

Echo SOUNDINGS

MARINE NEWS of 1892

Excerpts from the
Amherstburg Echo



Volume III, Number 4
Winter 2000

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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 126 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 15, 1892

Armstrong and Mathews of Port Colborne have sold their wrecking plant and shipped it to Windsor to Isaac Watt. It will be placed on the wrecking steamer *Saginaw*.

It is now stated on excellent authority that the Dominion Government has decided on making some important changes in the canal now being built at Sault Ste. Marie, which will greatly increase its facilities and render it able to accommodate any vessel which can use the American canal. The depth of water in the lock sills of both canals will be the same, 21 feet, which will take the largest steamers used or likely to be used on the lakes. The present contract for the lock to the Canadian canal is for a lock 600 feet long and 85 wide. This, it is understood, has been changed so that the lock will be 900 feet long by 60 wide with gates the full width of the lock. This will admit of three of the large propellers being locked up together. The lock is so arranged that if at any future time greater accommodation is needed, it will be a very easy matter to construct a twin lock adjoining the one to be built, so that the lockage capacity would be more than doubled and vessels could be locked up and down at the same time. One of the contractors says that work on the canal will be continued all winter and that it will be ready for use by the opening of the season of 1894.

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January 22, 1892

Lake Erie and the other lakes of the great chain are becoming so shallow that commerce is apprehensive. Someone gives this explanation: "While the mass of the territory drained by the western streams was thickly wooded, the trees served not only to hold the water but to prevent the washing away of the soil by means of their numerous roots. As the country becomes cleared, this safeguard is removed; after the heavy rains the waters pour down off these broken lands, carrying immense and ever-increasing volumes of silt or soil. This is held in suspension in the running stream, but on reaching the still lake it settles. The same thing has been seen in many parts of Europe."

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February 5, 1892

It is said that the Detroit Dry-dock Co. stands a good show of securing the

contract to build the companion steel steamer to the *Virginia* for the Goodrich Company. The *Virginia* was built by the Globe Iron Works of Cleveland and cost over \$300,000.

A Cleveland syndicate headed by Harvey D. Goulder has purchased the new schooner *John J. Barlum* for \$57,400. She was built the past season by the Craigs at Toledo, will carry 1800 tons of coal and has an insurance valuation of \$55,000.

A meeting of tug owners from Tonawanda to the Sault River was held recently in S.B. Grummond's office to discuss the advisability of forming an association. It was the general opinion that by combined action the old-time rates could be restored. It was proposed to put all the tugs under the management of one man, and that dividends be paid according to the value of the tugs. Owing to the inability of a number of tug owners to be present, another meeting will be held in a few days to complete the organization.

The Vessel Owners' Association of the Great Lake cities are exerting every effort possible to promote waterway improvements by correspondence with Congressmen and the sending of delegations to the Departments at Washington. They have formally called the attention of the War Department to the important places where great losses have occurred. The waters south of the Dummy Light on Point Pelee are mentioned as dangerously shallow. The waters between Catawba and South Bass Islands are full of foul bottom. Off Colchester or Little Point is a shoal of boulders three-eighths to one-half mile south of the one shown on the chart. There is a range of rocky bottom between the Detroit River Light and Bois Blanc Island. Between Lime-Kiln Crossing and Ballard's Reef are obstructions not shown on the charts.

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February 19, 1892

Port Arthur has a steel barge company - something new. It calls itself the Canadian and has a capital stock of \$128,000.

Frank Campbell and F.L. McDonald of Duluth were the lowest bidders for the construction of cribs for range lights in the St. Mary's River, their bid being \$8539. The cribs will be built of wood filled in with stone.

The grain fleet from Lake Michigan will start in well this spring. There is in store at Chicago 9,282,926 bushels of wheat, an excess over the same time last year of 2,771,880 bushels; corn, 1,103,026 bushels against 272,404 bushels on the same date last year. In Duluth there are 7,554,228 bushels wheat, an excess over last year of 3,873,579 bushels.

The Cleveland Vessel Owners' Association will regulate the wages of engineers out of that port this season according to the class of steamers on which they are engaged. The schedule, which is higher than that of a year ago, is as follows: - 1. Metal steamers having water bottoms and triple expansion engines - chief, \$115 to \$125 a month; second, \$75 to \$80 a month. 2. Metal steamers not included in the first class and wooden vessels with triple expansion and compound engines, excepting smaller vessels which may be placed in the third class - chief, \$110 to \$115 a month; second, \$70- to \$75 a month. 3. Smaller boats with high pressure or low pressure engines, or with compound engines, covering all boats not included in the first and second classes - chief, \$80 to \$100 per month; second, \$60 to \$70 per month.

Gen. Poe attributed the low stage of water last season to a falling off in the precipitation or rainfall and the greater evaporation which logically accompanies clear weather. He sees nothing to indicate that the water will rise to any appreciable extent in 1892, but beyond the present season he makes no prognostications as to what we may expect. The rise and fall in the lake level cannot properly be called periodical, for there is no stated period between the two. They may be five or nine or any number of years apart. The highest water of which there is any record extant was in 1838, when the mean level of Lake Huron was 584.34 feet above the mean level of the sea, taken at New York. In 1847, nine years later, it had fallen on Lake Huron to 578.84 feet, or five and one-half feet in nine years. The latter record is seven inches lower than the lowest point reached by the water in that lake last season.

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February 19, 1892

The side-wheeler *Corona* of the Goodrich Line has been sold to J.J. Ward of Chicago for \$15,000.

Lake Superior is 335 miles in length; its greatest breadth is 160 miles; mean depth, 688 feet; elevation, 827 feet; and area, 82,000 square miles.

The propeller *William Cowie*, which was purchased and rebuilt by Steele of Saginaw after she burned in 1890, is being converted into a tow barge.

Eight marine engines are in process of construction by Samuel F. Hodge & Co. of Detroit. Three of these are triple expansion engines for whalebacks.

A plan to run whalebacks loaded with grain from St. Louis to Europe by way of the Mississippi River and the Gulf of Mexico is being considered by eastern capitalists.

Capt. Harry Zealand has been appointed master of the large steamship *E.C. Pope*. The *Pope* was built and launched last year by the Detroit Dry-dock Co. She is said to be the largest, as well as one of the fastest, on the lakes. Capt. Zealand formerly commanded the *Ontario* of the Beatty Line.

The ferry *Garland* is receiving new planking and new railing throughout and is otherwise being improved. It is the intention of the Detroit, Belle Isle & Windsor Ferry Co. to give each of its vessels a thorough overhauling before the excursion season opens. Work on the company's new boat is progressing rapidly at the Detroit Dry-dock Co.'s upper yards.

Capt. Grummond has decided to convert two or more of his tugs into passenger steamers, but what he will do with them when this is accomplished is still a mystery. One of them, the *Swain*, and probably the *Owen*, will be put on the Des-Chree-Shos-Ka route, but rumor also has it that he will get up an opposition ferry line to Windsor. The captain simply says he "doesn't know."

In the *Lyon-United Lumbermen* collision suit at St. Clair Flats, in the Marine Court at Detroit, Judge Swan held that there was no fault to be attached to the *United Lumbermen* and tow, and that the *John B. Lyon* was solely at fault and must respond in damages to the *New Dominion*, and also to the dredge. Assessment of damages was referred to the United States Commissioner. It is roughly estimated that the damages are about \$6000.

At Washington on Monday an interesting report was submitted to the House to accompany a resolution reported by instruction of the Committee on Foreign and Inter-State Commerce, requesting the President to negotiate with Canada to secure the speedy improvement of the Welland and St. Lawrence Canals so as to make them conform in depth to the standard adopted by the United States for its improvements within the Great Lakes.

The water of Lake St. Clair is about a foot lower than it was at the worst of last spring's ice jam, and the current in the river is greatly reduced. At Grosse Point, the ice, which froze while the water was higher, is now lying at the bottom of the lake for a considerable distance from shore, and teams are employed in collecting boulders which under ordinary circumstances are under water. The stones are being used for the building of breakwaters near shore.

Marine City is one of the liveliest places along the whole chain of lake this winter. At the Curtis & Brainard ship-yards a steamer is well under way and will be completed in the early summer. She is 245 feet on the keel, 41½ feet beam and 21 feet deep and will be fitted with a fore and aft [compound] engine and have two

boilers. Robt. Holland is also working to his full capacity, having a propeller and consort on the stocks for Mills Bros. of Marysville, Mich. The steamer will be 140 feet keel and the schooner 191 feet.

The Michigan Central and Grand Rapids & Indiana Railroads, owners of the transfer [steamer] *St. Ignace*, are having plans made by the Detroit Dry-dock Company for a new transfer car ferry to alternate with the famous ice crusher between *St. Ignace* and Mackinaw. She will be considerably larger than the *St. Ignace*, but will be on much the same plan. She will have similar power, turning heavy screw wheels at both ends of the boat and it is expected will be even more successful at chewing up the ice than her powerful predecessor. The new boat will cost about \$350,000 and will be built of wood.

On our lakes the fastest authenticated time on record was made by the new *City of Detroit*. In the month of May, 1889, she made the run from Bar Point, near the mouth of the Detroit River, to Cleveland, a distance of 110 miles, in exactly 5 hours, 40 minutes and 40 seconds. For the entire distance, this was an average of about 19½ miles an hour. But she made full 20 miles an hour in the deep water portion of the trip. She repeated the same splendid run in November, 1891, and thus seems to be entitled to the distinction of being the fastest passenger boat on the lakes. The *City of Cleveland*, *City of Toledo*, *Frank E. Kirby* and *Greyhound* are all fast boats and have good records for fast time. On one occasion, wind and wave being favorable, the *Frank E. Kirby* is said to have made a downriver run of 20 miles in an hour. The *City of Chicago* makes 19 miles an hour on Lake Michigan. The *Mary Powell*, a steamer plying between New York and Albany, is credited with 24 miles per hour.

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February 26, 1892

Most of the vessel captains expect to start fitting out by the middle of March.

Lake Huron is loaded with ice as far as the eye can see from the town of Pt. Edward - all spring prophets to the contrary notwithstanding.

The steamer *Acadia* of the Merchants' Line is receiving a thorough overhauling at Muir's dry-dock, Port Dalhousie. Capt. Malcomson will again have charge this season.

The delegates from the Detroit Deep Waterways Convention when before the committee at Washington stated that by a total expenditure of \$30,000,000 from the foundation of the U.S. Republic until now on improvements on navigation on the Great Lakes, a saving was made during the past year alone of \$150,000,000 on

freights in excess of all the public appropriations. The average cost per mile of transporting a ton of freight from Duluth to Buffalo by water is less than 1½ mills; the average cost by railway is 9 mills; the lowest railway rates are 4½ mills. An additional depth of water necessarily would make further reduction in lake rates. The tonnage of lake vessels passing through the Detroit River is greater by 3,000,000 tons than of all ships clearing in the ports of London and Liverpool in a year. When the Erie Canal is open, average railway freights from Chicago to New York are 3½ cents per bushel of wheat; when the canal is closed they are 7½ cents. At a cost of less than \$3,500,000, it is estimated that a twenty-foot channel can be secured through the Great Lakes.

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February 26, 1892

Captain "Sandy" Irvine, late of the passenger steamer *Modjeska*, will command the [Sir] *S.L. Tilley* next season. Captain Cavers and Engineer Dawson have been engaged on the new C.P.R. whaleback.

Vessels using the Kingston dry-dock will be charged 20 cents per ton on registered gross tonnage of vessels from 100 to 500 tons, and 10 cents per ton for all in excess of 500, and on vessels under 100 tons \$20 per day. Cargoes will be charged same as tonnage. This tariff is made so as to conform with the one adopted by American dock owners in Detroit.

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March 4, 1892

Capt. James Tobin will command Capt. F.B. Hackett's wrecker, the tug *Wales*.

The Eddy Bros. of Bay City have given an order to the Detroit Dry-dock Company for a steel freighter 360 feet long. The vessel will cost \$235,000.

The Detroit Dry-dock Company will build the new ice crusher for the Straits of Mackinaw. The vessel will have 40 per cent more carrying capacity and 33 per cent more power than the ice crusher *St. Ignace*.

The *Detroit News* says of the dark outlook for deep waterways:-"The spectacle of representatives of interior states preventing the improvement of channels through which they may obtain cheap freights to the seaboard for the products of their states upon the commerce of the Great Lakes is necessary."

The outlook for next season in marine circles is said to be very much better than last year. Winter ore charters, which averaged from 90c. to \$1 last year, have jumped to \$1.25 the coming season. The grain trade, too, will surely be very heavy and already vessels have been chartered for their first four or five trips - at good fair



rates, it is claimed. Of course, it would be much better for the marine business if the season did not open until May 1st, so that the ore carriers would not scoop in a great portion of the grain trade before the ore season began.

The semi-annual "talk" of some of the Americans in regard to the mariners making their homes in the U.S. is again taking shape, as will be seen by the following, clipped from the *Marine Review*: "Detroit vessel masters are again agitating the matter of Canadian officers on American lake vessels. The broad claim is repeated that Canadians secure citizenship papers in the United States for the purpose of sailing American vessels, but hold residence in Canada. It is said that an appeal will be made to President Harrison on the subject." We always thought that Americans claimed to be a freedom loving people, and yet they want to take away from citizens of their country the fundamental principle of their constitution, viz.: freedom to live wherever they choose. An American citizen is no more under the protection of the Stars and Stripes if he were living in Washington under the shadow of the White House than he is while living in Canada or any other country. He is an American citizen no matter where he is, and no man or body of men have any right to dictate to him where he shall or shall not live.

**ALIENS ON THE LAKES.-The Steamboat Employees Protest Against Canadian Sailors.**-The *Buffalo Times* of Sunday says:- A largely attended meeting of steamboat employees was held Friday to protest against Canadians being employed on lake vessels in violation of the law. It has long been the practice of many vessel owners and captains sailing from United States ports to employ Canadians. Not a few American vessels on the lakes are commanded by Canadian residents.

The lakemen demand that the Government take steps to stop this evil and prevent such employment of Canadians or foreigners on American vessels. "If aliens were prohibited from infesting ports, the American sailor would be enabled to demand just compensation for his labor," said Inspector De Barry, "and thereby provide better for his family and his home comforts. Under the present circumstances he in many cases is compelled to leave his home and family to seek employment elsewhere during the winter months."

Resolutions were unanimously adopted to the foregoing effect and a copy sent to President Harrison.

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March 4, 1892

Cleveland vessel owners protest against the passage of a bill recently introduced in the United States Senate providing for a more rigid inspection of lake vessels, both steam and sail.

With the opening of navigation, 5000 bottles now being manufactured by the Government will be placed in a Cleveland depot in charge of Dr. Penrod. He will distribute them to vessel masters who will use them for depositing certain blanks which they fill out, giving details as to the depth of water, currents, etc. For the convenience of masters, each will be furnished with a chart in which the lakes are divided into numbered squares, and at stated intervals each master will fill out a blank with information as to the direction of the wind, set of the currents, the position of the boat, etc. and, sealing the paper up in one of the bottles, throw it overboard. Any master sighting one of these bottles in the water will pick it up and, opening it, fill another part of the blank with a statement as to where it was found and under what conditions, and then forward the papers to Dr. Penrod. It is thought that the information thus obtained will give valuable assistance in the efforts to gain an insight into the physical geography of the Great Lakes.

A scheme for the establishment of a line of ferry steamers to transfer loaded railway cars across Lake Michigan from Kewaunee to Frankfort has been formulated and will be carried into effect in the near future. Frank E. Kirby of Detroit is now engaged in drawing up plans for the construction of a steam barge suitable for carrying forty cars on board. The boat will be capable of crossing the lake between Frankfort and Kewaunee in six hours and will probably cost \$200,000 to \$250,000. Two tow barges will also be built, which can be used to load more cars than the steam barge can carry, but which the latter can tow across the lake with its own load. By this means two or three whole freight trains can be carried across the lake every six hours. The distance between Kewaunee and Frankfort is sixty miles and the intention therefore seems to be to secure an average towing speed of ten miles per hour for the experimental steamer. To accomplish this object she must be supplied with very powerful machinery. In order to carry forty cars on four tracks her extreme length will have to be fully 350 feet and beam 44 or 45 feet.

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March 11, 1892

Capt. Ira B. Mansfield will command the *Britannic* this season.

The firm of Elsey & King, vessel agents of Detroit, has dissolved. The senior member, George Elsey Jr., will manage S.B. Grummond's tugs this year. Joseph

King has accepted a position with Parker & Millen. The latter firm will take the place of the former as agent for the Charlton Line of tugs, consisting of the *Balize* and *Onaping*.

Complaint has been made frequently during the past two seasons of navigation regarding delay in getting the foghorn on the mainland at Pelee, Lake Erie, in operation in thick weather. The apparatus is not of the kind required at such an important point, and the Canadian Department of Marine has in view the establishment of a new steam horn.

The John Doty Engine Company, Toronto, has begun the construction of a side-wheel passenger steamer for the St. Catharines, Grimsby & Toronto Navigation Company. She is to be of steel and iron, 180 feet long, 44 feet beam, engines to be 1200 horse power, to have accommodation for 600 passengers and will cost \$75,000. It is expected that she will be finished and in commission by the middle of June next.

The Dominion Government is about to place three new cruisers on the upper lakes. One will be located on Lake Superior and one at least on Lake Huron. These boats, it is claimed, are intended solely as revenue cutters to protect the fisheries on these lakes from the illegal and destructive gill and pound nets. Hon. Mackenzie Bowell, Minister of Militia, denies that this is in violation of the Washington treaty which allowed a certain number of boats to be maintained in these waters by each nation. These cruisers, he explains, will merely be fast light boats. They will not be heavily armed, but will carry simply the light armament necessary for their own protection. There is no intention, he claims, either on the part of England or Canada, to violate the treaty in any way, nor would the substitution of the old boats by new ones have that effect. The *Constance* is 125 feet long and one of the new vessels has a ram bow and special attention has been paid to the arrangement of her bunkers in order to protect the machinery from the shock. Two vessels of the *Constance* type are now afloat. The type of vessel is more formidable than any of the revenue cutters of the United States, and the fact that England is building these semi-war ships for lake service has not escaped the official attention of the U.S.

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March 11, 1892

The excursion steamer *Gazelle* has been sold by W.O. Ashley and others to Buffalo parties for \$9500.

Capt. John Edwards has bought an interest in the steamer *Pearl* and will again sail her. She will run out of Buffalo.

Capt. P. Kerwin of Port Huron has sold the schooner *Sligo* to the Thomson Lumber Company of Windsor on private terms. The propeller *Canada* has been sold by Capt. Fairgraves of Hamilton to John Nesbit and will be used for towing coal barges from Toledo to Point Edward.

Four steel boats are in course of construction at the Wyandotte. Mich., yards at the same time. The Eddy Bros.' new monster will be 362 feet 6 inches in length, 28 feet longer than the *E.C. Pope*, with 42 feet beam and 24 feet depth of hold. The company is figuring on a fourth boat to be the exact duplicate of the one for the Eddy Brothers. In case the contract is not secured, the company will go ahead and build the steamship for themselves. So there will be a vast amount of work at the Wyandotte yard for a long time to come. The company are experiencing considerable difficulty in getting a sufficient number of fitters, notwithstanding they have advertised extensively for this class of mechanics.

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March 18, 1892

The steamer *City of Windsor* is being thoroughly refitted for the season at Windsor. Capt. Moore will again be in command.

The various steamship agents in Montreal are thinking of going to Ottawa to petition the Government to allow the rebate on grain coming through the Welland Canal and transhipped at Ogdensburg to Montreal.

A committee of Milwaukee steamboat men has appealed to the U.S. District Attorney, asking that the employment of Canadians on lake steamers there be prohibited. The Attorney concluding that he was powerless to act in the matter, the boat men will appeal to the Solicitor of the Treasury.

Work on the new ferry boat for the Detroit, Belle Isle & Windsor Ferry Company is progressing nicely at the Springwells dry-dock and it is expected she will be ready for launching in a few weeks. When completed she will be as fine a boat of her class as can be found.

Capt. C.C. Allen left Cleveland for Chicago this week to fit out the steamship *Castalia*. John F. Jones is mate. Capt. D. Girardin is in Buffalo and will bring the steamship *Fayette Brown* to Detroit to fit out. Capt. D.J. Duncanson will sail the steamer *Jesse H. Farwell*, with Robert McMillan as mate. Capt. D. Nicholson will again sail the steamship *Tom Adams*, with Frank Hackett as mate. Frank Auffret will be mate on the *Wocoken* and John Horsley will be mate on the *Philip Minch*. The crew of the *Fayette Brown* will leave on Monday for Buffalo.

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March 18, 1892

The promoters of a twenty-one feet channel from Duluth to Buffalo are gathered at Washington and pushing the matter vigorously. They anticipate a favorable result.

Goderich sailors have also commenced to leave for the United States. Captain John C. McLean removed his family to Port Huron from Goderich last week in order to be able to take advantage of the larger opportunities offered men of his vocation in the United States, [and] decided to become a resident of the United States.

The Detroit vessel owners have formed an association. The following officers were elected:-President Capt. Eber Ward; vice-president Capt. E.M. Peck; secretary and treasurer W.A. Livingstone; board of directors David Carter, A.A. Parker, Wm. Livingstone Jr., James H. Chandler, Robt. T. Gray.

A Bill introduced by Senator Price providing for a number of lighthouses and other aids to navigation on the Great Lakes and adjacent waters was reported by the U.S. Senate Committee on Commerce with a favorable recommendation. Provision is made by the Bill for a number of these structures, among them the following:- Range lights on the Maumee River; lightships at Bar Point and Detroit River; and several range lights on Grassy Island.

March 25, 1892

It is claimed by the stevedores of Detroit that their wages are 15 cents per hour lower than any other port in Michigan. They think that 40 cents an hour for handling coal and iron is not too much, and that the raise for handling other freight is perfectly justified.

According to advices from Sault Ste. Marie, the stage of water there has never before been so low as it is at present. The gauge shows 13 feet 6 inches, or two feet less than a couple of seasons ago. This will reduce the amount of freight with which the larger vessels can pass through the Sault Canal fully 600 tons each trip.

Capt. S.B. Grummond has sold the tugs *Winslow* and *Sweepstakes* to the Saginaw Bay Towing Association of Bay City, Mich.; consideration \$34,000. Capt. Grummond has also bought the steam barge *Manistique* from B. Boutelle and Peter C. Smith of Bay City; consideration \$40,000. The *Manistique* rates A 1, is a powerful boat and will be fitted out with a modern wrecking outfit, including new rotary steam pumps, and stationed at Cheboygan, Mich., for wrecking purposes. Capt. Jacques Laframboise will command the *Manistique*.

The U.S. Lighthouse Board has recommended with only a few exceptions all of the aids to navigation contained in the sundry lighthouse Bill recently prepared by the Cleveland Vessel Owners' Association and Lake Carriers' Association. A special report to Congress was made on the Bill on Monday of last week. It was feared when the Bill was being considered by the engineers and naval officers in the different lake districts that the question of lights at the Lime-Kiln Crossing and Bar Point being located in Canadian waters would act against a favorable report from the Board, but the fact that these lights have been maintained for three seasons past by private subscriptions has caused a most earnest recommendation with regard to them.

March 25, 1892

The ship carpenters employed in the upper yard of the Detroit Dry-dock Co. are out on a strike.

The two weeks' strike at Wheeler's ship-yard, West Bay City, has cost the strikers an even \$8000.

Capt. Frank Jackman Sr., one of the most active lake mariners in the Dominion, died suddenly at his residence in Toronto Monday.

Sand Beach harbor is reported clear of ice. It was driven out by west winds but will probably drift in again before navigation opens.

There is every indication of an early opening of navigation at Lexington, Mich., as there has been very little ice in Lake Huron this winter and none in sight for several days.

The River and Harbor Bill now before the U.S. Congress appropriates \$20,700,000. For the removal of shoals between Detroit and Lake Erie the sum of \$30,000 is appropriated.

J.W. Westcott of Detroit, Henry McMorran of Port Huron, Francis B. Hackett of Amherstburg, Michael Fleming and Charles Mills Garvey of Sarnia are seeking incorporation as the Westcott Wrecking Company (Limited) with headquarters at Sarnia and a capital stock of \$20,000.

Montrealers urge the Government not to give countenances to the proposal to deepen the canals to twenty feet and thereby make ocean ports of Amherstburg, Detroit and Chicago. The movement is not sufficiently strong yet to call for vigorous opposition, but already it is apparent that it will be opposed by those whose craft it will endanger.

In the Exchequer Court at Ottawa Monday, Justice Burbidge gave judgement

in the case of the Queen v. the Ogdensburg Transit Company on behalf of the crown for \$5347, with interest at the rate of 6 per cent from Dec. 8th, 1890. This was a case for damages against the steamer [W.H.] *Haskell*, which on July 29th, 1889, ran into the head gates of Lock 16 on the Welland Canal.

The extreme cold weather of the past ten or twelve days has retarded navigation prospects fully a fortnight, so that an opening through the lakes is now hardly probable before April 20th or 25th. Only the mildest form of weather will serve to disperse the ice sooner. Immense bodies of field ice cover the surface of Lake Huron at its upper end, and in places along the east shore it is piled in broken masses to the height of 20 feet.

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April 1, 1892

The steamer *Idlewild* made her first trip to Port Huron on Wednesday.

The steamer *Juno* loaded stone at the M.C.R. dock, Amherstburg, on Monday. The *Juno* is the last in and first out.

The steamer *City of Detroit* passed down for Cleveland at 6 o'clock Monday morning, being the first boat of the season.

Thomas Fish and others of Detroit have purchased the tug *J.P. Clark* and barge *Prince Alfred* from C.G. Meisel. The terms were private.

Navigation opened at the straits in 1855 on June 18th. The average opening from then until 1890 was May 2nd. In 1890 navigation opened April 15th.

The steamer *Excelsior* went up to the St. Clair Flats Sunday. A large number of those who have cottages there went up to see how they fared during the winter.

Reports from the Straits of Mackinac state that the ice there is from 18 to 22 inches thick and the prospects are that navigation will not open before the 15th of April.

Andrew Hackett lighted Bois Blanc Island Lighthouse on Monday, 28th March. Last year it was 12th March. The range lights were also lighted for the first time on Monday.

At a meeting of the lake underwriters last week it was decided not to pay for grounding in still water where no risks are incurred, as the mishaps were claimed to be caused by overloading.

The steamer *Frank E. Kirby* will commence to run between Detroit and the Islands and Sandusky on April 11th. Until June 1st she will leave Detroit Monday, Wednesday and Friday morning at 8:30 city time.

The tug *S.C. Butler* of Toledo on Wednesday coaled here. This is the first of

## Steamer Telegram.



### Pelee Island, Amherstburg and Windsor Route.

The Steamer Telegram will run daily, Sundays and Wednesdays excepted, leaving North Dock (Peleo Island) at 4 a.m.; West Dock 4.30, arriving at Amherstburg at 8.15. Leaves Amherstburg at 9 a.m., arriving at Windsor at 10.45 a.m. Returning, leaves Windsor at 2 p.m., Amherstburg, 8.45, arriving at West Dock, Pelee Island, at 7.15; North Dock at 8 p.m.

#### FARES:

|                                       |   |    |
|---------------------------------------|---|----|
| Peleo Island to Amherstburg.....      | 8 | 75 |
| " " Single.....                       |   | 75 |
| " " Return.....                       | 1 | 25 |
| Peleo Island to Windsor, Single.....  | 1 | 00 |
| " " Return.....                       | 1 | 75 |
| Amherstburg to Windsor, each way..... |   | 25 |

#### WEDNESDAYS.

### Peleo Island and Sandusky.

Steamer Telegram will leave North Dock at 7 a.m.; West Dock, 7.30, arriving at Sandusky at 9.30 a.m. Returning, leaves Sandusky at 3 p.m., arriving at West Dock at 5 p.m.; North Dock at 5.30.

#### FARES:

|                                |   |    |
|--------------------------------|---|----|
| Peleo to Sandusky, Single..... | 8 | 75 |
| " " Return.....                | 1 | 00 |

Return Tickets to Sandusky good on date of issue only.

L. J. CREE,  
Purser.

JOHN McCORMICK,  
Master.

Advertisement in the *Amherstburg Echo*, April 1, 1892.

the season. She went to Detroit and passed down on Thursday with the passenger steamer *Arundel* in tow for Toledo, where she will go into dry-dock.

The Polson Iron Works of Toronto, having a ship-building and dry-dock at

Owen Sound, Ont., has prepared plans for a vessel similar to the monitors being built by the Cleveland Ship-Building Company. The plans were gotten up by a Swedish firm, but no contract has been secured. This company is also building three vessels for the Dominion Government.

The propeller *Rosedale* has an army of calkers at work at Toronto, making the ship's deck water-tight. Everything will be in readiness for the vessel to leave for the upper lakes in two weeks. Work on the propeller *Niagara* is well forward. She has been thoroughly overhauled and re-calked above the water line, and her stanchions, covering boards and railings have been all renewed.

**NO ALIENS NEED APPLY.**-None but American seamen will be employed on lake vessels.-United States Immigration Agent Stitch received notice Wednesday that the Treasury Department has decided that Canadian seamen can no longer be employed on lake vessels flying the United States flag, but must make way for American seamen. The decision results from the arrest of Capt. Rabshaw at Chicago last summer for violation of the contract labor law. Little short of a revolution will be caused in the carrying trade of the lakes, as many hundreds of Canadians have been employed every year on American vessels. The Seamen's Union and Immigration Agent Stitch will cooperate in a thorough enforcement of the decision. Only when an American vessel while in a Canadian port is deprived of its crew by desertion or otherwise can aliens be employed, and then only temporarily.

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April 1, 1892

Steamer Telegram.-As will be seen by announcement in another column, it has been decided to place the steamer *Telegram* on the Pelee Island, Amherstburg and Windsor route. Capt. John McCormick will again be in command, with David McCormick as mate and J.J. Cree as clerk. The steamer will make daily trips from Pelee Island to Amherstburg and Windsor, except on Wednesdays, when she will make a round trip from the island to Sandusky. She will leave the island, north dock at 4 a.m. and west dock at 4:30, arriving at Amherstburg at 8:15 and leaving here at 9 a.m. for Windsor, where she will arrive at 10:45. Returning, leaves Windsor at 2 p.m., Amherstburg at 3:45, west dock Pelee Island at 7:15 and north dock at 8 p.m. The fare from Pelee Island to Amherstburg, single 75c., return, \$1.25; Pelee Island to Windsor, single \$1, return \$1.75; Amherstburg to Windsor, each way 25 cents.

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The *Telegram* has been put on the route at the solicitation of the Pelee Island people, supported by the businessmen of Amherstburg, and it is expected that they will do everything in their power to assist the boat in making a successful season.

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April 8, 1892

The Welland Canal opened on the 20th of April last year.

The *City of Alpena* leaves for St. Ignace and the straits on Monday.

The tugs *Winslow* and *Sweepstakes* left this week for Bay City.

The Cleveland steamers are now running daily, Sundays excepted.

The marine outlook this season is at least 100 per cent better than a year ago, says Capt. James Davidson.

Four large steel propellers, employing 350 metal workers in their construction, are being built at Wyandotte.

The steamer *Flora* leaves Saturday night for Mackinaw and way ports. The *Atlantic* will follow next Monday for Green Bay.

The losses to vessel owners on account of the grounding of their boats at Grosse Pointe in 1891 are figured by a Government engineer at \$812,250.

The available depth of water at the Sault Canal at present is fourteen feet three inches. This is a trifle lower than the stage of water at this time a year ago.

The large steam barge *City of Paris*, grain laden, left Chicago on Tuesday night for Buffalo. The grain fleet, comprising 83 craft and carrying 4,200,000 bushels, will mostly leave tomorrow.

The tug *Onaping* of Charlton's Tug Line has been given extensive repairs at Toronto during the winter. She will sport a new steel boiler this season, 16 feet long by 10 feet in diameter, to carry 120 pounds of steam.<sup>1</sup>

The U.S. lighthouse supply and buoy boat *Haze* was at the dock here all Tuesday, owing to the prevailing high wind. She came down on Monday evening and had been placing a number of buoys in their proper places.

The Dominion Government has resolved to renew the regulations with regard to the rebate of canal tolls on grain passing down the St. Lawrence. This will

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confine the rebate to grain cargoes transhipped at Canadian ports.

The U.S. House Committee on Commerce has recommended building a revenue cutter to replace the old hulk known as the *Andrew Jackson* on Lake Michigan. The estimate for the new boat is \$150,000, a displacement of 450 tons and a speed of 15 miles an hour.

The calkers' strike at the upper Detroit Dry-dock is still on, with no prospect of an immediate settlement. In order to complete the old *Kasota*, it has been decided to send her to Port Huron to be calked, and negotiations are now on for a canvas bottom to enable her to make the trip. The steamer *Gettysburg* and the schooner *Paige* will also probably go to Port Huron to be calked.

A telegram from Supt. Martin Lynch of the St. Mary's Falls Canal reports no change in the stage of water below the canal. The available depth is 14 feet 8 inches, the same as it has been for the two months past. It is thought that there will not be more than 14 feet at the opening. This is a trifle lower than the stage of water at this time a year ago, and a full foot lower than at the opening in 1890.

Although owners of steamers and sail vessels engaged in carrying coal, ore and grain are not anxious for an opening of navigation prior to May 1st, they will in all probability be enabled to start them by the end of the present week if they choose. The ice at the lower end of Lake Michigan is reported rotten, so that a few days of warm weather or fresh winds will break it up. The ice in Green Bay is broken as far south as Menominee. Navigation will undoubtedly be fully opened between the principal lake ports before April 15th.

It may not be generally known, but it is a fact nevertheless that the U.S. War Department already recognizes the necessity of ultimately widening the Lime-Kiln Crossing. This is another result of the wonderful increase in lake commerce. The cut, 440 feet wide and 2500 feet long, was the scene of two collisions last season that would have delayed navigation at a great loss but for the positions in which the sunken vessel went down. Gen. Poe admits that the cut must be widened, and the Lighthouse Board in its recommendation for float lights at this point is adverse to the construction of costly structures on account of the proposed change.

Congressman Whiting, St. Clair, Mich., who opposes the 21-foot channel, says:- "The natural waterway to the sea is through the Welland Canal and the St. Lawrence River, and I am in favor of annexing Canada and utilizing that water course with the stars and stripes floating above it. Then let anyone whose interests take them there make use of the advantages afforded him under the American flag. Careful measurements of the waters of the lakes show that there is a constant lowering going

on all the time; in fact, since 1886 these waters have lowered three feet. Now if a twenty-one-foot channel is dug out, it will lower the waters still more and might very easily cause a great deal of trouble in the various harbors along the lakes. If, instead of cutting out a channel, a sort of dam could be built down by Tonawanda or at the entrance to Lake Erie, so that the waters could be backed up, it would be of vastly more service to navigation than would a twenty-one-foot channel."

The whaleback steamer *Wetmore* is again in trouble on the Pacific coast. She was caught in a sou'wester while en route for San Diego to Port Townsend, in water ballast, and was badly used up. Her water tanks burst, letting all the water into her stern. This elevated her bow and the waves played havoc with her plates and rivets. The *Wetmore* has had one continual streak of hard luck ever since reaching the Pacific coast, and vesselmen out there are becoming convinced that whalebacks are not the success as ocean carriers which they were first believed to be. One of the strong points made in favor of this class of vessels was that they were proof against rough weather, but the experience of the *Wetmore* so far has done much towards breaking down this claim. Perhaps poor seamanship or unfortunate accidents are entirely to blame for the poor success of the *Wetmore*, but the fact remains that the McDougall boats have received a bad black eye on the Pacific coast.

**A DIFFERENCE OF OPINION.-The Canadian Seamen Decision made by the Treasury Department.**-F.A. Reeve, acting solicitor of the Treasury Department, has rendered a decision relative to the employment of Canadians as seamen on American vessels in a case where a captain of an American vessel sailing on the lakes employed two female cooks at a Canadian port. The captain was arrested for violation of the alien contract labor law. After reciting the case, the opinion reads:

"Sec. 4181, revised statutes, prescribes that officers of vessels of the United States shall in all cases be citizens of the United States. If Congress has the power, as unquestionably it has, to require that the officers of vessels of the United States shall be citizens of this country, it has also the power to prescribe that only citizens of the United States shall be employed on American vessels as seamen or that it shall be unlawful to enter into contracts with aliens to perform service as seamen on board American vessels. While Congress has not seen fit to prohibit the employment of aliens on American vessels in express terms, yet I am of the opinion that bringing aliens or foreigners to this country under contract to perform labor as seamen on American vessels running between the United States and Canada is in violation of the Act of Feb. 26, 1885, and of the Act of March 3, 1891."

General Nettleton, Acting Secretary of the Treasury, endorsed this ruling and said that any other construction of the law would tend to cripple American commerce, "a result," he says, "which obviously Congress could not have intended."

Special Agent George F. Stitch of the immigration bureau at Chicago, commenting on the decision, says Canadians can be barred from employment on American vessels. Mr. Stitch continued:-

"A Canadian may work on an American vessel during the season of navigation and then he goes to Canada for the winter, with a promise from the captain of a job for the next season. That constitutes a contract, and all such contracts are in violation of the alien contract labor law. Hundreds of just such cases occur every year in our lake ports and the practice will be stopped. There are plenty of American seamen ready to fill the places open to them without the vessel owners hiring Canadians, and they should be given the preference. The seamen's union will report all cases of the employment of aliens to me and they will be prosecuted."

Special Deputy Collector Harry C. Tillman was shown the opinion and said:

"I maintain still that there is nothing in the law to prevent American vessel owners hiring men without consideration of citizenship when they apply at American ports for work. Mr. Reeve in giving his decision says that if Congress has the power to prevent aliens from being officers on American boats, it has the power to prevent alien crews. I certainly agree with him. The law provides that all officers shall be Americans, but it says nothing about the crew, and to do that more legislation would be needed. A Canadian crew cannot be engaged in Canada, as that is a contravention of the alien contract law, but the decision does not affect in the least the employment of Canadians from American ports."

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April 8, 1892

The steam barges *B.W. Blanchard* and *Newburg* passed down on Saturday last for Toledo, where they will load for Buffalo. These are the first two barges to pass here this spring.

Secretary Coffin of the U.S. Lighthouse Board announces that the lights on the lakes will begin to twinkle about the 10th of April. Everything connected with the Lighthouse Service is being put in the best possible condition for the coming season.

Andaste and *Choctaw* are the names to be given to the steamers of the monitor² type now under construction at the yard of the Cleveland Ship-building Company for the Lake Superior Iron Company. It is remarkable that the names of all the Lake Superior Company's steamers excepting the *Joliet* contain just seven letters, and an additional "I" will be added to the *Joliet* this year to make the names of this fleet uniform. The *Andaste* was launched last week.

The iron buoys near Simmons' Reef, White Shoal and Grey's Reef, Straits of Mackinac, will not be replaced this season. A spar buoy painted red and black will be placed at the southwest end of White Shoal. Lightship No. 56 marks the northeast end. Waugoshance 19-foot Shoal will be marked by a second-class buoy painted red and black. Vienna Shoal will be marked by a second-class buoy painted red and black.

The two-masted schooner *James A. Fisher*, which sank off Cape May Inlet 49 years ago, will soon be floated. This is the result of the two fierce storms which have swept the Jersey coast since March 1st. When she sank she carried with her her cargo of corn and everything aboard. Captain Andrews, who commanded her, and several of the crew were frozen to death and the steward was drowned in an attempt to reach the shore. She is in a remarkable state of preservation, not even a bulwark being crushed in. The watches, shoes and clothing of the crew are still on board. The corn, although turned black, preserves the shape of the kernel.

Forty-five vessels are now building or are under contract in lake ship-yards. All are to be ready for use early in the season of 1892. Of these 45 vessels, 32 are of steel and 40 are steamers. The total value of this fleet now building is \$4,896,000. The average carrying capacity of all coarse freight steamers now building is 3200 tons, while the average carrying capacity of the 10 largest coarse freighters one year ago was only 2652 tons. The new vessels can load safely down to a draft of 18 or 19 feet and many, as soon as the lake channels are improved to permit it, can safely carry cargoes of at least 1000 tons each more than their capacity on the present available draught.

The Cleveland Ship-building Co. will soon finish the second monitor type steamer now being constructed there and at once lay the keel for a third, which will be 315 feet over all, 300 feet keel, 42 feet beam and 24 feet deep, carrying 3666 tons, including fuel, on a draft of 16 feet; speed, 11½ miles an hour loaded and 12

² refers to whaleback vessels with their circular-style deckhouses

miles light. A steel steamer of the monitor type is also being constructed by the John Doty Engine Co. of Toronto for the Canadian Steel Barge Co.'s grain and coal trade between Kingston and the upper lake ports. It is somewhat different from the other monitor steamers, the bow being ram-shaped and the machinery placed amidships. She will have seven self-trimming hatches, each three feet above the rounded deck. Her keel will be 225 feet, beam 38 feet, hold 20 feet, tonnage 2200 on a 15-foot draft, speed 13 knots.

John Owen, the venerable and well-beloved oldest resident of Detroit, died at his residence, 61 Fort Street West, Detroit, Thursday morning of last week. Mr. Owen was born in the vicinity of Toronto March 20th, 1809, and had therefore just passed his 83rd birthday. He lived in Detroit for 73 years. He had been one of the largest vessel owners on the Great Lakes and was celebrated in that capacity throughout marine circles. He was one of the earliest and largest stockholders in the Detroit & Cleveland Steam Navigation Co. and until 1889 [was] president of the corporation. He was also largely interested in the Detroit Dry-dock Co. He was state treasurer from 1861 to '67. Mr. Owen had been one of the pillars of the Central Methodist Church for over 50 years. He was a great friend to Canadians, in fact he was everybody's friend. "Underlying all his grand and noble qualities was a quiet spirit of game," says Mr. Ashley. "About 30 years ago he was owner of the steamer *Bay City*. Capt. John Edwards, her master, went to Mr. Owen and informed him that the owner of the steamer *Canadian* was ready to bet a certain amount of money that the *Canadian* could beat the *Bay City* in a race from Amherstburg to Port Huron. Mr. Owen, in order to test the young captain's confidence in his boat, said:- 'Do you wish to take the chances on the money?' 'Yes, sir,' said the captain. 'All right,' said Mr. Owen. 'Get your boat in the best possible condition, take off everything you can to light her up and we will see about it.' The race came off and it is reported that in a quiet corner of the steamer *Ocean*'s pilot house was Mr. Owen, watching the boats as they passed Detroit. The *Canadian* was a long ways ahead when they passed. The *Bay City*, however, overhauled her before reaching Port Huron and won the race, and probably no one in a quiet way enjoyed it more than Mr. Owen did." Mr. Owen's friends estimate his wealth at \$1,500,000 to \$2,000,000.

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April 15, 1892

The light on Colchester Reef was displayed Wednesday night of last week for the first time this season.

The *Emily P. Weed* got aground at Bar Point on Wednesday night and was liberated by the *Saginaw* at 5 o'clock yesterday (Thursday) morning.

The display of wind signals on Lakes Erie and St. Clair was resumed on April 5th. They will now be kept regularly flying at all ports in the above section.

The wrecking steamer *Saginaw* left Windsor Tuesday on her first wrecking trip. She went to the Flats to work on a steam barge which was ashore there.

The new passenger steamer *J.P. Clark* being built at Wyandotte to replace the *Riverside* is to be completed by June 15th. The *Riverside* has been sold to the dry-dock company.

The small steam barge *W.S. Ireland* was burned at Wallaceburg, Ont., Monday. She was owned by John Cooper and had just been fitted out for the season's work. She was valued at \$6000 and insured for \$3000.

Duff & Gatfield report that there is sufficient water on the Lime-Kiln Crossing for the large boats, but they will have to slacken up when crossing Ballard's Reef and they will have to use much care when going by Bar Point.

As the present prospects are that no lightship will be used at Bar Point this season, the boat which has been used there for some years past is being fitted out here, to be used for freight purposes this summer by her owner, Capt. F.B. Hackett.

When the *City of Paris* and *Sitka* left Chicago on Saturday morning they were not a stone's throw apart. They both resolved to be the first boat into Buffalo from Chicago, but when they passed here Monday night the *City* was about 45 minutes ahead.

When the House of Commons went into committee upon Mr. Bowell's Bill respecting aid by United States wreckers in Canadian waters, Mr. Bowell, in answer to Mr. Charlton, said the Bill would not go into operation until the United States Government carried out their part of reciprocity in wrecking. Lake Michigan would be opened to Canadian wreckers by reason of the arrangement, which it was the object of the Bill to effect. Mr. Charlton said that nine-tenths of the tonnage upon the Great Lakes was American and nine-tenths of the wrecks upon the Canadian coast were American, therefore the advantage was now with the Canadian wreckers. This important advantage would be surrendered by the adoption of the Bill and nothing would be gained in return. The Canadian wrecking interests would be entirely wiped out. It is understood that the reciprocity will not amount to much, as steam pumps and wrecking outfits will not be allowed to come in free.

The *Marine Review* says:- "Nothing has been done towards providing for private lights in the vicinity of the Lime-Kiln Crossing and the keepers of the lights

may, if they see fit, refuse to light them, in which case most of the deep-laden vessels on arriving down past Detroit by night would be compelled to tie up until daylight. A large amount of money is still due the lightkeepers under agreement made with them last season and they can hardly be blamed if they refuse to perform this service another season, taking chances of being paid through collections in the fall. The range lights and floats at the Lime-Kiln Crossing, Bar Point Lightship and the float light at Ballard's Reef are all aids to navigation that can not be dispensed with for night service, and if the towers at the Lime-Kilns were taken down, it is more than probable that many serious accidents would result from navigating the channel in this neighborhood without them, even in the daytime. The float lights and ranges at this point are now lighted for one hour each night, about the time at which the Detroit and Cleveland Steam Navigation Company's boat passes down from Detroit for Cleveland, but Messrs. Duff & Gatfield and Capt. Andrew Hackett of Amherstburg, who look after these lights as well as the Bar Point Lightship, have said nothing as yet as to their intentions regarding the service when navigation is open generally. They are paid by the Detroit and Cleveland Company for their work at present. The ranges at Point Edward, entrance to the St. Clair River, will probably be lighted with the opening, Mr. Lynn of Port Huron trusting to collections in connection with other work for the vessel owners."

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April 15, 1892

The Detroit River rate on coal from Toledo and Cleveland is twenty-five cents.

The Polson Iron Company of Toronto is building a 1500-horse power engine for the car ferry *Lansdowne*.

Numerous charters for carrying grain from Duluth to Buffalo and Kingston have been made at 4 and 5 cents, respectively.

Capt. W.E. Slack of Kingston has chartered the propeller *Enterprise* for the coal and grain trade between Kingston and Port Arthur.

The *Saginaw*, wintered at the M.C.R. dock here, left for Windsor on Friday and the dock wallopers gathered to give her a hearty welcome at Windsor.

The steamer *Frank E. Kirby* commenced running to Sandusky and the Islands on Monday and until June 1st will leave Detroit on Mondays, Wednesdays and Fridays at 8:30 a.m. Daily service will commence June 1st.

The grain fleet left Chicago on Saturday and Sunday last. The fleet numbered nearly 100 boats and carried 2,752,000 bushels of wheat, 1,942,000 bushels of corn, 556,000 bushels of oats, 853,000 bushels of flax seed and 108,000 bushels of rye.

A despatch from Sault Ste. Marie last Sunday says:-"The water has lowered from fourteen feet, three inches to thirteen feet, ten inches during the past ten days. Vessels will not be safe to load over the latter draft."

The report of the Canadian Marine Department shows that at the end of last year there were on the registry books 7015 vessels of all kinds, measuring 1,005,475 tons, being an increase of twenty-four vessels and a decrease of 19,499 tons register, as compared with the statistics of the previous year.

J.B. Fairgrieve of Hamilton, Ont., is building a steel propeller 180 feet keel and 31 feet beam with a depth of water when fully loaded of 14 feet. Her cargo capacity is 40,000 bu. of grain or 1400 tons of merchandise. The hull is nearly finished. She will have all modern improvements and will be driven by a fore and aft compound engine of 250 horse power.

Capt. Jacques Laframboise is at work raising the hull of the old wrecking tug *Leviathan*, which burned at Cheboygan last fall. The fire completely riddled the boat below the water line. A diver is at work patching the hull and it is expected that with the aid of two steam pumps he will be able to free her of water sufficiently to enable the wreckers to remove the machinery.

The Shipcalkers' Union of Detroit met Sunday and repudiated all efforts at a settlement of the strike, so long as they are compelled to work under Foreman Marquis. The vote on the resolution to this effect was unanimous. Several members of the Ship-carpenters' Union were present and declared that union would stand out against Marquis. The calkers say they are willing to work with Marquis but not under him, as they have enough of what they term his tyrannical conduct. They notified Manager McVittie of their determination. Manager McVittie was seen and asked what course the company would pursue now that the men had determined to stay out. "We will continue the same policy we have heretofore followed," he said. "We have already refused several jobs of calking and will do the same with any that may be offered. Yes, I suppose the *Kasota* will have to go to Port Huron now for calking. We shall retain Marquis and as foreman, same as before."

Wm. Lane of the Sandwich Dry-dock is building a tug for the French River Tug Company. The dimensions of the boat are 80 feet over all, 65 feet keel, 16 feet beam and 9 feet deep. It will be gotten up with a fore and aft compound engine, 18 inch stroke, made by Kerr Bros. Mr. Lane is a practical ship-builder and is thoroughly up in his business. We hope to see Mr. Lane establish a large and

remunerative ship-building business in Sandwich.

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April 15, 1892

**Detroit River.**—The Detroit River is the natural drain or channel for the passage of waters from 82,000 square miles of lake surface and 125,000 square miles of land. The current is rapid and generally uniform, the maximum velocity being 2.44 miles an hour, the mean velocity 1.79 miles. It is estimated that 212,000 cubic feet of water pass the City of Detroit each second of time.

More fresh water is discharged through the Detroit River than through any other in the world, except the Niagara and the St. Lawrence. The incline amounts to 1½ inches per mile, or three feet for its entire length. The elevation above sea level at a point opposite the Detroit Marine Hospital is 577 feet.

The Detroit River is not generally frozen until the latter part of December or January, but in extreme cold weather the ice is from twelve to twenty inches thick. Previous to 1854, persons and teams crossed over on the ice and on February 10th, 1855, the river was frozen so completely that a little shanty was erected in the middle, in which liquors were sold. The breaking of the ice by the daily trips of the railroad ferry boats since 1854 has precluded any further crossing on the ice in front of the city.

In the years 1800, 1814, 1827 and 1838, the river rose from three to six feet above its usual level, remaining so for two or three years and then subsiding quite rapidly. The mean annual rise is about sixteen inches in July and August, the low water period being in February and March.

The islands in the Detroit River vary in size from one to several thousand acres. Two of them are located above and twenty below the city. Beginning at the head of the river, the first is Isle le Pêche, or Isle of the Fishes, also called in 1810 Peach Island. It is situated on the Canadian side of the river and was during the summer months the home of Pontiac. The other one is Belle Isle, the City Park, formerly called Hog Island, 10,800 feet long by 2400 feet wide and containing 690 acres.

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April 22, 1892

The lightships have been placed at Grey's Reef, Simmons' Reef and White Shoal.

The propellers *Avon* and *Portage* have been purchased by the Union Steamboat Co. and will be run between Duluth and Buffalo. They are now being fitted out at

Chicago.

The U.S. Treasury Department has honored Capt. Edward D. Ballentine, last season in the *Elfin-Mere*, with a silver medal in recognition of his services in rescuing the crew of the propeller *Oswegatchie* on Lake Huron last fall.

Capt. Fury of the steamer *Emily P. Weed* will have five new hats when he next reached Chicago. The *Weed* left that city drawing fifteen feet four inches aft and fifteen feet seven inches forward with 94,000 bushels of wheat on board. Everybody said that she would never get to Buffalo without lightering. She did fetch four times at Grosse Point and once on the middle ground at Bar Point, but got through without towing or lightering so the captain won the hats. The *Weed* is apparently all right.

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April 22, 1892

The Canadian Government is about to establish two foghorns at the east end of Long Point, Lake Erie.

Capt. Shaw says the straightback which is being built at Wyandotte for the Eddy Bros. will carry 170,000 bushels of corn at the ordinary stage of water.

Canadian shovelers will not be able to get work this year in the Buffalo elevators. The Grain Shovelers' union has decided to compel all men seeking employment as shovelers to produce initiation cards.

The large steam barge *Oceanic*, bound down with wheat, got aground early yesterday (Thursday) morning at Bar Point. The *International* and *Saginaw* went to her assistance and tried all morning to release her but could not. In the afternoon the *Saginaw* took out a number of men to lighter off some of the wheat.

The Department of Marine and Fisheries of [the] Canadian Government announces its intention of immediately erecting two iron skeleton towers on the head of Bois Blanc Island, Detroit River, to assist vessels in making the channel at that point. The material is at the M.C.R. station and being got ready to be put in position.

Lake vessel owners met at Detroit Friday for the purpose of forming a general association. It is proposed to secure not less than 600,000 tonnage, which it is estimated is sufficient to stand the expense of shipping offices at the principal lake ports and to maintain the range lights. A committee on permanent organization presented a report which was unanimously adopted. A circular letter in the form of an agreement will be sent out for signatures. Members will be taxed 3 ½ cents a ton on tonnage for expenses. The question of a cooperative insurance company is in the

hands of a committee. Another meeting will be held on April 28th.

The steamer *Kasota* - or, as she will soon be known, the *A.A. Parker* - is at last after several weeks' exasperating delay again afloat. Her new owners had her towed to Oades' ship-yard Wednesday morning, where the work of finishing her caulking was immediately begun. A few days will finish her, when she will proceed to Duluth for a cargo of wheat. With her pole spars and handsome new cabin, the boat makes a fine appearance. The officers' quarters are finished in hardwood and the rooms all tastefully and comfortably finished in modern style. She has been strengthened by steel plates seven-eighths of an inch thick by fourteen inches wide on both sides, the entire length of her keelson. She is certainly as good a boat now as before her collision with the *City of Detroit* on July 17th, 1890.<sup>3</sup> She has been given a rating of A 1 by Inland.Lloyds. She will be commanded by Capt. John Hutton.

About 7:30 yesterday (Thursday) morning the Lehigh Valley Line steamer *Fred Mercur*, bound down with grain from Chicago, met the schooner *John B. Merrill*, coal laden, coming up in tow of the tug *Swain* at Bar Point. In trying to avoid shallow water, both vessels sheered slightly from the proper course and in doing so the steamer struck the schooner a glancing blow on the forward part side. When the steamer backed off, it was found she had made a big hole in the schooner through which the water was flowing rapidly. As she began to sink she was thrown over on the bar, where she sank to the bottom in a very few minutes in about 14 feet of water. The crew were taken off by the *Swain* without mishap. The *Merrill* was built at Milwaukee in 1873, is 640 gross tons and is owned by John Connolly of Buffalo. Both vessel and schooner were insured. The *Mercur* was uninjured by the collision. Divers John and James Quinn came down last night to examine the *Merrill*.

A Washington despatch says: In making its recommendations for lights in Detroit River, the U.S. Senate Committee on Commerce point out the fact that the most dangerous places in the river are lighted at private expense, notwithstanding the commerce passing through the river is nearly all carried to and from United States ports in United States vessels. Attention is also directed to the fact that although the United States Government expended \$800,000 in making a cut at the Lime-Kilns, neither the artificial channel or its approaches are lighted by the

<sup>3</sup> See Vol. III(2), pp. 86-87.

Government. The report says additional range lights are badly needed on Grosse Isle and Mamajuda to warn vessels off Fighting Island, which is low and swampy. The recommendation for a \$15,000 lightship to replace the private lightship on Bar Point is concurred in by the Lighthouse Board, but it is suggested that the appropriation should be increased to \$25,000. The Board also think floating lights could be maintained at the northwest and southeast corners of the Lime-Kiln Cut for \$1000 per season, which would be quite ample until the cut was permanently widened. Concerning the recommendation for a lightship with fog bell on Ballard's Reef, at a cost not to exceed \$3000, the Board is of the opinion that it would be better to build a lighthouse with fog signal at this point. The cost would be \$35,000. The Board is also satisfied that all the range lights mentioned in the report are necessary and should be erected immediately.

About 2 o'clock on Saturday morning the steamer *City of Paris*, coal laden, bound up, went aground on the shoal below Bois Blanc Island, where the Bar Point Lightship has heretofore been stationed. About 3 o'clock the steam barge *Christie*, bound down with corn, ran aground not far from the *City of Paris*. The *International* and lighter went to their assistance and, after lightering off the *City of Paris* with the assistance of the ferry *Excelsior*, liberated her. The water having risen, the *Christie* was then pulled off. The propeller *Chicago* ran aground at the Lime-Kiln Crossing at 12 o'clock the same day, knocking a hole in her side, and as a consequence she leaked very badly. The *International* with Capt. Hackett's lighter went to her assistance and lightered off a quantity of freight. The steamer had on board 15,000 bushels of wheat and 32,700 bushels of corn from Chicago and 733 tons of flour from Milwaukee. The grain is insured as follows: British, Foreign & Marine of London, \$6544 each; London Assurance, \$13,760. After lightering off five loads on the *Excelsior*, the *Chicago* was liberated at 11 o'clock Monday morning by the *Saginaw*, *International* and *Excelsior* and taken to Detroit. This is the first serious loss of the season to the underwriters. The grain in her hold suffered damage by water. After reloading at Detroit she was taken to Buffalo for permanent repairs. About two o'clock on Sunday morning the *Ohio* ran aground in the same place that the *City of Paris* had been aground and was set free by the *International* and *Alanson Sumner*.

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April 29, 1892

The tug *Jessie* got aground at Fighting Island Monday and was released by the *Saginaw*.

The steamer *Emily P. Weed* brought up at Grosse Pointe Sunday night and was pulled off by the *Sumner* after a detention of twelve hours.

The tug *Wales* arrived up from Hamilton on Friday morning last. She went on to Detroit, where she went into dry-dock for some necessary repairs.

First arrivals at Superior were in 1884 on May 9; 1885, May 22; 1886, May 8; 1887, May 2; 1888, May 17; 1889, May 1; 1890, April 20; 1891, May 1; 1892, April 22.

Capt. Shaw says the *Pope* is under contract to bring 45,000 tons of ore down from Ashland at \$1.25. Besides this \$56,000, the captain expects to make at least six extra trips.

The *Oceanica*, which went aground Thursday morning of last week at Bar Point, was released on Friday after having a quantity of her wheat lightered on to the *Saginaw* and *Juno*. She was brought here and reloaded her cargo.

The number of men now employed in marine occupations at Chicago is 22,271, which, according to the usual way of figuring, would indicate that not less than 150,000 of Chicago's population are dependent upon the lake marine for their bread and butter.

The large steam barge *Thomas Davidson* ran aground on Bar Point shoal at 1 p.m. Saturday. The *International* and *Saginaw* went to her and pulled on her but unsuccessfully during the afternoon. She was released on Sunday morning by the *Pabst* of the same line.

Sunday the Lehigh Valley steamer *Harry E. Packer*, upward bound, collided with the lumber-laden schooner *William Horne* near Fort Gratiot, St. Clair River. The *Horne's* bow was crushed and she settled to the bottom on the middle ground opposite Port Huron.

The Crescent Line steamer *Eber Ward* got aground above the Lime-Kiln Crossing early Sunday morning. The *Saginaw*, *International* and *Balize* worked on her all day trying to release her. She was loaded with flour from Duluth to Buffalo. After lightering about 100 tons, she was released about 8 o'clock Sunday evening.

The steamer *F.E. Spinner*, bound up, towing the barges *Godfrey* and *Shawnee*, lost her rudder Monday morning when at the head of Bois Blanc Island. By good management the fleet was brought to an anchor without further damage. The boats were towed to the Detroit Dry-dock by the tug *Moore*. They will be detained a couple of days.

The schooner *Sophia J. Luff* was caught by Saturday's gale on Georgian Bay and is now a wreck on Bethwick Island. The schooner sprang a leak and after a

desperate struggle at the pumps, Capt. Wm. Shanks made for shore. She struck on a rocky bottom and soon filled. The crew were taken ashore in safety. She was insured for \$4000. Her cargo of corn is insured for \$8000.

The absence of lights at the Lime-Kilns is causing a succession of disasters at this dangerous point, which should arouse the Lighthouse Board, as well as all owners of vessels plying on these waters, to the immediate necessity for having the crossing properly lighted. The subject will, no doubt, receive the earnest attention of the present meeting of the Lake Carriers' Association in Detroit.

Two good boats passed down Wednesday noon - the *E.M. Peck* and the *E.C. Pope*. They loaded ore at Ashland the same day, locked through the Soo Canal together and passed here not fifteen minutes apart. The *Fayette Brown* passed through the Soo Canal an hour ahead of the *Peck* and passed here 40 minutes ahead. Evidently the captains are all trying to make the best time possible.

Sunday night eighteen large vessels were lying off the harbor entrance to Duluth, Minn., unable to get into port. Monday the number increased to thirty-one. At no time for a week had the ice been so packed in as then and unless the wind changes it is liable to remain packed in [for] some time. On Tuesday there were sixty. There were also a large number waiting to get out of the harbor. Wednesday afternoon the wind changed and broke up the ice so that the boats were all able to pursue their way. Some of them had been in the ice for five days.

The Menominee Transportation Co.'s steamer *German* went ashore on the rocks in Sand Bay, north of Poverty Passage, late Thursday night of last week. She was bound light for Escanaba and a strong wind and snowstorm was blowing from the northeast. Word of the stranding of the steamer did not reach Cheboygan until late Friday night and the Swain wrecking tug *Favorite* immediately went to her rescue. The *German* is one of the finest steel steamers on the lakes and was built last season by the Globe Co. of Cleveland at an expense of \$180,000.

Capt. S.B. Grummond of Detroit secured the job of raising the schooner *Merrill*, which was sunk at Bar Point, and on Friday morning divers John and James Quinn went out on the tug *Swain*. They boarded and canvassed up the bad hole in her port side and two steam pumps were then set to work. She was released and brought to the dock here Sunday afternoon, when about 100 tons of hard coal with which she was loaded were taken off her onto the *Swain* and she was taken to Port Huron to be put in the dry-dock for repairs. Capt. Grummond received \$1300 for the job.

The little Canadian steam barge *Eddy* arrived at Detroit from Wallaceburg, Ont., Monday morning with a load of cordwood and went to Wieser's dock, between St.

Aubin and Dequindre Streets, to unload. She carried a crew of eight or nine Canadians and they started to unload her, but were stopped by union longshoremen. Her captain sent for the police, but they refused upon arrival to interfere farther than to prevent assault. Finally an agreement was patched up by which the *Eddy's* crew were allowed to wheel onto the dock, where the union men piled the wood up. The police were on the scene all day to prevent disturbance.

Barge 101 received pretty rough usage at the Lime-Kilns Thursday of last week. She struck under the starboard bow about halfway between the keel and bilge, forcing in a frame, cracking a plate and starting the rivets. After striking she naturally heeled over to port, then she came down on the rock again about twenty feet further aft. This performance was repeated seven times in all before she got clear of the rock. When she got opposite the M.C.R. slip, Detroit, she sank, but was taken off by the tug *Fannie L. Baker* Monday morning. She was kept afloat with a steam pump until put into the upper Detroit dry-dock, where her injured plates were replaced.

The steamer *City of Milwaukee* has commenced to make her regular trips from Milwaukee to Grand Haven and with the propeller *Wisconsin* form a night line across Lake Michigan, one boat leaving Grand Haven every evening and one leaving Milwaukee connecting with trains for the east at Grand Haven every morning. The steamer has received a general overhauling the past winter and quite an improvement has been made to her cabins. She has as fine an appearance this spring as the first year she came out and still holds the title of the [most] popular boat of Lake Michigan. She is officered as follows-G.F. Smallman, master; John Smith, mate; Dan Long, 2nd mate; C.L. Barron, chief engineer; E. Scott, 2nd engineer; W. Stewart, clerk; and E. Nolan, steward. The steamer carried a crew of forty all told.

The new ferry steamer *Promise* was launched Saturday afternoon. Several hundred people assembled at the Springwells ship-yards to witness the performance. The new boat is a general purpose craft. She has a Government license for 1500 passengers, but can probably carry 2000 comfortably. She was constructed with a view to plowing through the thickest ice, having the peculiar bow of boats of that class and plenty of power. The company will of course use her in the fall of the year for wrecking purposes, should opportunity offer, and she will make a first-class boat for that work. During the summer months she will be used on the Belle Isle route and for excursion purposes. This steamer was designed by Frank E. Kirby and put together under the supervision of Supt. E.T. Peck of the lower yard, and both names

are a guarantee that she is first-class in every respect. Her cost is \$50,000.

The steamship *Conemaugh*, with a cargo of 1,000,000 pounds of flour, 800,000 of rye and other provisions for the famine sufferers of Russia, sailed from Philadelphia on Saturday.

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April 29, 1892

The schooner *Maumee Valley* has unloaded 450 tons of soft coal at Mullen's coal dock.

The steamer *Africa* and consorts *Severn* and *Stanley* loaded stone at the M.C.R. dock this week for Sault Ste. Marie.

Between the hours of 6 a.m. and noon on Sunday, sixty-three large boats passed here, an average of nearly one every five minutes. Their aggregate capacity [was] about 75,000 tons.

The steamer *Telegram* took up 300 bags of corn to Walkerville on Tuesday. She took up another large load yesterday (Thursday). The steamer takes the corn direct to Walkerville and receives the market price at that port for it. This is a great convenience for the Islanders. There is still quite a lot of corn on the island, the only reason the loads are not larger being the scarcity of bags.

On Monday about noon, John Haskell, a sailor on the barge *Africa*, which was loading stone at the M.C.R. dock, met with an accident which caused the loss to him of the ends of two fingers on his right hand, the third finger from the first joint and the second finger from the end of the nail. He was working at the derrick used for hoisting the blocks of stone when his hand was drawn into the pulley through which the cable that he had hold of passed, with the result that the two fingers were badly smashed. He was brought to Dr. Park's office and the fingers amputated at the places stated above.

The steamer *Telegram* (Capt. J. McCormick) has commenced making regular trips on her route. She will arrive at Amherstburg from Pelee Island at 8:15 a.m., leaving here at 9 a.m. for Windsor, where she will arrive at 10:45. Returning, leaves Windsor at 2 p.m., Amherstburg at 3:45, west dock, Pelee Island, at 7:15 and north dock at 8 p.m. The fare from Pelee Island to Amherstburg, single 75c., return \$1.25; Pelee Island to Windsor, single \$1, return \$1.75; Amherstburg to Windsor, each way 25 cents. The only way to keep the steamer on this route is to patronize her.

The Canadian Steel Barge Co. will soon be incorporated, capital \$128,000. Within a month it will begin to build a line of whalebacks at Doty's ship-yard, Toronto, to run between Port Arthur and Montreal.



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May 6, 1892

At one o'clock Sunday afternoon, the steam barge *R.P. Ranney*, corn laden, bound down, ran aground on the Bar Point shoal. On Monday morning Hackett's lighter and a lot of men were taken to lighter off some of the cargo. After about 4000 bushels were taken off, the tugs *Swain* and *International* pulled her off.

The schooner *Sophia Minch* broke loose from the steamer *Everett* three miles north of Outer Island, near Duluth in Lake Superior, early Thursday morning of last week. A terrific gale was blowing at the time and, although the *Everett* searched diligently for the schooner until Sunday afternoon, no traces could be found of it. Capt. Trinter of the *Everett* thinks the schooner has gone down and that her crew of nine men have perished. She was commanded by Capt. Joseph Lampoh of Cleveland and was considered perfectly seaworthy.

On Friday morning last at daylight there were seen fifteen large steam barges lying to from Bar Point Lighthouse to the dock here, the captains all fearing to attempt to go up the river with no lights to be guided by. There were also quite a number above the crossing, as well as some that tied up at Detroit for the night. On Saturday morning there were seen quite a number. At the request of the Lake Carriers' Association, Andrew Hackett and H.G. Duff went to Cleveland, O., on Saturday to come to some arrangement with the Association so that the private lights, which have heretofore been used at the Lime-Kiln Crossing and Bar Point, could again be lighted. The Association paid up all arrears for the past two years, amounting to about \$1500, and the same night the lights were put out. The private lights used are one on Ballard's Reef, two at Duff & Gatfield's, two float lights at the crossing, two tower lights on Sandwich Street, two tower lights near Wigle's mill and the Bar Point Lightship. The lightship, however, could not be taken out until Monday and James Gordon and Howard Hackett were placed in charge of it.

The propeller *Russia*, Capt. Weinheimer, owned by the Lackawanna Transportation Company, Buffalo, and the *Celtic*, Capt. John Clifford, owned by McKay's Sons of Hamilton, collided fifteen miles off the Rond Eau light at 6 o'clock Sunday evening in a dense fog. The *Celtic* sank in less than ten minutes, the crew, numbering eighteen, escaping with only what they had on them. The cook of the *Celtic*, Margaret Strachan, was drowned. The *Russia* was more fortunate, but after taking on the *Celtic*'s crew had to cut for the shore quick, which she reached in time, and was beached one mile off Rond Eau light. Capt. Weinheimer of the *Russia* communicated with Duff & Gatfield at the Lime-Kilns, who telephoned to

Detroit for assistance. The tug *Balize* was fitted out with two pumps and Quinn's wrecking outfit and after taking on a third pump at Windsor she cleared for the scene of wreck at 1 p.m. If only the *Russia*'s forward compartment is filled, she will soon be brought into port. The *Celtic* lies in about ten fathoms of water and can likely be raised. The *Russia* was insured on Saturday, just one day before the collision, for \$60,000 against collision liability. She has 1000 tons of coal and 200 tons of merchandise for Chicago. The *Celtic* has wheat and merchandise from Port Arthur to Kingston. She is valued at \$18,000, owned by the McKay estate of Hamilton and is insured.

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May 6, 1892

It would take upwards of 40 years for the water in the Great Lakes to pour over Niagara [Falls] at the rate of 1,000,000 cubic feet a second.

Hurley's tug *Wilcox* left for Oswego Friday morning to begin wrecking on the schooner *Mystic Star*, sunk at that port with a cargo of coal for this city.

A foghorn operated by steam and compressed air, established by the Canadian Government at Long Point east end light station on Lake Erie, was put into operation on the 1st inst.

A syndicate of capitalists is to be incorporated at Ottawa with a capital stock of \$128,000 and headquarters at Port Arthur. The object is to build a line of whalebacks after the Redway model to ply between Port Arthur and Montreal.

Flags on the *Riverside* and other vessels owned by the Clark estate were half-mast Friday out of respect to the memory of Isaac Clark, who died at Wyandotte that morning. The deceased was an elder brother of the late J.P. Clark and was well-known.

The Canadian schooner *Glenora*, in tow of the *Glengarry*, which was feared to be lost in the gale of Thursday of last week, has fetched up on Michipicoten Island in Lake Superior. The crew suffered great hardships with wind, wave and ice, and several were badly frostbitten.

The steamer *Arizona* lost her tow, the schooner *Plymouth*, Wednesday night of last week in a terrific storm. It is feared that the *Plymouth* has gone to the bottom with her crew. The *Arizona* had a hard time making port, but went out again next morning to search for the schooner.

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May 13, 1892

The steamer *Russia* was got afloat last week and towed to Buffalo.

The rebuilt steamer *Ossifrage* will heretofore carry about with her the euphonious name of *Charles Smith*.

Nearly \$6,000,000 have been invested in newly-built lake tonnage up to date this season. Steam vessels, as usual, have the call.

It is said that two whaleback passenger boats will be built at Chicago for the Exposition traffic next year, on plans greatly modified, and that the *Thomas W. Palmer* and *Wm. Livingstone Jr.* will be made into passenger steamers, ready for next season.

A foghorn operated by steam and compressed air has been established by the Canadian Government on Long Point, Lake Erie, and is in operation. It will sound blasts of seven seconds' duration with intervals of thirty seconds. Engineer Noble returned there on Tuesday.

The project for deepening the channels in the shoal places between the Great Lakes went through the House of Representatives at Washington in committee of the whole by a vote of 120 to 35 on Saturday, and at least \$3,300,000 can be contracted for to make a twenty-foot channel.

Owing to the prevailing thick weather on Tuesday evening, the large steam barge *Neosho*, coal laden, bound up, ran aground on a shoal to the southwest of Bois Blanc Island. After lightering 150 tons onto the steam barge *Lily* and tug *Wales*, she was released about 4 o'clock on Wednesday, brought here and was re-loaded.

Capt. W. Sunderland of the Tonawanda Barge Co.'s line was in town on Sunday and Monday of this week. He is managing the shore business of the line this season and Capt. John Sunderland is sailing the *Alleghany*. Capt. Wm. is enjoying good health and expects to be in Amherstburg frequently during the summer.

About 4 o'clock on Sunday morning the steam barge *Charles T. Eddy* and her consort, the *Newell A. Eddy*, bound down, both loaded with wheat, when opposite the Grassy Island Light ran hard aground. The captain was afraid of a fog and was attempting to round to at the time. During the day the tugs *Wales*, *International*, *Balize*, *Wilcox* and *Washburn* all pulled at her, but could not release her. About 20,000 bushels of wheat were then lightered on to the schooners *Starling* and *King* and about 2 o'clock the steam barge was released, and at six o'clock the consort was pulled off by the *Wales* and both were taken to Detroit to re-load.

In the House of Commons at Ottawa on the vote for the Sault Ste. Marie Canal, the Minister of Railways and Canals gave some particulars about the work. The estimated cost of the whole canal lock and approaches is \$4,000,000. The length of the lock will be 900 feet and the width 60 feet, the depth 21 feet medium low

water and 20 feet extreme low water. The approaches will be the original depth of 16 feet; to deepen them to 20 feet would cost another million dollars. The total amounts of the contracts will be \$3,262,000 and \$737,000 was estimated for engineering and contingencies. If the approaches to the lock were deepened to 20 feet, the harbors of Port Arthur and Owen Sound would have to be likewise deepened, which would cost for the former \$300,000 and for the latter \$200,000. There have been two changes in the plans for the lock. At first it was to make it 100 feet wide and 600 feet long; now it is to be 60 feet wide and 900 feet long. The original cost of the lock was to be \$1,209,867; the increase of depth to 20 feet increased the cost by \$292,000; the change of size to 900 feet by 60 feet wide added another increase of \$339,000, making the total cost now \$1,786,767.⁴

Lake underwriters at Chicago have been requested by the new Lake Carriers' Association to bear part of the burden for maintenance of private lights in the Detroit and St. Clair Rivers. The feeling there is that the underwriters will contribute. The cost of the lights for the season will be \$6500. The *Milwaukee Wisconsin* says:-"The underwriters have been asked to contribute toward the maintenance of private lights in Detroit and St. Clair Rivers. Mr. Keep explained that the total cost of the lights was \$6500, divided as follows:-Floating light at Lime-Kiln Crossing, \$1200; Bar Point Lightship, \$1600; Duff & Gatfield's ranges, \$1600; Hackett's Malden ranges, \$650; Fortier's Ballard's Reef lights, \$750; Wing's Point Edward range, \$800.⁵ There was still due on last year's contracts \$1000, making the total amount to be paid by private sources this season \$7500. Of this amount, the underwriters are asked to pay \$2000, and it is thought they will do so. The U.S. Senate has passed the Bill and it has been favorably reported upon by the House for the Government to take charge of the lights, and they may do so before the season is over. The Canadian Government, however, has distinctly refused to grant any relief, and those lights which are in Canadian waters will still have to be maintained by American vessel owners, Canadian vessels getting the full benefit of all these lights at no expense."

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May 13, 1892

A large tug costing \$15,000, to be known as the *Reliance*, was launched at

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<sup>4</sup> \$1,209,867 + \$292,000 + \$339,000 = \$1,840,867

<sup>5</sup> \$1200 + \$1600 + \$1600 + \$650 + \$750 + \$800 = \$6600

Collingwood on Monday.

Æ.D. MacKay's Sons, Hamilton, owners of the *Celtic*, have arranged for the *Acadia* to take her place on the Montreal and Lake Superior Line.

Orders have been issued to fit out the U.S. revenue cutters and ship their crews. Owners and masters of merchant vessels should be sure that they are complying with the new rules respecting names and lights, otherwise fines will undoubtedly be inflicted.

Steamer 107 was launched at the Detroit Dry-dock Company's yards, Wyandotte, at 3 p.m. Saturday. This boat is one of the strongest ever launched on the Great Lakes. She is composed of steel from stem to stern, even including her decks, which are also steel of the best quality.

A neat craft was successfully launched on April 30th at the Detroit Boat Works and is to ply between Put-in-Bay and Middle Bass Island and is intended to accommodate Detroit excursionists on the *Frank E. Kirby*. It was built by the Detroit Boat Works for V. Doller of Put-in-Bay. It was named the *Visitor* and will take the place of the *Trio*, going into commission May 15th. It is steel throughout, 95 ft. long, 19 ft. beam and 8 ft. deep and will accommodate 200 passengers without crowding.

Facts come out day by day to show the completeness of the Philadelphia & Reading monopoly of the hard coal product. Not only is the Silver Creek & Morris Company eaten up with its great plant and wharves on Lake Erie, in Chicago, at West Superior, on Lake Superior and at St. Paul, but the Lehigh Coal Company and the Lackawanna Coal Company and their plants and wharves on Lake Erie, in Chicago, at Milwaukee and other ports, and also the great Lehigh Transportation Line and the Lackawanna Transportation Line with their immense wharves, freight-houses and plants at Buffalo, Chicago and other ports. By its absorption of the Lehigh and Lackawanna Lines, the Reading comes into possession of a fleet of the finest boats on the lakes - seven steel, one iron and nine wooden propellers with a total registered tonnage of 35,400 tons and a total valuation of \$2,645,000. All but two of them rate A 1. It is learned that the Reading is also organizing a line of steamers to ply between Buffalo and Lake Superior ports. No other individual owner or organization of owners can approach this.

**Burning of the *Saginaw*.**-At 5:30 Friday morning Wm. Adams, steward, and Thomas Thompson, fireman, employed on the tug *Saginaw* that was lying at Neilson's dock, Windsor, awoke to find the upper works of the boat all afire. They quickly alarmed Neil Watrou, the engineer, and Wm. Wellwood, a wheelsman, who

were also sleeping aboard. The engineer, fireman and steward Adams fought their way through and succeeded in getting on the dock in safety. They gave the alarm and in a few minutes the fire department had two streams playing on the fire. While at work, it was discovered that William Wellwood had not escaped from the hold, where his sleeping apartments were, and every effort was put forth to save him. He was heard to yell two or three times, then all was still, and the firemen gave up hope and thought he had been suffocated by the heat and smoke. They continued pouring the water, however, hoping that he might still be living or that the water would prevent him being burned to a crisp. Just when the stream was being changed to another part of the boat, an awful sight was witnessed. Up the steps from the depths below tottered Wellwood, looking like a blackened spectre. He was burned from head to foot and his features were hardly recognizable. His face, head, hands and clothing all bore evidence of the awful work of the flames. He was brought on the dock and the Hotel Dieu ambulance summoned. At the hospital it was found that his injuries were of a serious nature, but he will recover. The firemen made a gallant effort to save the upper works of the boat, but the fire had gained too much headway and it was burned to the water's edge. Later in the day it was pulled closer to the shore and sunk. The burned boat was built at Port Huron in 1873 and at one time used as a G.T.R. car ferry, but was purchased by Isaac Watts six years ago. He places his loss at \$12,000, insured for \$8000. But beyond this, it will be a severe loss to Mr. Watts, as during the month of April the boat netted him \$2500 and the prospects were good for a busy season. Captain Thos. Hayes of this town was in command of the boat and Wm. Adams, the steward, and Joseph Sheppard, a deckhand, are also from Amherstburg.

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May 20, 1892

The *Nyack* has carried down 1000 tons of copper valued at \$200,000.

On May 26th the *Idlewild* will be transferred to the Toledo route, her place on the Port Huron route being taken by the *Cole*.

The steam barge *Glengarry*, with the barges *Glenora* and *Gaskin* in tow, coaled here on Wednesday. The *Glenora* had a very hard experience on her recent trip. On the up trip she was separated from the barge in Lake Superior by the breaking of the tow line and for three days she was thought to be lost. Her anchor and anchor chain were lost and she was aground on Michipicoten Island. The captain started out with two [Natives] as guides to the nearest station, 140 miles distant, and walked all the way. A tug went to her assistance and took her to Fort William, where she was to

load wheat. The sailors were all frostbitten and some of them claim to have very little use of their arms. After loading and getting out into the lake they again got into a storm and, their tow line again parting, they were left to the mercy of the storm from Friday night last to Sunday night. They were then picked up by a barge and taken to Duluth. The crew, composed of seven men and a boy, say they never want to have such another experience, as they knew not at what moment the boat might go down. She has a load of 42,000 bushels of wheat. While the boats were rounding to in the river, the *Glenora's* bow got aground on Bois Blanc Island, but was soon liberated.

The watchman on the tug *Evelyn*, now being constructed here, was awakened early Wednesday morning by a noise in the engine room of the boat. He decided to make an investigation and arrived there just in time to see a couple of men jump off the side of the boat. A number of the brass journals and cups⁶ had been stolen.

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May 27, 1892

The family of Capt. Robert Hayes, who was lost off the schooner *Ogarita* off Port Stanley Thursday of last week, have offered \$100 for the recovery of his body.

The steamer *Baldwin*, bound up, stranded on Grassy Island Tuesday night. The tug *Mackintosh* was also aground at the head of Fighting Island. The wrecker *International* went to their assistance and both were released on Wednesday.

The whole of the stuff that came ashore near Port Stanley from the *Russia* has been inventoried by Customs Officer Fellows and valued by T.B. Shillington. The total value represents about \$8000, after allowing for damage by water, on which the duty amounts to \$2148.

The Canadian steam barge *Clinton*, grain laden, Port Arthur to Kingston, struck on the rocks at Topsail Island, near Sault Ste. Marie, Wednesday morning. She was beached to save her from sinking. There is now four feet of water in her hold and her cargo will prove a heavy loss.

On Saturday last the Committee on Interstate and Foreign Commerce reported a Bill to the U.S. House of Representatives with the recommendation that it pass, to provide for construction of sundry aids to navigation. Among them are the following:-Lightship at Bar Point, \$25,000; Lime-Kiln Crossing, floating light, \$1000; Ballard's Reef, lighthouse and fog signal, \$35,000.

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<sup>6</sup> engine parts: bearing journals and lubricating cups

The passenger steamers *Kalamazoo*, from Holland to Chicago, and *Pilgrim*, from Chicago to Saugatuck, collided in a fog in midlake on Lake Michigan at midnight on Tuesday, the *Pilgrim* striking the *Kalamazoo* on the port side at the forward gangway. The *Kalamazoo's* crew and passengers were quickly removed to the *Pilgrim*, which lay alongside, there being no sea. The *Kalamazoo* filled in ten minutes, but she remained afloat eight hours, while the *Pilgrim* tried to tow her to Chicago. She finally went down in deep water. The *Kalamazoo's* officers charge that a mistake was made on the *Pilgrim* in giving orders to the wheelmen, and suit will be at once commenced against the boat's owners. The passengers on both boats were given an awful fright and the women on the *Kalamazoo* had to be carried in their night clothes off the wreck. The *Pilgrim* reached Chicago with the survivors.

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June 3, 1892

Marine rates are again very dull on the lakes. Vessels are chartering to carry ore from Escanaba to Lake Erie ports for 65 cents. Grain rates from Duluth to Buffalo are only 2¾ cents per bushel.

The Menominee Line steamer *Grecian*, bound down, went aground at St. Clair Flats, about 1500 feet below the piers on Tuesday morning. The tug *Wales* went up and pulled until her new ten-inch line parted, but without moving the steamer.

The steam barge *Briton*, iron ore laden, collided with the Menominee Line steam barge *Progress*, bound up with coal, between Grassy Island and Mamajuda lights in the Detroit River at 12:30 Thursday morning. The former sank in about 20 feet of water in American waters just above Mamajuda to the west of the channel.

The steamer *Denver*, loaded with ore, ran on the head of Fighting Island on Tuesday morning. She had to lighter and her bow was forced out nearly four feet. The bottom at that point is mud and clay, consequently a good deal of the boat's cargo of iron ore had to be lightered before she could be released. The tug *Onaping* with schooner lightered her.

A terrible river disaster occurred late Saturday night. Just before 11 o'clock John Hurley, senior member of the well-known firm of J. & T. Hurley, vessel owners and coal dealers of Detroit, left the Brush Street dock on the tug *Washburn*, owned by the firm, to meet the steamer *Majestic*, also owned by Messrs. Hurley, and which was bound up from Buffalo to Duluth with coal. He took with him a new tow-line required by the *Majestic* and was accompanied by William F. Robinson, chief engineer of the *Majestic* and who had been ashore at Detroit while the boat made a round trip to Buffalo. The little tug steamed down the river to Sandwich

Point and then ran alongside the *Majestic*. When the steamer and tug reached a point off Woodward Avenue, the tug cut loose from the steamer to turn into Hurley's coal dock, foot of Griswold Street. Messrs. Hurley and Robinson were sitting on camp stools on the bow of the tug while the tug's captain, George Burns, was at the wheel. The other members of the crew on aboard were Henry Horne, engineer; Peter Sears, fireman; and Frank Minderfling, cook. The only other passenger was Frank Halsted, a deckhand on the *Majestic*, who was coming ashore. Just as the tug turned away from the steamer, Capt. Burns noticed that the side-wheel steamer *City of Mackinac* had left her dock at the foot of Wayne Street and was well under way upstream. The big steamer was bearing directly down upon the tug and there was neither time nor space to get out of her way. With a terrific crash the steamer's bow struck the tug just aft of the pilot house, cutting her open. The force of the blow was sufficient to throw Messrs. Hurley and Robinson from their seats into the river. Capt. Burns was also hurled through the door of the pilot house. Horne, the engineer, and Sears, the fireman, were seriously injured by being forced against the machinery. As soon as the blow was struck, the captain of the *Mackinac* reversed his engines and backed away from the tug. He also ordered the yawl boat lowered and a search was made for the unfortunate men, but they could not be found. Mr. Hurley, who was weighted down with a heavy winter overcoat, soon sank, as did also Mr. Robinson. On board the little tug there was great confusion among the survivors. Capt. Burns could not be found and it was supposed for a time that he, too, had been drowned. He had, however, taken advantage of the close proximity of the big steamer to climb up on her decks, and was thus saved. As soon as Engineer Horne had recovered consciousness, he realized the perilous position in which he and his companions had been placed, and knowing that the tug was fast sinking, he turned on full steam, got into the pilot house and guided the tug to the Canada shore, where she was beached just east of the Windsor Waterworks. G.C. Burns of the *Washburn* lives in Anderdon. A reward of \$500 has been offered by T. Hurley for the recovery of the bodies of his brother John and W.J. Robinson.

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June 3, 1892

*City of Detroit No. 1* commenced her regular trips between Cleveland and Put-in-Bay last Saturday.

The largest four schooners afloat are *Golden Age*, 1764 net tons, built in 1883 at Milan, O.; *Gov. Ames*, 1689 tons, built at Waldoboro, Me.; *Magnetic*, 1592 tons, built in 1882 at Cleveland; and the *Tecumseh*, 1590 tons, built in 1880 at Bath, Me.

The *Golden Age* and *Magnetic* are on the lakes; the *Ames* is on the Pacific coast and the *Tecumseh* on the Atlantic.

In reply to a letter of inquiry from Collector Clark of Chicago, the Canadian Minister of Marine writes that the Welland Canal locks are 270 feet in length; breadth, 45 feet; depth of water on miter sills, 14 feet. The dimensions of the Lachine Canal, the same as navigation of intermediate, reaches 12 feet. The other locks on the St. Lawrence are 200 feet in length, 45 feet in width and 9 feet of water over the miter sills.

The gross earnings of the Northern Steamship Company of West Superior for the season of 1891 were about \$600,000. These figures are very reliable and are less than \$2000 out of the way at the outside. The *Northern Queen* was the banner boat of the magnificent fleet of six vessels. Her gross earnings were \$108,000. The *Northern Wave* came next with gross earnings of \$106,000. The balance of the fleet averaged a little over \$95,000 each. The distance from Superior to Buffalo, taking the course usually adopted by these vessels, is 1100 miles. The average time occupied for a single trip is 77 hours, although the record of 73 hours has been made by some of them. The average time between Buffalo and Detroit is 20 hours; Detroit to Fort Gratiot, 5 hours; Fort Gratiot to Detour, 17 hours; Detour to Sault Canal, 5 hours; Sault Canal to West Superior, 30 hours; total, 77 hours.

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June 10, 1892

The Lake Carriers' Association meeting in Cleveland, Ohio, decided to petition Congress to provide lights on the Great Lakes in a number of places where they are at present maintained by private means.

Capt. Hackett has completed his work on the sunken *Mayflower*. He reached [sic] from the wreck about 20 tons of railroad iron, 3 anchors and 300 fathoms of chain. The balance of the wreck was then blasted and the channel cleared of all obstructions.

The tug *Winslow*, owned by Mr. Boutelle of Bay City, Mich., and commanded by Capt. King of the same place, in coming up Lake Erie in a dense fog on Saturday morning last ran on the rocky bottom on the east side of Pelee Island near Brown's dock, stove a hole in her side and sank in 12 feet of water. The crew were all got off without any trouble. On Sunday the tug *Wales* with Hackett's lighter and diver went to her assistance. She had on 175 tons of coal and had a bad break in her bottom, while her shoe and rudder are both gone. She had listed over so that the diver could not find the hole in her side. No insurance. She was released Thursday

morning.

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June 10, 1892

The Canadian steamship *Rosedale* was aground in Mud Lake.

The tow of the steamer [Sir S.L.] *Tilley* was reported aground at the lower end of Sugar Island, Lake Huron.

The owners of the steamer *Progress*, which was sunk by the steamship *Briton* on Thursday of last week at the Mamajuda light, Detroit River, abandoned her to the underwriters Friday. The insurance is \$70,000.

The steam barge *Kincardine*, loaded with salt, was reported ashore at Winfield Basin, twenty miles from Tobermory, and quickly going to pieces. The weather at the time she went ashore was foggy, with rain and fresh easterly wind. The crew are probably safe.

The steam barge *Rhoda Stewart*, with barges *Grace Whitney*, *William Drake*, *Sonora* and *Toledo*, ran aground Thursday of last week in the vicinity of the wreck of the steamer *Progress*, opposite Wyandotte, the barge *Magnet* running into the *Sonora* and cutting her down to the water's edge, causing the *Sonora* to fill and sink close to the *Progress*. Grummond's tug *Champion*, with steam pumps and diver, went to their assistance.

The owners of the *Pilgrim*, which sank the steamer *Kalamazoo* in Lake Michigan last week, lost their boat, having turned her over to the owners of the *Kalamazoo*, who pay \$6000 to avoid chances of litigation. The *Pilgrim* is worth \$28,000, while the *Kalamazoo* is worth \$26,000. This proves that collision was caused by mistaken orders on the *Pilgrim* when the two steamers sighted each other in the fog. The *Pilgrim* was mortgaged for \$10,000, so that the owners of the boat really have nothing left.

The steamer *Glengarry*, which has had so much trouble this season, was nearly destroyed by fire at Kingston on Thursday of last week. Mary Lamb, the cook, aged 40 years, was hemmed in the cabin and severely burned. She ran out of her room in her night clothes and then ran back for a diamond ring. She finally jumped overboard, but was drowned before help could reach her. The *Glengarry* was owned by the Montreal Transportation Co. Damage, \$10,000 to boat and cargo. The *Glengarry* had on board 21,000 bus. of wheat, which was all damaged by water. She was insured only against marine disasters.

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June 17, 1892

The schooner *Monguagon* while sailing up the river Sunday morning grounded on Fighting Island. She was pulled off by the tug *Wales*.

The fair weather of the past few days has enabled the ship carpenters to progress rapidly with the work on the *Promise*, the new ferry boat. It is now almost certain that she will be ready for service by July 1st and will immediately go on the Belle Isle route.

The *Detroit Free Press* says:-"A firm in this city sent a letter addressed to Capt. Allen of the steamer *Ada E. Allen* of Windsor, Ont., on May 22nd, 1879. Last week the letter was returned to the sender. It is supposed that the Canadian Government spent all this time hunting for the captain and, failing to find him, concluded to return the letter. In the meantime, Captain Allen is a well-known citizen of Walkerville and lives a little over a mile from the Windsor post office."

The U.S. Lake Survey party, with Lieut. C.S. Richie and Herman Kallman Jr. in charge, have been engaged for the past three weeks at Pelee Point, surveying the outer shoals three miles west of the Point. The first shoal they discovered contains 40,000 square feet with boulders of all shapes and sizes and the least depth of water over it was 16 feet. The second shoal is 125 feet long and 50 feet wide and is made up of a conglomeration of boulders of all shapes and sizes and the least depth of water there is 13 feet, 5 inches. They also found the wreck of the *Nicholas*, lost in 1872, loaded with iron ore, which is close to the channel and over which is a depth of 13 feet, 5 in. The party are now at Colchester and have so far located one shoal of large rocks and boulders with water over it to the depth of 17 feet, 5 inches.

Capt. Frank Hackett left for Point Pelee on Wednesday morning with the *International*, having received a message that a steam barge was aground there, but she had lightered her cargo onto her consort and was off before he arrived. She was on the wreck of the schooner *I.P. Nicholls*.

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June 24, 1892

Letters patent have been issued to the Wescott Wrecking Company of Sarnia, capital \$20,000.

Owing to a leak around her propelling shaft, the *Riverside* was unable to make her trips on Sunday and was placed in the lower dry-dock, Detroit. She was on the route as usual again on Monday.

The steel steamship *Mahoning*, for the Western Transportation Co. of Buffalo, was launched at Wyandotte Saturday afternoon. She is what is called a "straight-



back," that is, built without any sheer<sup>7</sup> at either end. The new boat, over all, is 290 feet; moulded beam, 40 feet; moulded depth, 26 feet; displacement at 16 feet draft, 4840 tons; and is designed for the package freight and grain business between Buffalo and Chicago, and will be ready for service July 25th; possibly sooner.

The Lake Carriers' Association is urging upon Congress the absolute necessity of properly lighting the Detroit River. Their memorial asks that:-Two floating lights at Lime-Kiln Crossing, costing \$1000; a lightship at Bar Point, costing \$35,000; range light on Grosse Isle, \$2500; light on north end of Mamajuda Island, \$1500; and range lights above Grassy Island, \$2500. These Detroit River improvements will cost a total of \$62,000. It is certainly the duty of the United States Government to provide for the proper lighting of so important a waterway as the Detroit River. The burden of maintaining lights at this point should not be thrown upon vessel owners and underwriters. These lights at Lime-Kiln Crossing and Ballard's Reef as both absolutely necessary for the safe navigation of Lime-Kiln cut, an artificial waterway cut by the United States Government at the expense of nearly a million dollars, but never lighted. When these lights are taken by our Government, vessel owners will still be obliged to maintain certain necessary lights in the river on Canadian soil." The Senate appropriation committee has decided to insert in the sundry civil appropriation bill a sum sufficient to establish and maintain a lightship at Bar Point, floating lights at the Lime-Kiln, Grosse Isle, Mamajuda, Grassy Island and at the upper St. Mary's range, also authorizing the use of the 11-foot shoal appropriation of \$60,000 for building lightships.

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July 1, 1892

The United States Lake Survey party, who have been located at Colchester for some time under command of Lieut. Richie, have succeeded in locating the obstruction in Lake Erie due south from Hackett's dock and one mile distant from shore. It was found to be half a mile in length and a quarter of a mile in width as far as they have gone, and extends to the southeast. The bottom is composed of sand, clay and large boulders, some of which stand six feet from the bottom, twelve feet six inches of water over them being the least found yet. They have not succeeded in finding a second reef, as was reported by a temporary sounding taken last summer by order of Capt. McKay of Cleveland in the interests of the Vessel Owners'

⁷ the graceful deck curvature that is seen when looking at a hull in profile

Association, but will decide that fact before they are through. The survey must be considered of vital importance to the shipping interests of the Great Lakes, as it will place upon record a most dangerous obstruction almost in mid-channel and it is hoped that Government will appropriate sufficient money to enable work of this kind to be extended in the future. As it stands at present, all work of this kind must stop June 30th for lack of funds.

The tow barge *Light Guard*, anchored in the river on Monday, dragged her anchor and was blown by the heavy west wind aground in front of Wm. Horsman's on the riverfront, but was pulled off by the *International* on Tuesday morning.

The schooner *Fostoria*, bound up, loaded with stone, got aground on Stoney Island Reef about 5 o'clock on Monday morning. After lightering off her deck-load on Hackett's lighter, she got off and, sailing across the river, ran aground just above the M.C.R. slip, from where she was liberated by the *International* on Tuesday morning.

CANADIAN COAL CHUTES.-To Be Erected at Sandwich.-J.G. Mullen and W.H. Gatfield the Proprietors.-An Enterprising Team.-On Saturday last the sale of 600 feet of waterfront above the Mineral Springs Canal in the town of Sandwich was completed by W.G. Curry of Windsor to John G. Mullen of Amherstburg and W.H. Gatfield of Anderdon. Mr. Curry made the purchases from the several owners, the principal one being R. Gluns, and then deeded the whole to Messrs. Mullen and Gatfield. The intention of the latter gentlemen is to erect elevated coal chutes on the riverfront, similar to those erected by Smith & Co. near the mouth of the River Rouge on the American shore, nearly opposite, so as to be enabled to successfully compete for the class of trade now so rapidly supplied by the American chutes. The plans have been prepared and when the chutes are completed there will be none better. Mr. Gatfield has made soundings and the depth of water is all that could be desired, and boats with the longest tows need not have the slightest inconvenience when coaling. Besides this, the electric cars make the coaling station within a few minutes' ride of Detroit, something that will be much appreciated by marine men. The price paid for the property was \$3000, and about \$10,000 will be expended altogether in the erection of chutes and the making of other improvements to the property. If it is found that arrangements cannot be made in time to do a fair share of business this season, the greater part of the work will be laid over till next winter, when it will be all completed in time for the opening of the season of 1892.

Mr. Mullen states that this new enterprise will not interfere with his coal

business here, as most of it could not very well be done at any other point.

The Dredge at Work.-The dredge *Ontario*, for deepening the channel in the river in front of the docks, arrived on Saturday last. Just before its arrival, dredge No. 9, with a small tug and four dump scows, also stopped here on the way to Goderich to deepen the harbor there. The *Ontario* is accompanied by the tug *Sir John* and two dump scows and commenced work on Wednesday. They will dredge a 20-foot channel from the north end of Park & Borrowman's dock, south 1200 feet and, if necessary, still further. The channel will be at least 50 feet wide from the docks and in some places even more. Capt. Richard Gaven is in charge of the work and there are besides himself nine men employed, all of whom came with him. The earth is at present deposited in Callam's Bay, below town. It is uncertain how long the work will take, but it will be at least a month and may be two months. While at work on Wednesday, she broke one of her "spuds" and was laid off yesterday for repairs. The fleet is using the waterworks dock.

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July 8, 1892

Engineer Noble is repairing steel and extending drafter on the Dummy Light, so that it will work at all times.

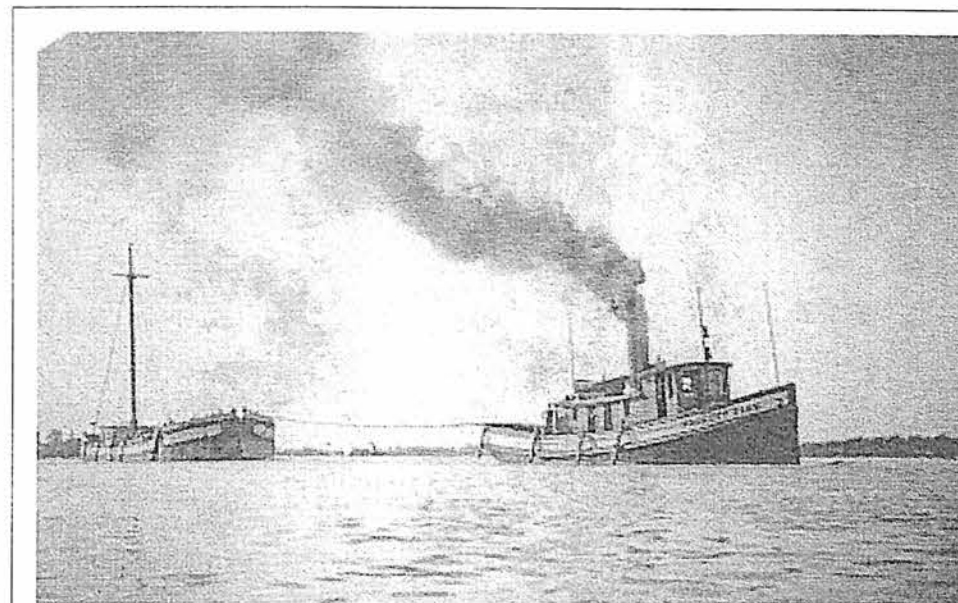
A chart issued by the United States Weather Bureau shows that between 1886 and 1891 the number of wrecks that occurred on the American Great Lakes was 147, involving the loss of 257 lives and a total estimated money loss of \$21,955,590.

The *Detroit Free Press* says:-"For two months past, statements have on different occasions appeared in Sandusky and Cleveland papers to the effect that the fog signal at the Dummy in Pelee Passage was not blown as it should be in thick weather. For some time past, the marine reporter of the *Free Press* has been making diligent inquiries of people certain to know if the charges made against the lightkeeper, Mr. Grubb, were based on facts. The conclusion arrived at is that he has been diligent and faithful in the discharge of his important duties. The fact that Mr. Grubb is engaged in the fishing business at the Point, and that he has seen fit to find another market from the one he formerly had, is probably what caused the reports referred to."

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July 15, 1892

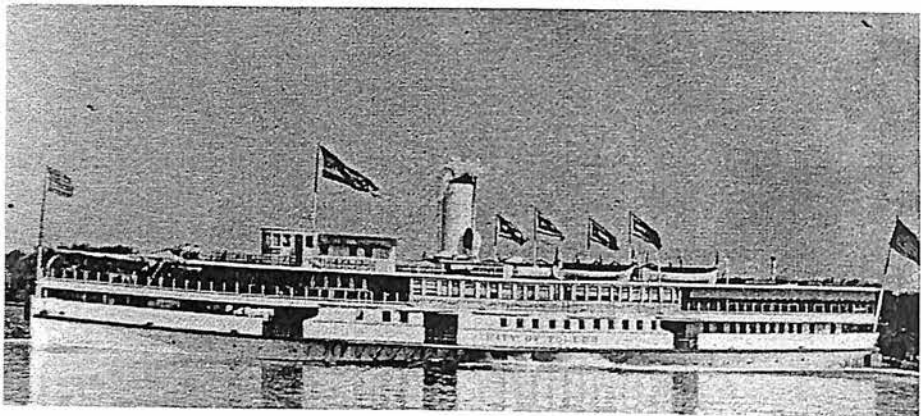
The *H.D. Root* arrived yesterday with 235 tons of soft coal from Cleveland for J.G. Mullen.



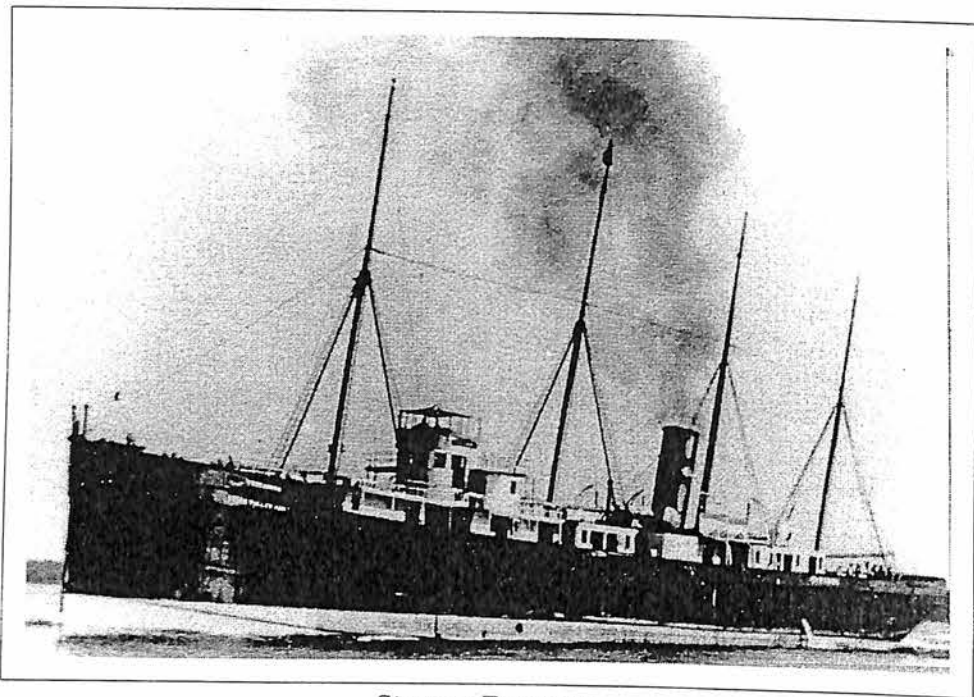
Tug *Home Rule* towing schooner *Benson*, 1894.
Marsh Collection Society, P1827.1



Mullen Coal dock, Sandwich.
Marsh Collection Society, P918



Steamer City of Toledo.
Dept. of Canadian Heritage: Fort Malden NHS



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

The *City of Nicolet* brought down 106 tons of hard coal from the *Progress* on Tuesday for J.G. Mullen.

The barge *Walbridge* took fire off Bar Point last Friday and her crew had a narrow escape from death. Her boats burned before they could be launched and her cabin and stern were destroyed. The crew were rescued and the fire extinguished by the tug *Fannie L. Baker*.

The first meeting of the Wescott Wrecking Association was to have been held in Sarnia on Tuesday, but owing to the illness of Mr. Fleming, one of the stockholders, it was postponed until his recovery. At the meeting they will consider the advisability of purchasing another large wrecking boat for use by the company.

A collision occurred on Saturday evening about 6 o'clock in Detroit River, near where the sunken *Progress* lies, which might easily have resulted in as great a disaster as the *Briton-Progress* collision was. As related by an eyewitness, the facts are as follows. At the time above-mentioned, the big steel steamer *Spokane*, ore laden and bound down, and the Union Transit steamer *Avon*, with merchandise, bound up, were approaching each other abreast of the Mamajuda. The *Spokane* sounded two whistles, to which the *Avon* responded with one. The *Spokane* gave two blasts and again the *Avon* answered with one. One boat was determined to pass to starboard, the other insisted on passing to port. As a result, the inevitable occurred. The boats came together, the *Avon* receiving a heavy glancing blow on the starboard side forward, which smashed her upper works quite extensively. The damage is supposed to be all above the water line and the boat will not be seriously delayed. The *Spokane* is supposed to have suffered no damage, as she proceeded on her way. At the time of the collision, no other boats were in the vicinity to interfere with their free movement.

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July 22, 1892

**OUTRAGEOUS!-DUMPING DETROIT'S FILTH.-**Detroit River Polluted.-Our Shores Strewn with Rottenness.-The People in Arms in both Town and Country.-The Garbage Outfit Seized.-Nine Men Locked Up.-For the past two weeks, the people all along the river from the Indian Burying Ground<sup>8</sup> to Bar Point have observed a lot of filthy refuse of all kinds floating down the river and

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<sup>8</sup> the Wyandotte Cemetery, located on the riverfront approximately 2 miles north of Amherstburg



drifting ashore in many places, causing foul smells along the whole of our beautiful riverfront and seriously endangering the public health directly as well as by the use of the polluted water. A watch was set and it was learned that nearly every night after dark, the small steam barge *Labelle* arrived in the Canadian channel at Turkey Island and remained there two or three hours, unloading the garbage. Accordingly, on Monday morning, Mr. Balfour at suggestion of Waterworks Committee, secured an order for the Provincial Police to take action for the prevention of the nuisance. Detective McKee at once went to Detroit and gave the necessary legal notice of prohibition to the city authorities and the garbage company.

Monday's *Detroit Free Press* had the following in reference to Detective McKee's visit to Detroit:-

On Monday the garbage question was revived, and very unexpectedly at that. The latest phase in the matter was merely another chapter in the trials and tribulations of the Detroit Sanitary Works in disposing of between 40 and 50 tons of garbage a day. The company has been threatened with litigation every time it has decided upon some dumping ground, and half a dozen times it has been in a quandary as to what to do with the garbage until the new works, to be operated under the Merz system, are completed. Some time ago, officers of the company announced that they had secured a dumping ground "down the river," just where they did not state. They said that thereafter garbage would be pitted "down the river" until the completion of the works. Accordingly, every afternoon scows were loaded with the numerous wagon loads of refuse collected from private houses, hotels, slaughterhouses, etc. and started "down the river." It leaked out to a few people who kept close track of the matter that the garbage was dumped into Lake Erie, but the company kept quiet for fear of running against some United States regulations. On Monday Detective McKee of Windsor came to Detroit with blood in his eye and a determination to make it warm for somebody. He made a bee line for the health office and when he had got ahold of Dr. Duffield he poured out a tale of woe. The Detroit Sanitary Works, he said, was dumping the city's garbage in the Detroit River, about halfway between Des-Chree-Shos-Ka<sup>9</sup> and Amherstburg. The people of this quiet Canadian town could stand a good deal, but they didn't propose to stand by and absorb the refuse of Detroit's kitchens. The worst of the whole business, according to the irate constable, was that the garbage was being dumped

<sup>9</sup> name of a summer resort on Fighting Island, a short-lived venture

in the river just above the intake pipe for Amherstburg's waterworks, so that there was no escape - the town's water was polluted and something must be done immediately.

Health Officer Duffield told the representative of the town that the Health Board had no control over the matter and that he had better see W.C. Glines, secretary of the Detroit Sanitary Works. The constable went out. A *Free Press* representative called on Mr. Glines about an hour later.

"Haven't heard anything of the matter," said Mr. Glines when the complaint was repeated to him. "Our scows are not dumping stuff there. Perhaps during the recent storm some of the garbage was washed overboard and went ashore. But if any has been dumped there, I shall see that it is stopped - we don't wish to annoy the people of Amherstburg. I'll tell the captain who looks after the scows to be very careful not to dump any there."

"Where have you been dumping - Lake Erie?" was asked.

"Yes - or rather, we did dump a little in the lake about ten days ago."

"Doesn't it go in the lake now?"

"No-o."

"Is it being dumped on land down the river?"

"Yes. It's being pitted."

The reporter then called on Gen. O.M. Poe and asked him if federal officials would have anything to do with the complaint.

"That depends," he replied, "upon what the company dumps in the river. If the garbage will tend in any way to obstruct navigation, it will be my duty to see that the dumping is stopped. If the stuff all floats down, neither I nor the customs officials would have anything to do with the matter."

"Suppose the company is dumping garbage above the Amherstburg Waterworks and refuses to stop, who would the town complain to?"

"No one here. A complaint based on health grounds would have to be made through diplomatic channels. Amherstburg would call the attention of the Government to the alleged nuisance, the British Minister at Washington would be notified, and he in turn would make a request upon the Secretary of State, and so on."

In spite of the assurances given to Detective McKee, the nuisance was not abated and every afternoon this week the garbage has been loaded on the *Labelle* at Detroit from 4 to 7 o'clock, after which she has left for down the river and has arrived at the lower end of Turkey Island at the mouth of the River Canard about 9

o'clock and has gradually drifted down and dumped her cargo, which has usually occupied two or three hours.

The Canadian Customs authorities made up their minds to put a stop to it, if possible, and seize the boat for violation of the customs laws in not reporting before discharging her cargo. The Department at Ottawa was communicated with, and a constant lookout was kept for the offending barge. On Tuesday night it was thought that the scow and her sweet-smelling load had been sighted and the customs officers hunted in vain for a boat to use in going after her. They could not find one and were compelled to let her go, although the presence of garbage on the face of the water soon afterward showed that they had been correct in their surmise.

On Wednesday night, not long after dark, she was seen again and the officers were determined this time that she should not get away. The tug *International* was lying at the dock at Amherstburg at the time and was pressed into the service under the instructions of Collector Gott, and in spite of the protests of her captain and Customs Officer Caldwell, Fred. Latulip, W.H. Gatfield, Henry Bernard and G. Winn went along. She was headed up the river without lights and soon sighted the garbage boat in the Canadian channel, just off Turkey island, about five miles above Amherstburg. She proved to be the *Labelle*, in the command of Captain Neil McDonald. She was caught in the act of dumping a load of garbage into the water and was boarded immediately by the officers. A line was stretched between the two boats and the *Labelle* was brought to Amherstburg and tied up at the Waterworks dock. Shortly after the arrival of the boat, the mayor and reeve roused the police magistrate out of his bed and the chief obtained warrants for arrest of the crew. No attempt at resistance was made and everyone on board was placed under arrest, on informations<sup>10</sup> lodged by Chief of Police Lemay. The men taken into custody were Capt. Neil McDonald; George Gaboury, deckhand; George Giblyan, engineer; and four dumpers named James Walker, James D. Kennan, Peter Botham and James Paine. Another man named Wm. Cobb claimed that he was only making a pleasure trip. These eight were locked up all night and yesterday (Thursday) morning were arraigned before Police Magistrate McGee and Justices Balfour and Hobley, charged by Reeve Auld, chairman of the Waterworks Committee, with a violation of the Waterworks By-law, in polluting the water, and by Chief of Police Lemay with a violation of the Public Health Act.

<sup>10</sup> official criminal charges presented without the interposition of a grand jury

Besides the above charges, there is a \$400 penalty under the customs law against the boat for each time they have dumped the garbage without reporting. On being arraigned on the first two charges, they all pleaded not guilty, and the trial was adjourned till 2 p.m., so that the dumpers might proceed in charge of the constables out to the lake with the *International* and *Labelle*, in order to unload the garbage in deep water. An information was also laid against A.C. Lloyd, the owner of the barge, for violations of the Public Health Act and of the Waterworks By-law in ordering and allowing his boat to be used for dumping the garbage, and on his arrival here at one o'clock he was arrested by Detective McKee, who had come down from Windsor a short time before to assist the local authorities. The tug and barge arrived back at two o'clock and when the court met the council chamber was packed, as it had been in the morning, with indignant ratepayers, assembled to witness the trial.

Arthur C. Lloyd was arraigned at once on separate informations, to both of which he pleaded not guilty and asked for an adjournment till next day to secure counsel, and the crew of the boat asked for a similar adjournment. The court accordingly adjourned till 10 o'clock this (Friday) morning and bail was fixed in \$1000 and two sureties of \$500 each for Lloyd and \$500 and two sureties of \$250 each for each of the other eight, and they were all locked up.

**DRIFT.**-The boat when hauled into the dock was found to have on board twenty-eight wagon boxes. These are lifted bodily off the wagons at the dock by means of a derrick and are deposited on the boat. Their loads are then dumped into the water separately. Of the twenty-eight seized, only one or two had been emptied.

The presence of the garbage on the surface of the water has been quite noticeable every night. The residents along the bank of the river say that the smell has been so loud that it was noticed even by the men on the vessels passing along the river. As the people saw their health menaced through the pollution of their drinking water, they became more aroused every time the offence was repeated.

Numbers of people from the Malden front came to town all day Wednesday, complaining of the offensive nuisance from the dead animals and floating garbage drifting ashore.

W.H. Gatfield and other residents of the front of Anderdon complain of sickness in their families owing to the offensive smells emanating from the garbage.

Talk about the people of Amherstburg being warmed up over the outrage. Why, the residents of the front of Anderdon talk [nothing] but of lynch law.

The beach at Elliott's Point has more rubbish and filth to the square foot than

any other part of the riverfront.

The Board of Health yesterday sent men to clean the filth from the shore and from under the docks on the east side of the river from the railway station to below town.

The boxes seized were taken below the lighthouse, 7 miles out, and the contents dumped into Lake Erie. Among the filth were several carcasses of dogs, and some of the boxes were filled with the entrails of sheep, cattle and all manner of filthy matter.

The *Labelle* was a Canadian bottom, hailing from Wallaceburg.

Mr. Lloyd was allowed to interview the customs authorities yesterday afternoon and paid them a \$400 fine for the boat not reporting. As the boat had no papers on board, she was not allowed to clear till he sent up to Detroit and brought them down. It is also understood that Capt. McDonald's papers have run out and that he will be liable to a penalty on this ground.

The water was let out of the Waterworks tank yesterday afternoon and it was filled afresh. All the hydrants and mains will be flushed today.

Dr. Bryce, Secretary of the Provincial Board of Health, telegraphed Mr. Balfour from Toronto yesterday that he would arrive in Windsor last (Thursday) night and would be here this morning to hold an official investigation on behalf of the Provincial authorities into the whole matter and to take steps to prevent its repetition.

**The Engineer's Story.**-Engineer Giblan says he has been on board three weeks and that during that time they have been dumping the garbage either in the river or lake. On Sunday night last he says they did not dump, but on Monday night, Tuesday night and Wednesday night he says they dumped it into the river near Turkey Island. He says Capt. McDonald has been on the boat about two weeks.

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July 22, 1892

THE WYANDOTTE.-New Steamer for the Amherstburg-Detroit Route -
Launched on Saturday Afternoon.-The handsome new river steel steamer *Wyandotte*, built by the Detroit Dry-dock Company at their Wyandotte yard for the Clark estate, was successfully launched at four o'clock last Saturday afternoon in the presence of 1500 spectators. She left the ways at precisely the time designated, and contrary to expectations of the spectators, who thought she would run halfway across the channel, did not go the entire length of herself after she struck the water. The reason of this was that her wheel, which was in proper position, commenced to

revolve the minute she struck water, thus keeping the boat back. This was the second end launch in the history of these yards and taken altogether it was a very pretty one. The new boat is of steel, 165 feet over all, 35 feet beam, 10½ feet depth of hold and 7 feet draft of water. She will be driven by a triple-expansion engine 16, 24 and 38x24-inch stroke of piston that will develop 600 horse power. Steam will be furnished by two steel tubular boilers. She has a guaranteed speed of fifteen miles an hour, but it is calculated that with 165 pounds she will go seventeen miles an hour. The boilers are seven and one-half feet in diameter and twenty-one feet long. The engine is closed in but nearly the entire remainder of the main deck is open. There is a main companionway and stairs forward on port and starboard sides. On the upper deck she will have small cabins, elegantly fitted and finished and with stained glass windows. The boat will have a peculiar model. There is a "grip" in her keel forward and aft (her keel being cut off fifteen feet from the stern) to enable her to make the turn quickly at Fighting Island and elsewhere in the river. It is supposed she will be able to turn in a shorter space and a great deal quicker time than any other boat of her size. Her "knuckle"¹¹ is so low that her guard touched the water at the stern, completely hiding the rudder from view. This, it is claimed, will prevent her from settling or squatting in the water when going at full speed. The boat cost \$75,000 and will undoubtedly prove a fine investment. She will run on the route between Detroit and Sugar Island, stopping at Wyandotte, Grosse Île and Amherstburg. She has a permit to carry over 1000 [passengers]. The E.B. Ward, I.O.O.F. Lodge will give the first excursion on the new boat, which will not be ready for business till about the 20th of August.

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July 22, 1892

The schooner *Lady Macdonald* of Kingston was blown ashore near Fairhaven on Lake Ontario during the storm last Friday afternoon and is a total loss.

The big whaleback steamer *Pathfinder* was launched at Duluth, Minn., Saturday afternoon. She is 340 feet long and 42 feet wide. It will be three weeks before she is ready for service.

On Friday afternoon the steam barge *Nelson Mills*, lumber laden, struck a reef near Manistique on Lake Michigan and sank in ten minutes. The crew of thirteen barely escaped with their lives.

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<sup>11</sup> the point at which the stern floor at the rudder post rises and meets the transom



The Canadian revenue cruiser *Curlew* passed down on Monday morning. She is a fine-looking little craft, having more the appearance of a gentleman's steam yacht than a war vessel. She was showing fair speed.

There is a report from Washington that the St. Clair Flats Canal will soon be closed to Canadian vessels, except up, on the payment of burdensome tolls by those vessels. The plan of charging tolls for the use of American canals by Canadian vessels is proposed as a measure of retaliation because of the discrimination against Americans now made by the Canadians in the use of the Welland Canal.

George Peck, Charles F. Bielman, Albert E. Stewart, John J. Barlum and George H. Leshner have filed articles of association as the Stewart Transportation Co. with a capital of \$120,000, all paid in. The object of the corporation is to carry on a general marine business upon the frontier lakes and upon the navigable waters connected therewith, as well as the conducting of a general real estate business. All the incorporators are residents of Detroit and the head office of the concern will be located there.

The steam barges *Thomas Davidson*, *Pabst* and *F.L. Vance* have got in trouble by an evasion of the customs law. Last spring the *Davidson* got on ground in Canadian water at Bar Point and the *Pabst* and *Vance* were used to pull her off again into deep water. When this was done, the three vessels left on their trip without reporting at this port. Collector Gott of Her Majesty's Customs heard of the circumstances and will capture the three vessels the first time they pass this way.

On Monday morning, as the tug *Andrew J. Wright* was going over the Lime-Kiln Crossing with a tow of four barges, the tow line parted and one of the barges, the *Fostoria*, let go her anchor, but the chain parted and the anchor was lost. It is just a little to the west of the main channel and is a dangerous obstruction. The float lightship was also carried away, but it was soon replaced. When near Cleveland on Friday, one of the *Wright's* tow barges, the *General Burnside*, foundered. She was loaded with coal.

W.A. Grubb, lightkeeper at Pelee Point, has reported to the Department at Ottawa the existence of a shoal about three miles w.n.w. from his light station (the Dummy). He states that this shoal lies about half a mile northwest from the spot marked 19 feet on Chart No. 490, and has on it two 13 feet spots - one composed of stone and boulders, the other made by a wreck, probably that of the schooner *Nichols*, sunk 10 or 12 years ago, laden with iron ore. The position of the shoal will be verified by the officers of the Department.

July 22, 1892

The schooners *M.P. Barkaton* [*Barkalow*] and *Adventure* unloaded soft coal at O.W. Shipman's dock this week. The former brought 260 tons from Toledo and the latter 265 tons from Lorain.

**Ferry Boats Collide.**-The ferry *Victoria* on her 8 o'clock trip from Windsor to Detroit on Wednesday evening was following the *Promise* into the dock at the foot of Woodward Avenue, when the *Fortune* rounded on her trip to Des-Chree-Shos-Ka. The wheel of the *Fortune* was hard over and when it was released to straighten the vessel up, the steering gear refused to act and the *Fortune* made a direct line for the *Victoria*. Capt. Carey of the *Fortune* and mate Furby of the *Victoria* both gave signals to back, but it was too late. The bow of the *Fortune* struck the starboard side of the *Victoria* just forward of the cabin. She then veered and her rail crushed into the side of the other ferry for fully thirty feet. There were a large number of passengers on both boats and the collision naturally created considerable excitement. Ladies on the *Victoria* screamed and showed a good deal of fear until the ferry reached the dock a few moments later. One male passenger grabbed a life preserver and hung to it until the dock was reached. Inspection of the vessels showed that the *Fortune* was uninjured, while the men's cabin on the *Victoria* was wrecked, the rail and stanchions having been demolished. The full extent of the damage will not be known until the vessel goes into dry-dock. Supt. Clinton of the ferry company said that so far as he could learn, no blame for the accident could be attached to anyone, the chain of the *Fortune's* wheel having been caught in some manner.

July 29, 1892

**THE GARBAGE TROUBLE.-Latest Phases of the Question.**-The evidence and other proceedings in the trials of the parties arrested last week appear on our second page. The \$250 fine imposed on Lloyd goes to the Anderdon Treasury. The other fines go to Amherstburg.

Every night this week a barge loaded with boxes of Detroit garbage has passed Amherstburg in tow of a small tug about nine o'clock at night and, going some distance out in the lake, has discharged her odoriferous cargo. The smell, noticed so distinctly in town on Sunday night, has since been absent, the warning conveyed by Detective Campeau to the Detroit authorities and the Sanitary Company on Monday evidently having made them more careful. The letter of instruction issued to Detective Campeau by Police Magistrate Bartlet was as follows:-

"The garbage scow men again emptied off the coast of the township of Malden and I am informed the stuff is blowing ashore and creating an intolerable stench. The men on the scows are again in danger of being arrested. Unless the matter is remedied in some way serious difficulties will arise. Will you proceed at once and interview the secretary of the garbage company, the health inspector and Lloyd."

A consultation was also held on Monday by Collector Gott, U.S. Consul Hine and W.D. Balfour, M.P.P. Mr. Balfour telegraphed the new state of affairs to the Attorney-General at Toronto with a request for some concerted action being brought about by the authorities at both Ottawa and Washington as well as at Toronto for the prevention of the pollution of the waters on either side of the boundary line. Mr. Gott also communicated with the Customs Department and the Fisheries Department for further instructions in regard to his course in the matter. Consul Hine, who has proved himself a worthy representative of his country in the whole proceedings, expressed his anxiety to prevent all ill feeling between the people on both sides of the line over this matter, and his readiness to do everything possible to secure the removal of all causes of complaint.

In reply to Mr. Balfour, the Attorney-General's Department suggested the amending of all local municipal health by-laws by providing that "No person shall bring onto this municipality any garbage, excreta, sewage or other refuse" when it would be possible to prevent all boats even carrying it through our river. It was also stated that Dr. Bryce was in telegraphic communication with the national health officers at Washington on the subject.

Meantime, it is announced that the contract between the Detroit Sanitary Company and A.C. Lloyd, the owner of the barge *La Belle*, has been ended and another made with Alexander Ruelle, owner of the scow *Relief*, which in the tow of the small tug *Lazy Ruelle* has been carrying out the garbage this week. G.W. Lloyd has written the Acting County Attorney "that he shall take good care to see that his son is out of the scrape, as it has been bad enough as it is."

On Monday night the tug *International* followed the scow and barge, but they went out as far as the American lighthouse before dumping. On Tuesday night they did not go out far, but dumped their cargo just below Hickory and Sugar Islands, just across the line in American waters, near where they dumped on Sunday night. With west winds most of the garbage dumped at this point will be blown over on the Malden shore.

The authorities of the Detroit Sanitary Company, who are continually asserting that the garbage is being dumped a number of miles out in the lake, don't know

what they are talking about. Only on one occasion have the scows been towed as far as Bar Point before dumping their load. Should it become necessary to seize the boats to prevent danger to the public health, some questions of an international character may be raised for settlement.

Saturday's *Detroit News* stated that A.C. Lloyd felt very indignant at the manner in which he had been treated by the Canadian authorities and accused them of being exceedingly arbitrarily [*sic*]. "There are only a few white men over there," said he, "but the Mayor and some of the officials treated us well." After interviewing Mr. Lloyd, the *News* called up U.S. Consul Hine on Saturday afternoon. "Is it true," he was asked, "that the case was not fairly tried?" "Certainly not!" was the reply. "They got off very easily. Had Mr. Lloyd remained in Amherstburg much longer, he might have been fined \$800 more." "Are any international questions likely to arise?" "No, none that I can see."

It now appears that the crew of the *La Belle* did not always wait until they reached Turkey Island before they began dumping. Detective McKee says he has witnesses to the dumping beginning at the head of Fighting Island in Sandwich West and continued all the way down, and another night a captain of one of the ferry boats saw them dumping it in the Canadian channel opposite Sandwich.

A Pelee Island despatch on Monday was as follows:—"The expected has arrived. For several days we have been on the smell and at last we perceived. Yesterday was a hot day with a breeze from the west and along about noon the atmosphere was permeated with a terrible smell. Everybody knew what it was at once. The Detroit garbage was coming our way at last. The beach is covered with it and the stench is terrible."

Secretary Glines of Detroit Sanitary Co., on being interviewed, said that their new factory on the Huron River for the treatment and disposition of garbage is being pushed as rapidly as possible. An electric light plant is being put in so that the men may work nights. "We have a model factory," said he, "and it is going to cost us about \$75,000 before we get through with it. The new machinery will cost \$20,000 more. The new steel boxes will probably be ready by Aug. 1st. Thirty new horses, fine animals weighing from 1300 to 1450 pounds each, have been purchased in Canada and are now in the company's stables. Forty new wagons have already been finished. The members of the company expect to have one of the finest equipments of garbage." It is also reported that arrangements are being perfected whereby the garbage will be conveyed to a large farm not far [from] Detroit and there used as a fertilizer until the factory is completed.

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July 29, 1892

The rival tug companies of Cleveland have consolidated and are intending to compete for Detroit business by placing one tug at the head of Lake Erie and another at the foot of Lake Huron.

The new eleventh district U.S. lighthouse inspector, with headquarters in Detroit, has arrived in the person of John J. Read, the recent commander of the *Iroquois*, which returned to this country three weeks ago from Samoa.

The tug *Chicago* of the Dunham Line and the steamer *City of Concord* collided two miles off Hyde Park, Chicago, on Wednesday morning. The tug was overturned and went to the bottom almost instantly. Oscar Page, steward, and William Kopfer, linesman, were asleep in the cabin at the time and went down with the tug.

Both Houses of U.S. Congress have finally agreed to the following items:- Lightships at the Lime-Kiln Crossing, \$1000; range lights above Grassy Island, \$1500; for the construction or purchase, equipment and maintenance of three small light vessels for use in the Detroit River, \$8600; for a light to range with the present light on Mamajuda Island to mark the channel between Grassy and Mamajuda Islands, \$1500; for range lights to centre the channel from the foot of Fighting Island to Mamajuda light, \$2500; and for a lightship to take the place of the private lightship now maintained by private owners at Bar Point, Lake Erie, to be located in American waters at a point to be designated by the lighthouse board, \$25,000.

A Buffalo despatch says that a gentleman of that city states that the action of Congress in giving the President power to retaliate against Canada in the matter of canal tolls may, if the President exercises the power now in his hands, lead to deplorable results. The gentleman points out that the United States Government has spent millions of dollars on Detroit River improvements, and that the Lime-Kiln Crossing is indispensable, although undeniably Canadian water. If the retaliatory war be pursued to the point of closing the Lime-Kiln passage, it would mean nothing less than war. The financial loss to the great American vessel lines and to individual owners would be incalculable and the pressure on the Government would be so great as to force it into open hostilities rather than the veiled war of retaliation now threatened.

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July 29, 1892

Last week the United States Government refused the *Chieftain* the privilege of getting off her tow of barges, aground about three miles below Oswego, and the

work had to be done by Americans. Two of the barges were on a sandy bottom and are not damaged, but the other two were on a rock and were full of water. They belong to the Kingston & Montreal Forwarding Company.

Gen. Poe's reports says:-"Last fall two bad shoals at Pelee Spit and Little's Point on the Canadian side of Lake Erie near the mouth of the Detroit River were discovered, and their survey completed this spring. Before their survey could be completed, however, one vessel had run up on one of the shoals and was detained some time. These shoals have now been placed on the maps."

The wrecking tug *Saginaw* is receiving repairs in Clark's dry-dock which, when completed, will make her a far more serviceable boat than she was before being burned. Every foot of defective timber has been taken out and replaced with new. She has an entire new keelson, new floor timbers from amidships forward, new timbers where needed, new shelf piece, plank-sheer and sheer-strake. She will have entirely new decking and upper works, also a new shoe and a wheel of improved pattern. Her boilers and engines were in no wise injured by the fire and require but little attention. The boat will be ready for business in a month or less.

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August 5, 1892

The adjusted loss on the schooner *John B. Merrill*, sunk at Bar Point April 21st by the Lehigh Valley liner *Mercur*, is \$13,700.

The wrecking steamer *Saginaw* is out of dry-dock, her repairs, except above decks, having been completed. She will be in commission in three weeks.

The steamer *Remora* of the north shore route was burned at St. Ignace, Mich., about 5 o'clock Wednesday morning. Capt. Vosburgh and the engineer were badly scorched and narrowly escaped with their lives.

According to a dispatch from Kingston, Canadian tugs and barges can be prohibited from going through the U.S. waters of the River St. Lawrence on their way to Montreal. The only route for the tug with a long tow is down past Clayton and Alexandria Bay, as the islands are too numerous and current too swift to permit of them taking any other. A serious check to the grain carrying trade would be given if this route should be shut off.

Secretary Thompson of the Duluth Chamber of Commerce, an authority on the subject, in an interview on Canadian retaliation in the matter of the St. Clair Flats Canal, which they claim is in Canadian territory, said:-"The Canadian claim that the entire canal runs through Canadian waters and territory cannot be upheld for a moment. In the first place, Great Britain conceded exclusive ownership, control and

jurisdiction of the canal to the United States by the Treaty of Washington, ratified in 1871. On September 4, 1888, resolutions passed the Senate requesting the Secretary of War to report whether channels in ordinary use in Detroit and St. Clair Rivers, including St. Clair Flats Canal, were in waters under jurisdiction of the United States or the Dominion of Canada. Under date of November 14, 1888, the Secretary of War made a report showing that 535 feet of the north end of the easterly pier is in Canadian territory, but it is of really no importance. The canal is 300 feet wide and the boundary line crosses in such a manner that 50 feet at the upper end is in Canadian territory, leaving a clear space of 250 feet between the westerly pier and the international boundary line - ample room for navigation. They will never be able to shut us out."

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August 19, 1892

The scow *Mary Amelia*, loaded with building stone from Kelly's Island for A. Heames of Detroit, sprung a leak when a short distance above the Lime-Kilns Wednesday morning and sunk. Her deck is just below water.

The tug *Saginaw* will be out of the repair shop in a few days looking like a new boat. Marine men who have inspected her say she is as fine as [any] on the lakes. Isaac Watt will give the marine men of Windsor and Detroit an excursion when the boat is completed.

In running the Cedar Rapids in the St. Lawrence River, the rudder chain of the steamer *Columbian* broke and the steamer went aground at the Concas Island, about one mile below the Cedars. All the passengers were sent ashore at St. Timothe and no one was hurt.

Application has been made for a charter of incorporation for the Isaac Watt Wrecking, Towing and Salvage Company. The capital stock is \$20,000, all paid up. The stockholders are Isaac Watt and Capt. Thomas Hayes of Windsor, and A.A. Parker, B.W. Parker, James Millen and E.W. Green of Detroit.

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August 19, 1892

A new screw propeller for the Richelieu & Ontario Navigation Company has arrived at Montreal. Her name is the "*Columbian*" and she was built of iron at Chester, Pennsylvania. She is intended to ply on the St. Lawrence three times a week between Brockville and Montreal, running all the rapids, and it is said will be the first screw passenger boat that has ever run the rapids. She is handsomely fitted and fast.

An important contract has just been entered into by the Detroit Dry-dock Company, which provides for the construction of a steel package freight carrier for the New York Central Railroad Company. The new boat will be two frame spaces longer and six inches wider than the *Harlem* and *Hudson*, otherwise she will be an exact duplicate of them. The boat is to be completed in readiness for the opening of navigation next season, and the contract price is about \$222,000. The *Harlem* and *Hudson* were built at Wyandotte in 1888 and are considered by expert vesselmen to be the most perfect and successful boats of their class afloat on the lakes. Their dimensions are: length, 288 feet; beam, 41 feet; depth, 22 feet 7 inches.

The Detroit & Cleveland Steam Navigation Company has sold the two steamers *City of Alpena* and *City of Mackinac* to a Cleveland syndicate. The two boats will be placed on the Cleveland-Buffalo route next season, but will continue in the service of the D. & C. Line during the remainder of the present season. The places of the *Alpena* and *Mackinac* will be filled by two new boats. The new steamers will be veritable floating palaces and their cost will be something like \$500,000. Although the plans are not yet underway, it is the intention of the D. & C. Company to make the two new boats the finest and grandest structures floating on fresh water. They will be finished in mahogany and the furnishings will be the most sumptuous and modern that can be obtained. The plans for the new boats will be perfected by Frank E. Kirby of the Detroit Dry-dock Company. The two boats which have been sold are both comparatively new. They are steel boats and rated first-class. The *Alpena* of 917 tons was built twelve years ago at a cost of \$230,000 and the *Mackinac* of 564 tons was built nine years ago and cost \$180,000.

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August 26, 1892

The steamer *Bielman* on her first trip carried a little over 1900 tons of ore from Lake Superior.

The tug *Alanson Sumner* passed down Tuesday morning with a raft of 2,750,000 feet for the Laycort Lumber Company of Buffalo, N.Y.

The scow *Grace Amelia* that went ashore on Stoney Island reef on Wednesday night of last week is still there. The deck-load of stone has been taken off and nothing has yet been done to pump her out and take her away.

The tug *George N. Brady* burned in the middle of Lake St. Clair early Wednesday morning. The *Brady* and the *Alanson Sumner* were towing a raft to Buffalo. The crew barely escaped with their lives. The boat was valued at \$12,000.

Thomas L. and Albert Johnson of Cleveland will build a steam yacht that will

surpass anything in this part of the country. It will cost in the neighborhood of \$150,000, will have a speed of 23 miles an hour and will be taken to the world's fair.

The steam barge *Viking*, loaded with iron ore, bound down, mistook the light of the *Southampton*, ashore at the lower end of Fighting Island, about 8 o'clock Wednesday night and ran hard aground. She is in the Canadian channel and the tug *Wales* went to her assistance yesterday (Thursday) morning with a gang of men to lighter her off.

A wrecking party from Port Huron have for some time been searching for the hull of the steam barge *Alpena*, which was burned and sunk in Lake St. Clair a year ago. No trace of it could be found, the ice last winter having undoubtedly shoved it far from its first resting place. The search has been abandoned.

At Cleveland the Lake Carriers, Monday, advanced the wages of seamen, firemen and seamen on consorts to \$40 a month, to take effect September 1st, wherever the boats may be. A resolution was adopted asking the Lighthouse Board to take charge of the float lights at the Lime-Kilns as soon as possible.

The propeller *Progress* has been raised and now lies at the foot of Twenty-Fourth Street, Detroit. Five hundred tons of coal still remain in her and, with this load, one pump keeps her free from water. The wrecking apparatus, pumps, etc. used in raising the *Progress* will at once be shipped to Green Bay to be used in raising the propeller *Ogemaw*.

About 4:30 on Friday evening, the two-masted barge *Southampton*, owned by John Nesbitt of Sarnia, was sailing down the river and when opposite the foot of Fighting Island went hard aground. She is about 480 feet out of the channel and one foot out all around. The *International* went to her aid but pulled on her all night without extricating her. The owner came down on Saturday, but nothing will be done until his tug *Jessie* arrives.

It is proposed to "ferry" railway cars across Lake Michigan twice a day from Frankfort, Michigan, to Kewaunee, Wisconsin, 60 miles, by means of huge boats now building at Toledo. They are 260 feet long, 52 feet beam and 19 feet deep, for the Toledo, Ann Arbor and North Michigan Railroad. Each steamer is to carry 24 cars. The projectors of the scheme estimate that cars can be taken across at a cost of \$2 each, against a present cost of \$7, when bulk is broken.

Capt. Andrew Hackett, keeper of Bois Blanc Light, has located another Detroit River obstruction. The *Samuel Marshall* and barge were going up the river about ten days ago and was just above Bar Point Lightship when a stop was made to

shorten up the tow line. In starting up again, the tow line brought to the surface a large wooden stock anchor, but it fell to the bottom again before it could be secured. It is about 800 feet to the northward of the Bar Point lightship and about halfway between the red stake at that point and the course followed on the Amherstburg ranges. There is also another anchor in the river between the town and Bois Blanc Island, which may give some boat trouble some day.

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August 26, 1892

The Chicago Ship-Building Co. will construct a new dry-dock in time for the opening of navigation next spring. It will be 450 feet long, 125 feet wide and 30 feet deep.

The Lehigh Valley Transportation and the Northern Steamship Co. were practically consolidated on Friday and will be put under one management beginning Sept. 1st. John Gordon, general manager of the Northern Steamship Co., will be at the head of the consolidated company. General Manager W.P. Henry of the Lehigh Valley has resigned.

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September 2, 1892

The steam barge *Viking*, which was ashore at the foot of Fighting Island, was released on Friday morning.

In coming through the St. Mary's River on Sunday, the *A.A. Parker* got aground at the Neebish and was released by the *John Oades*. On Monday night at the Soo the *Oades* ran aground and was run into by her consort. She was leaking and had to go into dry-dock. Andrew Anderson is mate of the *Oades* and Capt. Hutton commands the *Parker*.

When the propeller *Chicago* was opposite Grosse Pointe Wednesday evening, a deckhand named John Cowell jumped overboard and was drowned. A yawl was put out to rescue him, but he sank before it could reach him. He had made an attempt to drown himself when the boat was crossing Lake Michigan, but was saved just in time. He was insane.

In speaking about the St. Clair Flats Canal, Gen. Poe says the latest official survey shows that while one end is in Canadian territory, the other end is within the territory of the United States. The Lime-Kiln reef and Point Pelee channels, being in a great water highway, cannot be closed against traffic by the common law and custom of nations.

The schooner *City of Toledo*, lumber laden from Manistee to Chicago, went

ashore about fourteen miles from the former port, turned over and all on board were lost at 6 o'clock Tuesday night. Those lost are Captain Jno. McMillan, his daughter Lizzie of Manistee, mate Geo. McKinzy of Grand Haven, seaman Billy McCarthy, John Larsen of Chicago, Peter Peterson of Manitoba and two others whose names are unknown.

At the request of Col. Ludlow, lighthouse engineer of the ninth and eleventh United States districts, eight range lights were erected on the Canadian side of St. Mary's River by the Dominion Government simultaneously with 38 United States lights. These were put in operation last month and are chiefly of benefit to the heavy draught boats and, with the exception of the C.P.R. steamers and a very few freight boats, are exclusively United States bottoms.

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September 9, 1892

The captain of the little steam barge *Fern* purchased the scow *Grace Amelia*, which has been aground on the Stoney Island reef for some time, and released her on Wednesday.

The Collins Bay Rafting and Forwarding Company's steel pontoons, ten in number, passed down on Monday. Their destination is Montreal, where they will be used in raising the steamship *Cynthia*, which was sunk five years ago.

One of the worst catastrophes that has happened for years was the foundering of the steel steamer *Western Reserve* off Whitefish Point, Lake Superior, on Tuesday morning of last week in the high storm that was then raging. Capt. Peter Minch, his wife, three children and wife's sister and all the officers and crew except one watchman, 27 persons in all, were lost. The mammoth steamer broke in two and all on board got safely into two yawl boats, but one of them shortly after sank and 9 lives were lost. The other went some distance farther but capsized when a few miles from shore, and only one man, Harry Stewart of Algonac, reached land.

It is not the intention of the Chief of Engineers U.S.A. to take any active steps in the twenty-foot channel project authorized by the last session of Congress until early next spring. The specifications for the work are rather more extensive than is usual in ordinary river and harbor projects, and for this reason more time is required in their preparation. Major Dams, acting chief of engineers, is quoted as saying "that the specifications when prepared will be submitted to the engineer in charge of the district and that the advertisement inviting proposals will probably be published for a longer period than usual owing to the fact that a contract to the amount of nearly \$3,000,000 is authorized. This will preclude the possibility of any

work upon this much-needed improvement this year, but the contract can and will be awarded so as to have work begin as soon as the ice breaks up next spring."

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September 16, 1892

Monday evening the steamer *Pioneer* left Buffalo and made the run to Detroit in exactly 15 hours and 10 minutes. The distance by the shortest sailing course is 255 miles. The *Pioneer's* average speed was thus 17 miles an hour. This is the fastest time ever made on the lakes by a freight steamer.

The steamer *Neshoto* went ashore Sunday morning between Eagle and Keweenaw Point, Lake Superior. She was bound for Duluth with coal. The *Neshoto* is one of the largest wooden boats on the lakes, and is valued at \$125,000. She was built in Cleveland by Quayle & Sons in 1889 and is rated at A 1. It is not believed she will be a total loss.

It is now said that the loss of the steamer *Western Reserve* on Lake Superior was due to carelessness in unloading coal the last time she was in Chicago. Two hatches were emptied clear to the bottom of the boat amidships before the others had been touched. Capt. Myers protested against such uneven unloading as dangerous to the boat, but no attention was paid to him. The steamer *Philip Minch* was unloaded at the same dock at about the same time and in like manner. Capt. Young says that the strain was so great upon his boat that he had to put her in dry-dock for repairs.

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September 30, 1892

The new steamer for the Amherstburg and Detroit route, the *Wyandotte*, is being fitted out in Detroit as rapidly as the workmen can do the work and a strong effort is being made on their part to have her out by tomorrow (Saturday) night. As soon as she is ready to go into commission she will be placed on this route and the *Riverside*, which has carried passengers so long from this place, will go into dry-dock for a few repairs before leaving for St. Ignace. The *Riverside's* present crew will have charge of the new boat.

On Friday afternoon last, Robert Brown was assisting to coal the sandsucker *Mary* at Mullen's coal dock when he met with an accident that nearly resulted seriously. The boat was being coaled from the side and he was standing on the planks, shovelling in the coal, when the boat drifted out a little from the wharf and let him and the planks, on which was a lot of coal, into the water. The planks fell on him but fortunately the coal missed him. He managed to get out of the water without serious injury but he was quite sore for some days.

New Pelee Island Steamer.-It is likely that the Buffalo Fish Co. will place their steamer "*Jones*" on the Pelee Island, Amherstburg and Windsor route under command of Capt. John McCormick for the balance of the season. The managers of the steamer *City of Chatham* would also like to place a steamer on the route for the fall season.

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October 7, 1892

The lighthouse inspectors of the ninth, tenth and eleventh districts of the U.S. met a committee of the Vessel Owners' Association at Detroit on Monday. With the \$25,000 appropriation for Detroit River they will recommend a lightship for Bar Point, two float lights at the Lime-Kilns and one at Ballard's Reef. They also recommend that the appropriation of \$60,000 for Lake Huron be used in constructing four lightships to be stationed in that lake.

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October 14, 1892

The tugs *Balize* and *Onaping* will be stationed at Windsor for the rest of the season.

A very heavy fog hung over the water yesterday (Thursday) morning and it was 10:30 when the *Riverside* left the wharf. Quite a few boats were forced to lie at the dock.

The tug *Sweepstakes*, bound down Saturday morning with five barges, got several of them aground on Fighting Island. They were released in the afternoon by the tug *Wales*.

The steam barge *Nashua* has been found floating bottom up in Lake Huron off Bayfield, Huron Co. There are no tidings of her crew of thirteen persons and two women who were on board. The body of Mrs. Capt. S. Sheppard washed ashore on Tuesday.

Bids were opened in Gen. Poe's office on Saturday on a proposition to do some dredging in the Detroit River. The bid of C.E. Mitchell & Co. of Ludington - \$14.74 per hour - was the lowest. If the War Department decides to go on with the work, the beginning will be made at Ballard's Reef.

Yesterday (Thursday) morning about 6 o'clock, during the heavy fog, the little lumber barge *R. Martini*, bound up and having on board 25 tons of blacksmith coal, collided with the schooner *Fitzpatrick*, in tow of some steamer going down, just below Bar Point Lightship. She had a hole stove in her and was leaking so badly that she was run aground and is now in ten feet of water near Lafferty's on the front

of Malden Township. She was owned by C.L. Parker of Osceola, Mich., and insured for \$2000. The *Saginaw* is at work with diver, pumps, etc. to raise her.

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October 21, 1892

General Poe, engineer in charge of the river and harbor work on the Great Lakes, has submitted his project for the deep waterway scheme between Buffalo, Duluth and Chicago, and as soon as it is approved by Acting Secretary Grant, General Poe will be authorized to advertise for proposals for the entire work. It is estimated that the aggregate cost will approximate \$2,000,000 and that it will require three or four years to complete it. It is proposed to deepen the upper end of St. Mary's River above the canal and the lower portion between the foot of the locks and the Hay Lake Channel, to dredge out a twenty-foot channel through Mud Lake and in such other places as may be necessary through the Georgian Bay, then to come down and deepen the canal through the St. Clair Flats and the channel in Lake St. Clair where necessary. After that, the upper and lower ends of the Detroit River need attention and when all this is accomplished, there will be a first-class channel of a uniform mean depth of twenty feet between Buffalo and Chicago and Buffalo and Duluth.

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October 28, 1892

Three gates of Lock 4 in the Welland Canal were carried away on Saturday by the steamer *Arabian*.

Grummond's steamer *Atlantic* is to be cut down and rebuilt during the winter. She is now at Clark's dry-dock.

A powerful tug is being built for Capt. Alex. Ruelle by the Detroit Dry-dock Co. She will be 67 feet over all, 62 feet keel, 16½ feet beam and 10 feet 8 inches hold. She will cost \$15,000.

The steam barge *Roland*, loaded with coal from Kelly's Island to Detroit, sank in 30 feet of water near Green Island in Lake Erie on Monday evening. The crew of seven had a narrow escape for their lives.

The steamer *Riverside*, which became the property of the Detroit Dry-dock Company upon the delivery of the *Wyandotte*, was sold to W.F. Sullivan of Detroit on Saturday. The terms are private, but rumor places the purchase price at \$7000. She takes the place of the *City of New Baltimore* between Detroit and Marine City and came down on Monday morning on her first trip. The *New Baltimore* will be laid up.

The new straightback *Eddy Shaw*, built by the Detroit Dry-dock Company for Eddy Bros. & Shaw, will be launched at Wyandotte a week from Saturday. Much interest centres in the launching, for the boat is much larger than the largest boat heretofore built by the company and will be, for a time at least, the largest carrier on fresh water. Her cargo will be 4000 net tons on sixteen feet draft.

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November 4, 1892

**Friday Night's Storm.-Disasters to lake shipping.**-The heaviest windstorm of the season raged on Friday night and Saturday last. It began early on Friday evening and it is estimated that during the night the wind was blowing sixty miles an hour. The water on Saturday morning in the river and lake was nearly six feet below summer average and a large number of boats were at the dock for shelter. The steam barge *Burlington* with her four tow barges were all aground below town, one of the barges being high and dry. The *Wyandotte* was unable to leave the dock and did not make her Saturday trip. The steam barge *Pasadena*, bound down, when opposite the town early in the morning broke her wheel and the *International* towed her to below Bois Blanc Island, where she anchored. She was towed to Cleveland by a barge of the same line on Sunday. A number of large craft were anchored - and some of them aground - between Bar Point and Bois Blanc.

The Lehigh Valley liner *Tuscarora* in coming over the Lime-Kiln Crossing struck and had a hole stove in her, so that she was leaking when passing here. The barge could not turn around in the river and the tug *Joe Harris* went to her assistance, but could not pull her to the dock. She finally drifted down and lay across the channel opposite P.B. Leighton's and was leaking badly. The water at that place is generally over 20 feet. The storm lessened during the morning and the water rose, thus enabling the boats anchored below Bois Blanc, among which were the *E.M. Peck* and *Fayette Brown*, to come up in safety. On Sunday morning the *Saginaw* came to the assistance of the *Tuscarora* and began lightering her cargo, which consisted of 2700 tons of flour in sacks and barrels, and \$30,000 worth of wool. The liner was resting on boulders and her bottom was in bad shape, there being several holes in her. A steam pump was put to work on her by the *Saginaw* and in the afternoon the *Wales* arrived with another one. She also lightered off considerable merchandise. Capt. Sullivan of Chicago, representing the Underwriters, and Capt. Kilrain of Buffalo, assistant manager of the Lehigh Valley Line, were here. The flour taken off by the *Saginaw* and *Wales* was taken to Detroit for transhipment to Buffalo. A third pump was put on board on Monday afternoon

and she was swung around out of the channel.

The tugs *Home Rule*, *C.J.G. Munroe* and *Georgia* arrived here on Sunday morning. Friday night, the dredge *Dominion*, which they had in tow, was sunk near Point Pelee on Lake Erie. The crew belonging to the *Dominion* were saved, but the barges were lost. The dredge is owned by Conlon Brothers of Thorold, Ont. She was valued at \$16,000 and was insured for \$10,000. The outfit left Port Colborne on Friday, October 21st, bound for Port Huron. On Sunday following, when between Long Point and Port Burwell, the barges were lost, but were picked up the next day. On Friday they put in for shelter under Point Pelee, but the wind shifted and they suffered terribly, it being feared at times that the tugs would also be lost. The *Home Rule* was without a bit of coal and had to be towed here by the *Munro*.

The steam barge *J.C. Pringle* and her three tow barges, all lumber laden, were also caught in the storm when near the Dummy. The barges broke away from her during the storm on Friday night and it was not until Sunday morning at six o'clock that she found them. Two of them were in good condition, but the third, the *Sunshine*, was 10 miles below the Dummy and flying a distress signal. Part of her deckload was washed overboard, as were also her forward cabins; main topmast and part of her rigging. Her crew had abandoned her and she was waterlogged. The *Pringle* brought her to this port on Sunday afternoon.

The schooner *H.P. Baldwin*, owned by L.P. Smith of Cleveland and commanded by Capt. Peter Gerard of the same place, son of Daniel Gerard of this town, lost her 3800 lb. anchor in the storm and was blown ashore at Cedar Creek. She was loaded with cannel coal<sup>12</sup> for Lake Superior and the water washed over her deck. The crew took to the rigging and remained there for about 24 hours. When the wind went down they got the yawl boat and reached shore in safety. They were taken in by the family of Adam R. Fox on the lakeshore of Colchester South, who did all in their power to relieve the wants of the distressed men. On Sunday they came up here and on Monday the tug *Stone* left here with Hackett's steam pump to go to the *Baldwin*. The schooner is not insured.

The scow *Branton*, loaded with gravel, was caught in the storm near Bar Point on Friday night and was dismantled. Her crew refused to leave her when the *Saginaw* went to them on Saturday morning. She towed them up on Sunday night.

The schooner *Nellie Hammond* loaded with wheat from Milwaukee to

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<sup>12</sup> an oily, compact coal which burns brightly and readily

Muskegon while attempting to make Muskegon harbor during the heavy northwest gale, struck the pier and sank. Captain Louis Michaelson, owner of the boat, was washed overboard and drowned. The crew escaped by jumping on the pier. The schooner *Zach Chandler* was completely wrecked near Deer Lake, Mich., and one man drowned. She was loaded with lumber.

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November 4, 1892

The U.S. Government will place two gas buoys in the Lime-Kiln Crossing to replace the floats and ranges now in use there, two range lights on Grosse Île and a \$3000 lightship to mark Ballard's Reef.

The tug *Hercules*, owned in Sandusky and bound there with a raft, took fire on Friday while east of Point Pelee. She was run ashore on the east side of the point, where she burned to the water's edge. All of the crew were safely landed.

The work of constructing the Canadian ship canal at Sault Ste. Marie is being rapidly pushed forward. Messrs. Ryan Bros., the contractors, hope to have the canal completed by the close of next year and claim that the work can be done within that time without serious difficulty.

A scow in tow of the tug *Edward Fish* went adrift off Granite Island, Lake Superior, last Friday night. She was loaded with provisions for a lumber camp and had at least seven men on board. It is quite doubtful whether any of the men were saved.

At Wyandotte, the new steamship building for Eddy Bros. & Shaw of West Bay City, bearing the yard number 113, is getting pretty well along toward completion. She may possibly be launched in a week or two if no further difficulty is experienced in getting iron. She will be the largest carrier on fresh water, having a capacity of 4000 tons on a sixteen-foot draught.

The communications which are passing between the Canadian and the American Governments through the channel of the British legation at Washington, with the view to the issue of simultaneous proclamations bring into force the new law passed by each Legislature providing for reciprocity in wrecking and towing in waters contiguous to each country, have so far come to naught. The Americans are probably unable to prepare a Presidential campaign and attend to minor matters at the same time. The Canadian Government have not put any difficulties in the way of the issue of the respective proclamations.

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November 4, 1892

A Chicago dispatch says the loss to shipping by Saturday's storm on the lakes will reach \$1,000,000.

The last Northern Line steamer leaves Buffalo for Lake Superior November 19th; and the last Union Line boat about November 10th.

The bottom of the Canadian steamer *Campana* is sheathed with wood. Hence the craft suffered no damage while on the rocks in the Neebish Rapids recently.

The large steam barge *City of Naples* has been hard aground at Prêse Isle. During the gale last Saturday she cast anchor off Middle Island, but her anchor chains parted and she soon drifted hard aground. She was coal laden, up-bound.

The tug *James Amadeus* of Cleveland foundered off Point au Pelee Wednesday morning. The tug left Cleveland on Tuesday evening for the wrecked schooner *H.P. Baldwin* with several of Bradley & Co.'s steam pumps aboard. At 5:30 o'clock Wednesday morning she commenced to sink and Captain Pierce ordered the line cut and had the tug's crew of seven men taken aboard the *Raleigh*, which brought them to Detroit. The *Amadeus* was a Cleveland harbor tug of twenty-two tons. She was eighteen years old, valued at \$4000 and owned by P. Smith of Cleveland. The *Amadeus* lies three miles southeast by south one-half south from Point au Pelee.

The *Tuscarora*, after being lightered of a great quantity of her cargo, was released from her dangerous position on Monday night and after a good deal of trouble and several times grounding was finally brought to the dock, where she lay until Wednesday morning. About 1000 tons of flour were taken off by the *Saginaw*, *Wales* and a lighter, and the *Saginaw* towed her to Detroit, three steam pumps being required to keep the water from gaining. When brought to the dock here, she was in bad condition and she was so large that she blocked up Mullen's coal dock. Several boats were unable to land there to get their fuel and Mr. Mullen estimates his loss at over \$200. The damage by this disaster is very heavy, probably not less than \$100,000 to vessel and cargo.

The great gale of last Friday and Saturday wrecked a large steamer and a schooner near South Manitou Island, Lake Michigan, and it is almost certain that the crews of both boats were lost. The steamer foundered near the island, while the schooner was cast almost bottom side up far upon the beach. Boats in passing the island report seeing a large quantity of wreckage, doors, stools, etc. It is now almost a certainty that the steamer was the *W.H. Gilcher*, Buffalo to Milwaukee with coal., The *Gilcher* left Buffalo Tuesday of last week and passed the straits at 1:30 pm Friday. When she entered Lake Michigan the northwest gale was at its height.

Since then nothing has been heard from her. The *Gilcher* was a sister boat of the *Western Reserve*, lost on Lake Superior Aug. 31st. She was owned by J.C. Gilchrist of Cleveland, valued at \$200,000 and is insured for \$180,000. She carried a crew of 22, most of whom hailed from Buffalo. The schooner is supposed to have been the *Ostrich*, loaded with lumber and carrying a crew of six men and a woman.

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November 11, 1892

The schooner *H.P. Baldwin*, which went ashore at Colchester during the storm on October 28th with a load of 626 tons of cannel coal, was released on Thursday of last week. The deckload was thrown overboard and two steam pumps were put aboard, and the schooner was brought here on Friday. The coal was purchased by J.G. Mullen and unloaded on his docks here. The bottom of the vessel was not in very bad condition.

The Detroit Dry-dock Company has closed a contract for a 4000-ton steel steamer to be built for Capt. E.M. Peck of Detroit, Harvey H. Brown of Cleveland and others. She will be 342 feet keel, 362 feet over all, 42 feet beam and 25 feet deep with a double bottom. The new boat will be a straight back on centre lines, but with one foot rise aft and two feet rise forward in order to make her straight to the eye. She will be a duplicate of the *Pope* and *Maryland* in machinery. Her triple expansion engine will be 22, 35 and 56 inches by 44-inch stroke, supplied with steam from cylindrical boilers 14 feet in diameter and 12 feet long, fitted with Howden's forced draft. She will have two pole masts forward without sail. She will carry 300 tons more than the *Pope* or 5000 tons through a twenty-foot channel.

A despatch from Chicago on Thursday of last week says:-"The recent gales on the lakes were probably the most destructive to lake shipping in the history of the inland marine. The losses of the last five days were estimated by underwriters to be about \$450,000, fully a dozen boats having passed out of existence and not less than 25 seamen having been lost. The nearest approach to the recent gale in the amount of property losses was the great storm on Thanksgiving, 1889, when the losses exceeded \$400,000. Other storms have greatly exceeded this last one in the number of sailors lost, but not in the value of property. The insurance losses for the season have already exceeded any previous year in lake history. Most of the business, particularly in the large steel steamers, was done at exceedingly low rates and the companies which come out December 5th next, when the season closes, without a heavy deficit will be indeed fortunate."

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November 11, 1892

The Detroit Dry-dock Co. has contracts for building five steamers and a tug, all to cost \$1,165,000.

The towing bill of the tug *Swain* for taking the *Barker* submarine boat from Detroit to Chicago was \$1700, at the rate of \$150 per day.

A Detroit correspondent of the *Marine Review* suggests that a naval parade of all the big steamships on the Great Lakes would prove a novel and instructive sight at the World's Fair. Right you are.

The steamer *Imperial* has been in the Detroit Dry-dock having some repairs made to her bottom, which was injured by running on Pelee Island a short time since. She lay at the dock here on Tuesday, owing to the rough weather.

The Lake Carriers' Association has advanced wages for helpers, firemen, wheelmen, lookouts, deckhands and oilers on steamers, and second mates, seamen and boys on schooners \$3 per month. The advance took effect yesterday (Thursday).

The agent of the English underwriters, having a risk on the *Tuscarora*, has decided to ask for tenders from Detroit, Cleveland and Buffalo ship-builders for repairing the steamer. It will therefore be some days before anything is done to the boat.

The schooner *Baldwin* has been unloaded but is still at the dock here. A steam pump has been at work all week and just about managed to keep the water from gaining. A canvas jacket is being placed under her and she will be taken to Cleveland as soon as possible and docked for repairs.

The launch of the steel straightback at Wyandotte, which was to have taken place Saturday afternoon, has been postponed until tomorrow (Saturday). The event is awaited with great interest, as the vessel will be the largest afloat on the lakes. She will be called the *Selwyn Eddy*, after one of the firm of Eddy Bros. of Bay City.

The barge *Augusta* broke away from the steamer *Dominion* about ten miles above Long Point, Lake Ontario, Monday night. The *Augusta* had a hard night of it, losing two of her masts and being otherwise damaged. She was picked up by a tug and brought to Kingston. She has 23,000 bushels of corn from Toledo.

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November 18, 1892

The tug *Hercules*, which burned off Point Pelee, is a total loss. She carried \$4000 insurance. Her raft has been recovered by the tug *Onaping*.

During the blinding snowstorm on Wednesday night of last week the steamer

Ira H. Owen ran aground at Bar Point. The tugs *Saginaw* and *International* released her next day. She was loaded with coal, bound up. She went aground again at Port Huron on Saturday.

The mystery of the unknown schooner which has been floating bottom side up in Lake Michigan off Point Betsy is still unsolved. The derelict was thought to be the wreck of the schooner *Cuba*. In response to an inquiry, R.N. Allens' Sons of Kenosha, Wis., says:-"The schooner *Cuba* was owned by Ole Hansen, captain of the schooner *J.V. Jones*, by Captain Thorwald Hansen, who sailed her, and ourselves. She left Petoskey on Wednesday, November 2nd, loaded with wood and bark for us. We have wired every point where she could seek shelter, but could get no news. The *Cuba* fits the description of the vessel seen on Saturday, November 5th inst., bottom up, off Point Betsy and would have been about in that locality about the day previous. The schooner's crew were shipped by Captain Hansen in Milwaukee and we cannot give names." The schooner is now reported safe at Cheboygan.

The *City of Dresden* called at the west dock, Pelee [Island], on her trip up the river to Wallaceburg, where she will lay up for the winter.

The schooner *Maple Leaf* loaded 250 bags of wheat and 50 barrels of wine and the scow *Celina* loaded 50 cords of wood for Detroit on Sunday Nov. 13th [at Pelee Island].

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November 18, 1892

The steam barge *A.N. Brady* was at Detroit taking on the lightered cargo of the wrecked *Tuscarora*. She takes it to Buffalo.

Capitalists at Holland and Saugatuck, Mich., have contracted for a new passenger steamer for World's Fair business. It will be 145 feet keel, cost \$30,000 and carry 100 passengers.

On Saturday the schooner *Baldwin* was taken from the dock here across the river and beached on Bois Blanc Island. On Monday she was towed to Cleveland and there docked for repairs.

The Canadian schooner *Neelon* broke away from the steamer *Sir S.L. Tilley* in the gale of Monday of last week and is high and dry on Manitou Island. A big sea was rolling in on the island and the *Neelon* will probably be a total loss.

The Canadian schooner *Neelon*, which was driven on Manitou Island by the gale a week ago, has gone to pieces. She had a cargo of coal for Fort William. Her crew are safe at L'Anse, Mich.

The *Iron King*, coal laden, bound up, ran aground at the head of Bois Blanc

Island about two o'clock on Wednesday. After a few hours' pulling on her, the tugs *Saginaw*, *Onaping* and *International* released her about 8 o'clock the same morning.

The schooner *Hercules*, Penetanguishene to Sarnia with lumber, has been wrecked at Michael's Bay. The cook, a Kincardine woman, perished. The *Hercules* and cargo, 300,000 feet of lumber, were owned by F. Gibbon of Sarnia and were not insured.

About noon on Wednesday, when the propeller *Wm. A. Haskell* was above the Lime-Kiln Crossing, her steering gear got out of order and she drifted over the crossing and opposite Mullen's before it could be fixed. Luckily, she avoided grounding and proceeded on her way all right.

The schooner *Marquis*, laden with block stone consigned by Hugh Ryan & Co. from Amherstburg for the Canadian Soo Canal, went ashore on a boulder bottom at Sand Beach Saturday morning. She was scuttled to keep the wreck from pounding to pieces. The crew were taken ashore in safety. The insurance agent has abandoned the schooner as a total loss. The schooner split and all flattened out.

Cpts. Frank B. Hackett of this town and John McCormick of Pelee Island this week purchased the steamer *Energy* of Wallaceburg for \$5000. They took possession of her on Wednesday and will bring her to this port. She will be fitted up at once as a wrecker and will have a steam pump and steam hoist aboard, after which she will be stationed at Pelee Island and will be used as a wrecker in connection with the Hackett Wrecking Co., and will also convey freight from the island to Amherstburg and Windsor.

On Tuesday morning about 2 o'clock the small schooners *Minnie Davis* and *Hunter Savage* collided when between the Bar Point Lighthouse and the lightship, the *Davis* sinking in 20 feet of water 150 feet southeast of the black buoy near the ship. The *Davis* was loaded with 300 tons of soft coal for Port Huron and the *Savage* had on a load of lumber. The crew of the *Davis* were taken off in safety and the *Savage* tied up to the wreck. At daylight both crews stripped the *Davis* and about noon abandoned her and were taken to Detroit on the *International*. The *Davis* is right in the channel, but boats can go on either side of her. She will be a dangerous obstruction to navigation. On Tuesday night some up-bound steamer ran into the wreck, cutting off her bow and dismasting her. A white light will be kept on the wreck during the rest of the season.

Collector of Customs Gott has received instructions from the Marine Department at Ottawa to notify the owners of the schooner *Minnie Davis*, sunk between Bois Blanc and Bar Point, that they are held responsible for keeping lights



and for the removal of the vessel.

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November 25, 1892

The lighthouse steamer *Marigold* left Detroit on Tuesday to take up the buoys on Lakes Superior, Huron, St. Clair, St. Clair River and Detroit River.

At Escanaba, Mich., a sailor by the name of William Way while entering port Friday morning accidentally got his leg tangled in the ropes and it was instantly taken off. He died in a few minutes.

During the windstorm on Tuesday night of last week, two sailors on the schooner *T.M. Spaulding* were caught between the boat and the dock at East Tawas, Mich., and both were killed.

John W. Moore, for many years harbor-master at Detroit, died at his home, 892 Sixteenth Street, Saturday evening of Bright's disease. Mr. Moore was born in Dublin, Ireland, fifty-four years ago.

The *Energy* called here on Tuesday with the cable from Windsor on her way to repair the broken cable between Pelee Island and the mainland. Mr. Keely, Dominion inspector of telegraphs, telephones, &c., was on board.

The schooner *Hattie Wells*, loaded with lumber, went ashore west of Point Pelee Friday morning about 5 o'clock. The vessel is a total wreck, but the crew were all saved. She is owned by Fred. Wells of Port Huron, is valued at \$15,000 and is uninsured.

The steam barge *Niko* and her consort, the *Churchill*, bound up loaded with coal, ran aground at Bar Point early Monday morning and were released at noon by the *International*. The *International* also released the *Sanilac* from the foot of Bois Blanc Island on Sunday night.

The steamer *Jesse H. Farwell* (Capt. Donald J. Duncanson) ran great risk Saturday night of destruction by fire from a naphtha¹³ lamp which upset in her pilot house while she was coaling at Buffalo, N.Y. She escaped with the destruction of the cabin and the steering gear near it.

The Montreal Transportation Company has awarded a contract to an English firm for a big grain carrier for the upper lake trade. She will be 254 feet long, built entirely of steel, with a carrying capacity of 60,000 bushels of grain when drawing fourteen feet of water and 85,000 bushels at seventeen feet. The estimated cost of

¹³ a colourless, volatile petroleum distillate

the boat is \$150,000.

On Sunday the tug *Roy* left Toledo with the schooners *John Rice* and *Grace Murray*. Both were loaded with coal, the latter with 500 tons for Port Huron. The lake was so rough that the *Murray*, an old boat, was considerably pounded and when just below Bois Blanc sprang a leak. She was towed into shallow water and beached about 400 yards from the lighthouse. Her bow was out of water, but her stern was underneath. The crew of five had no difficulty in reaching shore in safety.

The captain of schooner *Glenora*, which has been adrift on Lake Superior in the furious northwest gales for the past two weeks, arrived at Sault Ste. Marie Wednesday morning in a sailboat from Grand Marais. His boat is lying there at anchor with her rudder and all her sails gone. The crew took the yawl boat, fitted it up with canvas and got ashore in safety. The cargo of 40,000 bushels of wheat, from Fort William to Kingston, is badly damaged. The captain reports a most terrible experience in weathering the gale and the crew suffered greatly from the cold.

About 7:30 o'clock on Sunday night the little schooner *Grace Murray*, with 500 tons of soft coal from Toledo to Pt. Huron and in tow of the tug *Roy*, was beached at the foot of Bois Blanc Island, about 400 yards southwest of the lighthouse. The lake was so rough and the boat so old that she sprang a leak in coming across the lake and it was with difficulty that she was kept afloat long enough to bring her where she was beached. The boat was worth about \$1000 but neither the vessel nor cargo is insured. The bow of the boat was above water but the stern was underneath. The crew remained on board all night and came here on Monday morning.

The tug *Wales* called here on Sunday afternoon with two steam pumps aboard on her way to the assistance of the *F. & P.M.¹⁴ No. 2*, ashore at Long Point. She took on another pump here and left, but only went 15 miles out into the lake, which was so rough that one of the pumps broke loose from its fastenings and rolled considerably about the deck. The tug was forced to return here on Monday morning but made a second attempt on Tuesday morning. The *F. & P.M. No. 2* went ashore during a blinding snowstorm on Saturday night. She was loaded with flour and general freight from Lake Superior to Buffalo. The *No. 2* coaled here on Thursday night during the big blow. Her compass did not work right then. Dispatches state

¹⁴ Flint & Pere Marquette

that the steamer has been driven close on to the beach and has been scuttled to prevent pounding. Her cargo will all be wet. The tug *Wales*, which went to the wreck, got aground, but is working at the wreck again.

The Lackawanna Line steamer *Newburg* went ashore off Point Burwell on the north shore of Lake Erie in a snowstorm Saturday morning. The steamer at once filled with water and it was feared she would sink in the quicksand as many other craft have heretofore done. The *Newburg* had twenty-seven car-loads of flour, 100 tons of pig iron and two car-loads of rags. Capt. Thomas Magthem, with the tug *Gee* of Buffalo, went to the wreck and pumps were ordered from Port Colborne. The *Newburg* is owned by the Kelderhouse syndicate and is insured for \$30,000, equally divided between Smith, Davis & Co. of Buffalo and Crosby & Macdonald of Chicago. She was under charter to the Lackawanna Line. The *Newburg* was built in Buffalo in 1891 and was of wood, 1299 gross tons. Her cargo was valued at \$50,000. She went to pieces on Monday night.

The steamer *Susan E. Peck*, bound up, and the three-masted schooner *Nelson*, bound down in tow of the steamer *A. Folsom*, collided at the Lime-Kiln Crossing at 7:30 o'clock Sunday morning. The *Nelson* began to make water quite rapidly and the captain of the *Folsom* determined to go out into the lake, turn around and return either to the dock here or if possible to Detroit, but when he was about a mile below Bois Blanc Island, the *Nelson* sank in 21 feet of water. Her decks were all under water and her cargo, consisting of 50,000 bushels of wheat from Chicago, is all wet. The *Nelson* is owned by William Mitchell of Bay City and is insured with Smith, Davis & Co. of Buffalo for about \$17,000. She is valued at \$23,000. The tug *Saginaw* with two steam pumps and a diver went to the wreck the same day. The *Peck* was slightly damaged. The water lowered about 2 feet on Monday morning and a number of men were put to work lightering the cargo onto the *Saginaw*, while the steam pumps were also kept at work. After loading the *Saginaw* and Hackett's lighter and pumping a lot of the wheat into the water, the hole was patched up, the boat brought to the dock here on Wednesday evening and from here taken to Detroit, where she was docked for repairs. The wheat could not be sold for enough to pay the expense of handling it.

GREAT IMPROVEMENTS COMING.-A twenty-foot ship channel from Chicago to Buffalo.-To be finished in three seasons.-\$3,340,000 the cost.-Five-mile channel near Amherstburg.-One of the most important projects of the United States Engineers is the excavation of a ship channel 20 and 21 feet deep in the shallows of the connecting waters of the Great Lakes between Chicago, Duluth and

Buffalo. The work is divided into eight sections and must be begun by May 15th, 1893, and finished within three working seasons; that is, a period of 200 working days between May 15th and November 30th. The contracts will be awarded by sections. There is available for commencing the work the sum of \$375,000, while Congress has limited the cost of the channel to \$3,340,000.

The first section comprises the improvement of two shoals in St. Mary's River, Michigan, above the canal. The upper shoal lies northwesterly from old Round Island Lighthouse. The work to be done consists in excavating a channel within the side and end lines prescribed by the United States agent in charge, the channel to have a bottom width of 300 feet and a total length of about 3000 feet, the estimated excavation being 90,000 cubic yards.

The second section comprises the improvement of Little Mud Lake between the lower end of Sugar Island and the lower end of the Duck Hole, St. Mary's River, Michigan. The work to be done consists in excavating a channel within the side and end lines prescribed by the agent, the channel to have a bottom width of 300 feet and a length of about 18,500 feet, and the estimated excavation being 380,000 cubic yards.

The third section comprises the improvement of a reef abreast of Sarton Encampment Island, St. Mary's River, Michigan. The work consists in channel excavation between the side and end lines, the channel to have a bottom width of 300 feet and a length of about 3000 feet, the estimated excavation being 90,366 cubic yards.

The fourth section comprises the improvement of a shoal about one and one-half miles below Sarton's Encampment in Mud Lake, St. Mary's River, Michigan. The work to be done consists in excavating a channel between the side and end lines, the channel to have a bottom width of 300 feet and a length of about 4000 feet, the estimated excavation being 67,100 cubic yards.

The fifth section comprises the improvement of a number of small shoals at the foot of Lake Huron. The work to be done consists in excavating a channel between the side and end lines prescribed by the United States agent in charge, the channel to have a bottom width of 2400 feet and a length of about 6000, the estimated excavation being 256,000 cubic yards.

The sixth section comprises the improvement of the St. Clair Flats, Mich. The work to be done consists in excavating a channel within the side and end lines prescribed by the United States agent in charge, the channel to begin at the deep water of the St. Clair River above St. Clair Flats Canal with a bottom width of not

more than 650 feet; thence gradually narrowing to the canal, a length of about 3000 feet; thence for the full width of the canal through its entire length of 7200; thence gradually widening to a bottom width of not more than 800 feet at the deep water of Lake St. Clair, a further length of about 17,000 feet, the total length being about 27,000 feet and the estimated excavation being 950,000 cubic yards.

The seventh section comprises the improvement of Grosse Point Flats, Lake St. Clair, Mich. The work to be done consists in excavating a channel within the side and end lines prescribed by the United States agent in charge, the channel to have a minimum width at bottom of 300 feet and a length of about 29,000 feet, but the engineer officer in charge may require the bottom width to be increased to not more than 800 feet if the price bid so warrants, the estimated excavation for the width of 300 feet being 120,000 cubic yards.

The eighth section comprises the improvement of the bar at the mouth of the Detroit River. The work to be done consists in excavating a channel within the side and end lines prescribed by the agent, the channel to have a minimum width of 300 feet at the bottom and a length of about 26,500 feet, but the engineer officer in charge may require the bottom width to be increased to not more than 800 feet if the price bid so warrants, the estimated excavation for the width of 300 feet being 411,000 cubic yards.

November 25, 1892

Each block of stone with which the schooner *Marquis*, which went to pieces in Forest Bay, was loaded weighed over 10 tons and cannot be raised. A Toronto company carried a small insurance on the schooner. Her outfit has been stored at Sand Beach.

The Champlain, Black River, Oswego, Cayuga and Seneca Canals will be closed on Wednesday, November 30th at midnight and the Erie Canal on Monday, December 5th at midnight, unless sooner closed by ice. The date named for closing the Erie is eight days later than usual.

December 9, 1892

The Canadian schooner *Mary* was sold by the United States Marshal at Port Huron to G.H. Morden of Windsor for \$1810.

The tugs *L.P. Smith* and *S.S. Stone* left Cleveland on Friday last with L.P. Smith on board to search for the tug *James Amadeus*, lost in Lake Erie off Point Pelee on the 2nd of November. So far, however, they have not been able to locate her.

The tug *S.C. Schenck* was taking soundings between Bar Point Lighthouse and Bois Blanc Island on Wednesday for the U.S. Government. It is said that there will be some dredging done at that place next spring and that the contract will be let shortly. Mr. Rooney, a well-known dredgeman, was on board the *Schenck*.

December 9, 1892

Fifty-seven lake vessels, having a carrying capacity of 28,708 gross tons and valued at \$1,014,250, have been lost during the season now closing.

The giant whaleback steamship *Christopher Columbus*, which will be the largest vessel carrying passengers between Chicago and World's Fair grounds next summer was launched with fitting ceremonies at West Superior, Wis., on Saturday last. The *Christopher Columbus* will be the largest and handsomest boat that has ever been built upon the lakes. It will be about 4000 tons burthen and capable of carrying 5000 people.

The past season has been the most eventful one in the history of Lake Superior navigation. Shipments of wheat from Duluth have aggregated 29,387,354 bushels, against 32,738,836 bushels in 1891. The average rate from Duluth to Buffalo has been 3 to 3¼ c. The movement of flour has been much heavier than last year, when 2,908,622 barrels were shipped. This season the figures run up 4,231,319 barrels. Over 3900 boats have passed into the Duluth ship canal in 1892, or over 1000 in excess of the record of 1891. In 1885 only 906 boats entered the canal. Not less than 50,000,000 feet of lumber has been shipped out of Duluth Superior this season, far in excess of any previous record, and next year this season's shipments will be doubled. Coal receipts for the season aggregate 2,500,000 tons, or about 750,000 tons in excess of the receipts of 1891.

December 16, 1892

Canadian vesselmen have paid \$32,000 in tolls at the "Soo" in the last three months.

The big steamer *Aurora*, which has been at Milwaukee, chartered on Saturday last for a cargo of corn, Chicago to Buffalo, at four cents. This is about the latest charter for immediate shipment made in Chicago. She left Chicago Tuesday and ought to pass here by Friday. All lights have been extinguished and buoys removed, and the boat will have a dangerous trip to make.

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Indexed by Jennifer MacLeod



## Glossary

- air pump** to increase steam engine efficiency, the steam from the engine is exhausted into a vacuum, thereby using all of the pressure of the steam and most of the heat. This vacuum is created by the use of an air pump connected to the engine's condenser.
- arches** as wooden steam vessels became longer (over 200 feet) their hulls tended to sag along their length. This effect was referred to as "hogging." To counter this, "hogframes" or arches were structured into the hull to give it rigidity. They resembled the arched trusses of a bridge and were installed one to each side of the vessel, running nearly the entire length.
- barge** a vessel having the hull shape of a regular ship but towed by another vessel, such as a tug or a steamer. Can refer to a **schooner barge**.
- bobstay** part of the forward rigging that holds the bowsprit downward.
- bucket** the single blade of a ship's propeller.
- bulwarks** the sides of the hull that are built higher than the main deck.
- capstan** an apparatus used to raise an anchor or take up slack on a line. Similar to a winch, which lies horizontal, the capstan stands vertical and is man-powered with long wood handles.
- centreboard** small, shallow-draft sailing vessels used a centreboard which could be lowered below the keel for stability. This board or plate swings vertically from a pivot through the centre line of the keel and is adjustable. It is still used in some modern sailboats.
- consort** a vessel being towed by another vessel. There can be more than one vessel (consort) in a complete tow.

**covering boards** short, flat planks fitted flush to the outer edge of the deck between the timberheads (hull frame tops) and stanchions, sometimes thicker than the deck planking.

**crosshead** a large, hinge-like fitting on a steam engine that joins together the piston rod and connecting rod to allow the vertical motion of the piston rod to translate itself to the rotating motion of the crank shaft by way of the connecting rod.

**deadwood** located at the sternmost part of the keel, those timbers that give strength to where the keel and sternpost are joined.

**draft/draught** the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.

**fore and after** refers to a type of schooner with two masts. **Three and after**, three masts, etc.

**keelson** the keel of a vessel was often strengthened inside the hull by additional timbers or straps of steel called keelsons, running lengthwise and fastened to the keel.

**knighthead** two heavy timbers built vertically deep into the bow to hold the bowsprit from slipping sideways.

**leadline** (pronounced *led*); a lightweight line marked off in fathom (6 feet) increments with a lead weight attached to the end for heaving overboard and "sounding" the bottom for depth of water.

**lightship** a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. They were anchored in one position at the beginning of the season and were recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.

**oakum** material used to caulk or fill the seams between the hull planks for water tightness of the hull.

**propeller** refers to a steam-powered vessel driven by a propeller.

**rabbit** a small propeller steamer with all cabins and machinery situated aft.

**range lights** a pair of tall structures with lights or beacons placed on top, arranged in line with the end of a channel so that a ship keeping these two light towers exactly one in front of the other will be able to navigate within a narrow channel without straying outside the channel and running aground.

**schooner** refers to a specific type of sailing craft having two or more masts.

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

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

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

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

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



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