her to fill. The crew got safely on board the *Hayes*. The *Martin* was owned by the Rochester Transportation Company and was rebuilt last winter at a cost of \$14,000. The machinery broke down five or six times and then was overhauled again at an expense of over \$2000. She was chartered to tow ice-laden vessels between Midland and Buffalo during the entire season. She is insured for \$12,000 in the Western of Toronto and \$10,000 in the Greenwich.

Andrew Hackett has again reported to the Canadian Marine Department that, after making an inspection of the obstruction reported last fall below the Dummy light, he then put a buoy on the obstruction, but that has been cut off by some boat's wheel and only a foot of it is now above the water. Mr. Hackett has again drawn the attention of the Department to the matter. He made an examination and thinks it is

an old crib. The *City of Cleveland* broke her wheel on it last fall and others have struck it. Until the Department gets through with the usual red tape, vesselmen should keep a good look-out at that point. It is about three miles southeast of the Dummy and on the course to Cleveland.

A thorough examination of the steam steering apparatus of the steamer *City of Detroit* by its designer failed to reveal the cause of its refusing to work on the evening of the collision with the *Kasota*. The steamer was let into the water on Tuesday morning and went on her regular route on Wednesday. The repairs to the *City of Detroit* were completed in 10 days, three relays of men working eight hours a day. The old *City of Detroit* has gone back to the Cleveland-Put-in-Bay route. It would be a good thing to require all vessels, and particularly racers like the *City of Detroit*, to keep their direct steering apparatus manned while speeding through a crowded channel like that of the Detroit River.

At 8:30 Tuesday morning, the railroad transfer *Great Western* collided with and almost capsized the schooner *Magnet* in the middle of the river, directly off the foot of Wayne Street, Detroit. The *Magnet* was under full sail, bound down with no cargo on board, and had just come about on her tack toward the American side, when the transfer approached at full speed. She stopped her engines for a moment, came to a standstill and again moved ahead, striking the schooner just forward of the main rigging, carrying away her forward bulwarks, stanchions and a portion of the decks. The small boat careened far to one side and for a moment the people on the docks expected to see her turn entirely over, but she gradually righted herself. The damages will not amount to much over \$100. Captain Maisonville of the transfer acknowledged that the blame rested with his boat, but claimed that he rung to stop the engines when he saw that a collision was imminent. He then signalled to back, the engineer mistook the signal and started the engine again, causing the mishap. The company will pay the cost of repairing the *Magnet*. There were seven persons on the schooner, none of whom were injured. This is the fourth collision on the river this season.

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August 1, 1890

The Canadian Government steamer *Celtic* is now making her annual distribution of supplies to the lighthouses on our lakes and rivers.

The Lehigh Line propeller *Tuscarora* is being fitted with a full equipment of electric lights, about 265 in all. Nearly the whole number were in position last week, but a few are still to arrive. The other steamers of the line are to be similarly



equipped before long.

Lines for a steam yacht designed by James Cunningham have been laid down at Collier's Yacht and Engine Works, Detroit. She will be 62 feet over all with 10 foot beam and 4½ foot hold and will be equipped with machinery designed to make her the fastest craft afloat on the river.

Capt. Millen of the *Iron King* is talking right out concerning the way the rapid travelling steamers conduct themselves while in Detroit and St. Clair Rivers. "They will give the proper signals as to the side they want to take," says Capt. Millen, "and then keep right on in the middle of the river and let the smaller and slower vessels do the best they can to get out of the way." He thinks it time that something was done to compel these racehorses to give up half the road and run at such a rate of speed through the rivers as will enable them to be kept under control.

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August 8, 1890

A rarity in the shape of a raft of 25,000,000 feet of white pine timber passed down the river Sunday.

Andrew Hackett has again reported to the Canadian Marine Department that there is not a danger signal on the old crib, three miles southeast of the Dummy on the Cleveland route. It is considered a very dangerous obstruction.

The *Armour* is at last afloat. She has been gradually rising since Friday and as soon as some temporary repairs are made to the hull, she will be brought to Detroit. About 67,000 bushels of her cargo of corn remain in the hold.

Eight large iron pontoons passing up the river last Friday under tow excited considerable curious attention. The pontoons are owned by the Montreal & Owen Sound Wrecking Company and were being taken to Lake Superior.

An accident at the Sault Ste. Marie Canal necessitated the closing of the canal for four days, and it is estimated the delay will cause a loss of \$1,000,000 to ship owners. 170 vessels were waiting a passage when it opened on Monday.

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August 15, 1890

The steamer *Greyhound's* coal and supplies for July cost \$4500.

The new steel steamer *Emily P. Weed* took 2800 tons of coal out of Toledo. It is predicted that she will carry 3200 tons with ease.

The McDougall whaleback barge *102* has arrived at Superior with 2500 tons of coal. With one exception, this is the largest cargo of coal received at that point the present season.

The Canadian Government is at last advertising for tenders for the removal of the obstruction of the Pelee Channel, three and a quarter miles southeast of the Dummy light. Bids will be opened on August 28th.

The steamer *Italia* had 99,000 bushels of wheat from Detroit and would have taken at least 1000 more had it been on hand. This is the biggest wheat cargo ever taken to Buffalo on a wooden ship.

The tonnage of the collection district of Detroit, as appears by the annual returns of the Collector of Customs, shows 131 sail vessels, 159 steam vessels and 12 unrigged vessels; total 302 vessels, aggregating 113,433.79 tons.

The Detroit Dry-dock Company has already begun the construction of a new steamer to be an exact duplicate of the *Maryland*, except that she will have three spars and her engine will be placed a little farther aft than in the *Maryland*.

The big steamship *Maryland*, recently completed by the Detroit Dry-dock Company, has eclipsed all late-comers by taking a cargo of 3112 gross tons of iron ore on a draft of sixteen feet. This is considerably more than the hitherto heaviest cargoes on fresh water.

The steamer *Frank E. Kirby* on Monday made the best time on record for a Put-in-Bay trip. The run from the Michigan Central elevator, Detroit, to Bois Blanc light was made in 55 minutes and from the light to Put-in-Bay the distance was covered in two hours.

On her first trip from Toledo to Buffalo, the new steel steamer *S.C. Reynolds* carried 2225 tons of freight on 13 feet 10 inches forward and 14 feet 10 inches aft. This is a large cargo for her dimensions. It is believed she will carry about 2700 tons on 15 feet 10 inches.

The steamship *Tampa*, built by F.W. Wheeler & Co. at Bay City for David Whitney Jr. of Detroit, was launched last week. She is 310 feet over all, 41 feet beam and 23 feet hold. She will carry 100,000 bushels of corn or 2600 tons of ore, and will cost, when fitted out, about \$125,000.

The steamer *H.J. Jewett* arrived at Chicago on Sunday night in a sinking condition. She had a hole 24 feet long and two feet wide in her starboard, tearing away several of her plates and breaking 11 beams. Her captain reported having been in collision with a scow on the St. Clair Flats on her way up.

The large schooner *Two Fannies*, ore laden from Escanaba to Cleveland, was struck by Sunday night's gale and sunk about 20 miles off Cleveland harbor. She carried a crew of eight under Capt. Alfred Miller and all took to the small boats. They managed to keep afloat, notwithstanding the heavy sea, until picked up by the



steamer *City of Detroit*.

The *Tampa*, a steamer 310 feet over all, 41 feet beam and 23 feet hold, was launched at F.W. Wheeler & Co.'s yard at Bay City Thursday afternoon. She is the property of David Whitney Jr. of Detroit. She is fitted out with all the modern improvements. Her capacity will be about 100,000 bushels of corn or 2600 tons of ore. Her cost will reach \$125,000.

The Polson Iron Works have been awarded the contract to lengthen the iron propeller *Rosedale* 73 feet and fit her with cabins for passenger traffic. The work will be done after navigation closes and next season she will run in connection with the Merchants' Line between Montreal and Chicago. When alterations are made, the *Rosedale* will be one of the best passenger boats on the chain of lakes.

During July there were 119 lake disasters, against 108 in June, the loss aggregating \$354,000. On Lake Michigan 27, Lake Superior and Sault River 17, Lake Huron and the Straits 18, rivers 17, Lake Ontario 3, Lake Erie 30, Georgian Bay 4, Lake St. Clair 3. Stranded 31; loss \$31,700. Disabled 30; loss \$22,400. Fire 8; loss \$79,000. Heavy weather 13; loss \$16,300. Collisions 21; loss \$124,800. Sprung a leak 12; loss \$26,700. Ashore 3; loss \$3500. Explosion 1; loss \$50,000. June losses were \$145,400. The deaths upon the lakes during July were 94 from the following causes:-Drowned 33, fatalities 55, natural causes 6.

The two-masted schooner *Fannie L. Jones*, loaded with stone from Kelly's Island, went down half a mile from the mouth of the river at Cleveland at 11:45 on Sunday night. The captain, who owned the boat, was drowned. The crew of three men were saved by the life-saving crew. The *Fannie L. Jones* was owned by John E. Wing of the Kelly's Island Lime Company and Capt. E.C. Cummings of Milan, her commander. Her crew consisted of the captain, Thomas Rafferty and William Smith of New Philadelphia and Dan W. Thomas, the steward, whose home is in Amherstburg, Ont. The surf boat was hurriedly run out and just as day broke the three men were found by the life-savers, clinging to the rigging of the vessel, whose hull was on the bottom a short distance outside of the west arm of the breakwater. The captain was nowhere to be seen.

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August 15, 1890

The Canadian Sault Ste. Marie Canal, for which so much stone is being taken out of the Anderdon quarries, is being constructed on the Canadian side of the River St. Mary between Lakes Huron and Superior, being formed through St. Mary's Island on the north side of the rapids. At ordinary stages of the river water there is

a difference of 18 feet is the levels of the water above and below this island. The distance across the island is about two-thirds of a mile. The canal will have a mean width of 150 feet and a depth of 18 feet below the lowest known water line in that part of the river. The difference in level will be overcome by one lock 600 feet in length and 85 feet in width, having guard gates at both ends, facing in opposite directions. These gates are to be worked by "Hydraulic Power," the water being admitted or withdrawn at the floor of the lock. The contracts require the whole work to be completed and ready for use is in May, 1892.

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August 22, 1890

**Canadian Shipping Report.**-The report on shipping last issued by the Department of Marine shows that the total number of vessels remaining on the registry books of the Dominion on December 31st, 1889, including old and new vessels, sailing vessels, steamers and barges, was 7153, measuring 1,040,481 tons register, being an increase of 11 vessels and a decrease of 49,161 tons register as compared with 1888. The number of steamers on the registry books on the same date was 1348, with a gross tonnage of 205,632 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada on December 31st last would be \$31,214,430. The number of new vessels built and registered in the Dominion of Canada during the last year was 280, measuring 31,346 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$1,545,570 for new vessels.<sup>8</sup>

The statement by Provinces credits New Brunswick with 1013 vessels and 91 steamers; Nova Scotia with 2885 vessels and 91 steamers; Quebec with 1435 vessels and 304 steamers; Ontario with 1353 vessels and 689 steamers; Prince Edward Island, 224 vessels and 18 steamers; British Columbia, 176 vessels and 106 steamers; Manitoba with 77 vessels and 49 steamers. British Columbia's fleet has increased from 30 in 1873 to 176 last year.

The total number of registered steamships belonging to the maritime states of the world is 10,469, of which 5954 or 56 per cent are under the British flag. The world's fleet of registered sailing vessels numbers 37,955, of which 12,053 or 32 per cent are British. The total registered tonnage sailing under the British flag is 8,735,685 or 46 per cent of the total registered tonnage of the world, which is given

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<sup>8</sup> 31,346 x \$45 = \$1,410,570



at 18,916,198 tons. Ottawa is credited with 233 barges and 101 steamers, a net tonnage of 22,861, coming next to Kingston, which has a total tonnage of 24,843, the largest registered in any port is in Ontario. St. Catharines has 21,772 tons and Toronto 13,719 tons.

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August 22, 1890

The U.S. Government lighthouse steamer *Marigold* will be finished on Oct. 1st. Her upper works are being gotten out now at Wyandotte.

Edward Paquette, mate of the barge *St. Joseph*, was drowned off Sturgeon Point Monday night. He was knocked overboard by a jibbing boom.

The *Robert A. Packer* has broken her wheel and is being towed to Buffalo for repairs. Her consort, the *Henry E.*, is also partly disabled by the breaking of her rudder.

A deckhand named Herman France fell down the hatchway of the steamer *George G. Hadley* at Toledo on Monday night and died on Tuesday from the injuries received.

The steam barge *Monitor* of Chicago foundered 20 miles off Milwaukee in Lake Michigan in a fierce northwest gale Tuesday afternoon. A passing schooner picked up the crew.

The new steamer *E.P. Weed* carried 97,000 bushels of wheat on her last trip from Duluth to Buffalo. This is said to be the largest cargo of grain shipped from Lake Superior.

The wrecking tug *International* and lighter *Endeavor* are now stationed at Amherstburg for wrecking and lightering. The *Endeavor* has a capacity of 300 tons of deck.

The tug *Annie Watt*, carrying a small cargo of merchandise for Lion's Head, was run into and sunk on Wednesday night of last week by the steamer *Alderson* near Barrier Island, Georgian Bay. The crew was saved.

Mackinaw and *Keweenaw* will be the names given to the two new steel steamers now being built at West Bay City for the Saginaw Steel Steamship Company. They are designed for ocean traffic and will ply between New York and southern ports. When finished, the vessels will steam down to Buffalo, where they will be cut in two and floated through the Welland and St. Lawrence Canals to Montreal, when they will be again put together and taken to New York.

The nautical terms of flotsam, jetsam and lagan or ligam may admit of a closer definition than is usually allowed them. "Flotsam" is when the goods or

merchandise remain floating after being jettisoned, or on escaping from the hull of a wrecked vessel, or any property, freight or merchandise found floating and detached from a vessel. "Jetsam" is goods or merchandise having become detached from the vessel and lying sunk. "Ligan" are those sunk below the surface of the water or resting on the bottom, but marked or secured by a buoy. Blackstone says, "Jetsam is where goods are cast into the sea and there sunk and remain under water; flotsam is where they continue swimming; ligan is where they are sunk in the sea but tied to a cork or buoy."

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August 29, 1890

The Canadian Department of Marine has established a storm signal at the Soo. It will be connected with the Toronto observatory.

The tug *Wm. Park* picked up the steam barge *Mackinaw* in Lake Erie, disabled, on Tuesday, her stern pipe being broken, and took her to Detroit.

The tug *International* was inspected at Windsor on Tuesday by O.P. St. John, Inspector of Boilers. The *International* passed an honorable inspection.

The steamer *Periwinkle* from Buffalo picked up near Port Colborne a capsized yacht from Buffalo. The yacht had four men clinging to her bottom. They said there was another who was drowned.

A company has been organized at Toledo with a capital of \$65,000 for the purpose of building a fast steamer on the same model as the *Frank E. Kirby*. It will be run between Toledo and Put-in-Bay.

The only serious damage resulting from the gale on Lake Ontario on Thursday of last week is the total loss of the steam yacht *Volante* of Hamilton, which was dashed to pieces on the rocks off Point Frederick.

Capt. Robt. Thompson of the barge *Maggie* fell overboard Sunday between Bois Blanc light and Mackinaw Island and was drowned. He was unmarried and lived at St. Catharines. A reward of \$100 is offered for the recovery of the body.

Capt. Robert Thompson of the barge *Maggie*, in tow of the *Erin*, while shifting ties on deck on Sunday morning slipped and fell overboard and was drowned. This occurred about ten miles out from Mackinaw Island. He was a young man and leaves a widowed mother living in St. Catharines, Ont.

On Tuesday morning, as the steamer *Olympia* of the Wilson Line was coming into the river, her wheel chains jammed and she went on the *Boston* shoal. The *Missoula* (which was granted a permit by the Customs) with the assistance of the *Kittie Haight* failed to release her. The steamer *Saginaw* came down and after



lightering some coal succeeded in releasing her.

Formal sanction has been given to the widening of the entrance of the Kingston Dry-dock from 48 to 55 feet. The dock is now in course of construction and the change of plan comes at an opportune time when it will be easily possible to obtain the increased width. The effect of the change will be to enable the largest class of vessels on the lakes to enter the dock for repairs.

Owing to the dense fog on Tuesday morning, the *Riverside* did not leave here till 9:30 and when she arrived at Grosse Isle it was so thick that she lay to for an hour and a half. The *City of Detroit*, which passed Amherstburg at 4:30, lay at anchor off Grosse Isle till 11 a.m.. The *Ossifrage* for Toledo also hung out there, also the *Frank E. Kirby* for Put-in-Bay, besides numerous big and little freight carriers. The *Riverside* reached Detroit at 1 p.m.

The largest steamer ever built at Cleveland is the *Western Reserve*, launched by the Cleveland Ship-building Company. She is 318 feet over all, 300 feet keel, 41 feet beam, 25 feet moulded depth. She will carry two Scotch boilers 14 feet by 12 and will be commanded by Capt Albert Meyers, with Wm. Seaman as chief engineer. Both of these gentlemen were with the steamer *Philip Minch*. She will start on her first trip early in September.

The *J.H. Wade* and the schooner *Tasmania* collided near the "Elbow" in St. George's Falls Friday. The *Tasmania*, with 500 tons of coal, sank in 19 feet of water. The *Tasmania* was formerly the *Couch* and was rebuilt last year. She belonged to Corrigan of Cleveland and was valued at \$50,000. She lies in a narrow part of the channel, but there is room for vessels to pass to westward of the wreck. The *Wade* proceeded to Cleveland.

A telegram from Toledo says:-"The steam barge *Companion* has returned from the wrecked schooner *Charger* without pumping the wheat out of her. It was in a very bad condition. The *Charger* is going to pieces." We are informed that Capt. Dan. Conz of Toledo was refused a permit at Windsor to wreck on the *Charger*, but was granted one at Amherstburg. It seems strange that the Dominion Government would be asking for tenders to remove the vessel from the passage and at the same time a permit be granted to allow everything movable and valuable to be carried away.

Walter Young of Bay City of the Reid Wrecking and Towing Company, in bringing to a successful termination the raising of the *Armour* in the River St. Clair, has the honor of bringing about the most skillful and scientific feat of wrecking ever performed on the inland lakes. The *Armour* was safely placed in dry-dock Saturday,

August 16th. Speaking of her condition, Mr. Young said:-"She now lies in the upper dry-dock of the Detroit Dry-dock Company. The hole in her side is about 20 feet wide and 33 feet long. It is on the starboard side directly behind the stern. The hole runs down to about three feet from the keel. The chains used to raise the *Armour*, strange to say, did not chafe her sides. The pine houses, joiner work, etc. are all gone. The hull is in good shape. She was not very dirty and there was no smell from the corn. She had in her at the time she was dry-docked about 10,000 bushels of corn. This was carried off by Polanders. As to the damages, \$30,000 will cover all loss. The *Armour* was worth \$150,000."

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