

# *Echo* SOUNDINGS

MARINE NEWS of 1903-1904

Excerpts from the  
*Amherstburg Echo*



Volume V, Number 4  
Winter 2002

Marsh *Quarterly publication of the Marsh Collection Society, Amherstburg, Ontario*

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

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



July 3, 1903

The lake survey steamer *William* left Detroit last week to take up the work of sweeping the entire western end of Lake Erie. It is thought there are many obstructions between the islands and the western end of the lake which have not been located and which are not on the charts.

An accident occurred on Dunbar & Sullivan's dredge at St. Clair Flats Wednesday afternoon. Three men, one of whom was the captain, S. Steffens of Port Colborne, were swept off the scow by the dredge dipper and in addition to being nearly drowned received injuries which will lay them up for some time. The crew of the tug *Columbia*, Capt. Marks, managed to get them out of the water and they were taken to St. Mary's Hospital, Detroit.

The striking M.C.R. car ferrymen at Windsor and Detroit have been tabooed by their former employers and can never get employment on the Vanderbilt system. Many of the strikers have torn up their union cards, it is said, and want to get back to their old jobs. The company will not listen to them. The local delegate of the Seamen's Union is at work organizing the deckhands, wheelmen and watchmen on the D.B. & W. ferry boats.

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July 10, 1903

Misses Grace Park and Maud McEvoy left Saturday for a trip up the lakes on the str. *Geo. L. Craig*.

Mrs. (Capt.) Geo. Honner returned home last week after a trip up the lakes with her husband on the str. *Packer*.

Capt. Murray of the S.S. *Devona* was fined \$25 for unnecessary whistling in Quebec harbor.

The Canadian Government steamer *Petrel* made another fishing seizure off Port Maitland at noon on Friday. There were several boats fishing nearby, but all escaped except the tug *Kittie D.* of Dunkirk, N.Y., which with a crew of three men and nets was seized and taken to Port Colborne and handed over to the Government authorities to wait instructions from the Marine and Fisheries Department at Ottawa. The tug *Kittie D.* is 63 feet long, 13.6 beam and has a steam hoisting apparatus aboard. She is a new boat, built last fall and owned by Ryan & Deschart of Buffalo and sailed by Capt. Clyde Jones of Dunkirk, N.Y.

The barge *Burmah*, timber laden, in tow of the steam barge *India*, on Wednesday night took a sheer and attempted to go on the west side of the U.S. derrick scow at work on the river, while the *India* took the east side. There was a great scramble on board the scow, but the *Burmah* was brought up and passed the scow a few feet to the east of her.

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July 17, 1903

Wm. Pizer of the str. *Yakima* was home a few days last week.

The work on the middle ground lighthouse is going along nicely. Five cribs have been put on already this season and only three remain to be placed, and two of them are nearly ready to be located.

A thorough search for treasures lost in Lake Huron is to be made by the Milwaukee Wrecking Company. Hulks of vessels dotting the lake bottom six or seven miles off the shore will be raised to recover their cargoes. One of the most valuable cargoes is a large one of copper, lost in the early days of navigation. Another is of steel ingots<sup>1</sup> and still another is a cargo of whiskey, lost from a schooner bound for Mackinaw many years ago.

Bamlet Kent of Warwick, Lambton County, is preparing for the U.S. Government a report which will show the volume of water that has passed through the Straits of Mackinac and the rivers St. Mary's, St. Clair, Detroit, Niagara and St. Lawrence during the past twenty-five years. In order to do this he must ascertain the quantity of water in each of the Great Lakes, the precipitation and evaporation each season over the whole lake region and the rapidity of currents in the various rivers. This information is desired in order to find out whether or not the lake levels can be regulated by the construction of dams at the Soo and Niagara. Every few years there is a variation of from two to three feet in the water levels, which greatly interfered with deep water navigation, which it is very desirable to avoid. In addition to this work, Mr. Kent will be the chief engineer of the new ship canal which the U.S. Government will construct alongside the present canal in the St. Clair Flats, upon which work will be commenced at an early date.

The *Oswego Daily Times* of June 29 says: "The big steel steamers *Parent* and *Robert Wallace*, both the Wolvin line, arrived here yesterday. This is the *Parent's* third visit to Oswego and she brought 2000 cords of pulpwood. The

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<sup>1</sup> a mass of metal cast in a convenient form for shaping, remelting or refining



*Wallace* came in light, making her first visit to this port. She is in command of Captain Gleason and recently brought from South Chicago to Montreal the largest cargo of corn that was ever brought down Lake Ontario, 77,400 bushels. She is loading coal at the Ontario & Western trestle for Chicago, Ill. The *Parent* is in command of Captain John Duncanson and will probably take coal to Montreal on her return trip. The *Parent* is one of the finest boats along the Great Lakes and is attracting great attention among local vessel owners. She is built entirely of steel and has all modern equipments, including a complete electric system. Her wheel works by steam and her boilers are the most complete ever seen aboard a boat. She is handsomely fitted throughout and is also built for speed. Her commander, Captain Duncanson, is one of the youngest and most efficient men along the lakes."

A decomposed body supposed to be that of Daniel P. Knapp of Amherstburg was found floating in Niagara River at Buffalo Friday. Knapp, who was employed on a drillboat at Buffalo, went out fishing in the dynamite boat with a companion on May 24 and nothing else since has been heard of him. A loud explosion was heard on the bay the day of his disappearance and, as pieces of the boat were picked up afterwards, it was believed that the two fishermen were blown to death. The Chief of Police received word Wednesday from the medical examiner at Buffalo that the body was identified as that of Daniel Knapp.

The tug *Home Rule* toured around Bar Point last Friday on the lookout for the body of a Detroit youth who fell overboard from the str. *City of the Straits*. The remains have not yet been recovered.

The dredge *Ontario* has left Rondeau for Port Burwell.

Capt. John McDonald of Port Lambton has purchased the tug *Nellie H.*, formerly owned by Goodchild Bros. She will be used in connection with his fisheries.

W.G. Raines, runner on the dredge *Brian Boru*, had the third finger of his right hand caught in the eccentric Wednesday and the end was clipped off just above the first joint.

Norvell Mullen, accompanied by six friends, left Tuesday night for a trip up the lakes on the str. *Wm. F. Sauber*.

Fabien Boufford is home from Buffalo, where he was employed with the L.P. & J.A. Smith Co. since New Year's.

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July 24, 1903

The *W.P. Palmer*, the first steamer of the new Wolvin-Quebec line, arrived

at Port Colborne last week. Another new Canadian package freight steamer is in service on the lakes. The vessel is the *Fairmount*, just built in England for the Montreal Transit Co. The *Fairmount* is full canal size.

William Cullen, a deckhand on the steamer *Darius Cole*, fell overboard early Sunday morning at Buffalo and was drowned. While the vessel was entering the harbor, Cullen lost his balance while engaged in dropping the fenders. The life-saving crew went to his rescue but were unable to find the missing man.

The schooner *General Franz Sigel*, laden with 570 tons of coal, going from Huron to Sandwich, went down off Strong Point, Lake Erie, Saturday morning at 5 o'clock and is a total loss. There was a crew of five on board, and all were rescued by the United States survey boat *General Williams*. The *Sigel* attempted to go through the severe storm raging on the lake Friday night and, seeing it would not be able to do so, attempted to get into the port at Monroe, when the boat went down in 28 feet of water. The crew took refuge in the rigging and remained there until help arrived. Capt. W.J. Curtis of Lorain, O., was the owner and captain of the boat. His wife was the cook and W.D. McGregor of Sandwich the mate. The names of the other two members of the crew were not learned. The *General Franz Sigel* was one of the oldest boats on the lakes, having been built in 1862. She measured 301 tons and was valued at \$5000.

The Masters' and Pilots' Association on the Great Lakes have at last come to the conclusion that they are not sufficiently paid and are getting ready for a fight. The sympathies of all captains are with the owners, but they must recognize the fact that the masters must be treated with the importance their position calls for. The masters' duties are more responsible than those of the average general manager of banks. While on the larger steel steamers of the lakes, the salaries of masters range from \$1500 to \$1800 for the season, but they are of the opinion that they should be paid something over \$2500. A scale of wages was presented to the Lake Carriers' Association for consideration at the last annual meeting, but that organization turned it down, giving as a reason that the master is the owner's personal representative aboard ship, that the ship as well as the cargo is entrusted to his care and that in no sense could the master be recognized as a member of any labor organization. This was a direct blow at the Masters' and Pilots' Association. The owners of the big boats have been rolling up their millions while the captain who has been responsible for their success has had his salary kept at the same old figure and below what is in keeping with the dignity and responsibility of the position.

Wreckage from the schooner *General Franz Sigel* is coming ashore on the

west side of [Pelee] Island.

The old steamer *Imperial* is being overhauled at the Sandwich dock.

Mrs. W.J. Girardin has returned home after a three weeks' trip on the str. *H.H. Brown*.

Mrs. (Capt.) Jacques Laframboise and Mrs. (Capt.) F.F. Laframboise returned on Friday from an eight days' trip on the steamship *Wm. Edwards*.

The "*Petrel*" made a seizure off Long Point on Thursday night and Friday morning of 133 nets and 700 pounds of fish, but no trace could be obtained of the fishermen.

The steamer *Lincoln* will run an excursion Saturday, August 1st from lakeshore ports to Amherstburg and Detroit. Leaves Leamington at 7:30, arriving at Detroit at 12:30; leaves Detroit at 4, arriving home at 6 p.m. Fare for round trip, 75 cents.

The steam barge *City of Mount Clemens* had a very rough time of it Friday night in the Kingsville harbor. She was unloading coal at the point and during the storm put into Kingsville harbor for shelter. About three o'clock that morning her lines parted, and as most of the crew were ashore they experienced a very rough time, and but for the timely appearance of the crew she would have gone on the beach.

Major Bixby, engineer in charge of the U.S. Government work, Detroit, has submitted his annual report for the district to Washington. Embodied in the report is a request for nearly \$2,000,000 for the whole district. For improvements on the Lime-Kiln Crossing he asks for \$450,000, in addition to the \$942,000 now available. Major Bixby estimates the tonnage passing Detroit last year to be 44,000,000 tons.

Gil. Morin of the str. *Yakima* spent a few days at home last week.

Jos. Bernard left Monday night for Buffalo, where he will be employed on a tug.

Letters received from the men employed on the construction of the Pelee middle ground lighthouse tell of a terrific storm there on Friday night. The wind blew and the sea roared. The water was blown up halfway to the top of the 85-foot tower. Then with the next sweep, the bottom of the lake would be visible. Lighthousekeeper Manson and his assistant Langlois were kept busy trying to pacify them, as they were not used to that kind of an experience.

In the terrific storm on Friday night three cribs that were erected this summer in the middle ground between Pelee Point and Pelee Island, Lake Erie, as a

protection for the new lighthouse in course of construction there were shifted 30 or 40 feet. The matter was reported to the Department of Marine and Asst. Engineer Fraser was sent up to investigate. The stone will be removed from the cribs and an effort will be made to replace them in position, which can be done if the weather is favorable. The storm turned the gas buoy at Bar Point upside down and broke in the doors of the boiler room at the U.S. lighthouse. The storm was very severe.

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July 31, 1903

The steamer *Lincoln* makes the run from Amherstburg to the west dock [Pelee Island] in 2.40 and still some people will kick.

The new warehouse on the west side dock is just about completed. The steamer *Lincoln* will land there as soon as it is finished.

The steamer *Waverly* was sunk in a collision with the steamer *Turret Court* five miles below Harbor Beach early Wednesday of last week. The crew of the *Waverly* escaped to the schooner *Crosthwaite*, which the steamer had in tow, and all were saved.

Bert Bailey of the steamer *Peck* is home for a holiday.

The Dom. Govt. steamer *Petrel* called at this port Tuesday for coal.

W.E. Skinner, Supt. of the Donnelly Contracting Co. of Buffalo, is in town for a few days.

The tugs *Sandy Hook* and *Shaugran* left yesterday (Thursday) for Buffalo with the *Brian Boru* in tow. The crew of this fleet had been here with the Dunbar & Sullivan Contracting Co. for nearly three years and had become so well acquainted in town that they had many friends who were sorry to see them go.

The steamer *Spokane*, coal laden, upbound, struck an obstruction off Colchester Wednesday. Her forward compartment was stove in and she anchored at Elliott's Point until the tug *Peerless* brought the marine ambulance *Newman* from Windsor and lightered 300 tons of coal, when she proceeded on her way to Detroit.

The steamer *Imperial* has just emerged from the Sandwich docks after being treated to a fresh coat of paint and a new name. Windsor citizens who do not know where the hotels are (?) were so accustomed to the old name by long association that they are having trouble pronouncing the new one, "*Kaministiquia*." It would be so much more in their line if it had just been "*Astickinmine*."

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August 7, 1903

The Port Huron Customs officers are the meanest things on earth up to date.

During a fire in a lumber yard at Port Huron last week, James Reid, the well-known wrecker of Sarnia, sent a tug across the river to give them aid. The tug towed a lumber-laden scow out of harm's way across the line into Canadian waters and returned it after the fire. A fine of \$376.45, the full value of the cargo, has now been imposed upon Reid by the United States Custom authorities, the captain not thinking it necessary to report the arrival and clearance of the vessel under the circumstances.

The U.S. Government tug *Alert* got a rope in her wheel off the waterworks dock Tuesday forenoon. The tug *Pauline Heckler* went to her rescue.

Miss Delia Duff returned Saturday after a ten days' trip on the upper lakes on the str. *H.H. Brown*.

During the storm Monday night the barge *Montana*, in tow of the str. *Myrtle Ross*, went aground at the foot of Bois Blanc Island. When the water raised Tuesday she floated off.

William Street and party of Marine City arrived here bag and baggage on the str. *Zero* Monday and have struck camp for two weeks on J.S. Patton's lower riverfront farm.

Gil. Charette of the steamer *Schucke* is home for a trip.

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August 14, 1903

E.H. Haynes left Monday for Port Huron, where he will remain until fall as engineer on dredging work in St. Clair River.

The steamer *Mt. Clemens* discharged a cargo of lumber for John Fraser last week.

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August 21, 1903

The revenue cutter *Fessenden* left Detroit Thursday morning for Tampa, Fla. She will be replaced in the river by the cutter *Morell*.

The steamer *Princeton*, bound up light, went ashore on the Canadian side below Amherstburg Thursday of last week and had to be pulled off by the tug *Peerless*.

Dunbar & Sullivan's derrick scow *No. 1* filled and sank opposite Bois Blanc lower park Sunday night. It was raised by means of the dredge Monday.

W.L.J. Girardin of the steamer *Harvey Brown* spent Sunday at his home here. Chas. Gillean is home from sailing.

The str. *Lydden* went on the west bank about the Bois Blanc lower dock

Tuesday morning. She was released by the tug *Peerless*.

Mr. and Mrs. W.J. Hanna of Windsor were in town Wednesday. They were accompanied by Mr. Van Noble, who was on the steamer *Michigan* when she was stationed here.

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August 21, 1903

**WHITEFISH CLOSE SEASON ABOLISHED.-Essex County Fishermen Placed on Equal Terms with Their American Neighbors.-**An Order-in-Council was passed on Friday by the Fishery Department abolishing the close season for whitefish on the Canadian side of the Detroit River and the waters bordering on the county of Essex. This has been urged by Messrs. Cowan and Sutherland for some time. This action will place the Essex County fishermen on the American side. The states of Michigan and Ohio have so far refused to make regulations for a close season. The one-sided system has been carried to the limit and the two Essex members have made a good fight in the interest of our fishermen. It is now up to the authorities of Michigan and Ohio to move. Promises are played out. If the American fishermen are bound to fish all the year round and get the last fish out of the waters then the Canadians are going to stay right with them. The time is passed when the Canuck has to sit on the bank and watch his Yankee cousin get all the whitefish, while he was prohibited from fishing owing to our old regulations put in force thirty years ago. It took some time to get the Dominion Fishery Department to move, but even that department could not stand the persistent pounding of Mr. Cowan, who has kept throwing the hot shot into it ever since he was a Member of Parliament, to secure this concession for our fishermen.

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August 28, 1903

The Port Colborne authorities refused to allow a steamer from Buffalo to land excursionists at that port last Sunday.

The tank steamer *Imperial* brought 180,000 gallons of oil from Cleveland to Toronto, the largest cargo that ever entered the port. The duty amounted to \$11,000.

Fred Myers of Buffalo is the new fireman on the tug *Albany*, superseding Denis Deneau.

The firing on the Erie tug *Silver Spray* for poaching in Canadian waters on Lake Erie turns out to have been a greatly exaggerated incident. Capt. Dunn's log has been received by the Minister of Marine and in it the matter is treated as an ordinary occurrence of no importance. The *Petrel* sighted the *Silver Spray* and gave



chase. The *Silver Spray* turned and made straight for the Government cutter. When the former was almost up the latter signalled for her to stop, but the tug rushed by at full speed. Capt. Dunn fired a rifle across the *Silver Spray*'s bow but it failed to bring her to. Therefore, to quote from the log itself, "I then fired direct at her with several rifles, but the tug kept on and as she was as fast as the *Petrel* there was nothing to do but to lay to until she was out of sight, when we put in for Port Stanley." This exhausts the details in the log. The Department has asked for more information and Capt. Dunn will make an extended report. A supplementary report has been received from Capt. Dunn of the fishery cutter *Petrel* in regard to the attempt to seize the United States tug *Silver Spray* on Lake Erie. Capt. Dunn states that he fired 13 shots from a rifle at the *Silver Spray*. He did not use the 7-pounder gun with which his ship is armed. Hon. Mr. Prefontaine states that he is determined to put down the operations by the American poachers in Canadian waters.

The tug *Parsons* arrived home Saturday from Sarnia, where she was chartered to the Hall Lumber Co. The crew received a rousing reception from all the river craft.

The genial face of Captain Ellison was seen on our streets Saturday. The captain stopped here when taking the steamer *Winona* to Windsor, where she has gone on the Windsor, Chatham, Wallaceburg and Tupperville route.

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September 4, 1903

The latest edition to the Canadian Marine is the steamship *New Mount*. Her dimensions are 248 feet long, 42 feet beam and twenty-three feet deep. Her dead weight is 3100 tons and her gross tonnage 1888. She was built by Swan, Hunter, Wingham and Richardson, Limited, at Wallsend-on-Tyne. *New Mount* can carry 2000 tons of cargo through the canals on a 14-foot draft of water and on the ocean or lakes she can run with an 18-foot draft when loaded to her full capacity. She has six hatchways for better despatch in loading and unloading. She is fitted with triple expansion engines of the latest design and is capable of maintaining a speed of nearly 11 knots on an average. She has been acquired by the Farmer Transportation Company of Collingwood and will go into the grain trade.

The well-known Canadian passenger steamer *Pittsburg*, owned by the Huron Navigation Co. and valued at \$60,000, burned to the water's edge at Queen's dock in Sandwich at an early hour Sunday morning. There was a crew of 8 aboard when the steamer burned, who barely escaped with their lives. The cook's son, who was sleeping off the dining room forward, was awakened by breaking glass about 5:30

o'clock, when an alarm was given and all hands fled for their lives. The crew got safely to the dock to which the burning boat was tied, wearing nothing but their underclothes. All their personal effects were lost in the fire and neighbors at Sandwich had to come to the rescue with sufficient clothing to cover them. The burning steamer was discovered by the citizens of Sandwich when a general alarm was given and the Sandwich fire department rushed to the scene. The tug *Home Rule* was called to assist the fire department and with this combined effort the flames were kept from spreading to the dock and surrounding buildings. The fire burned till 3 p.m., when the greater part of the steamer, whose decks had once been the scene of many a gala excursion, were completely levelled to the water's edge. Her blackened hull is now resting on the bottom. The origin of the fire is a mystery. The boat was valued at \$60,000 by the underwriters. She was insured for \$27,000 and was owned by the Huron Navigation Co. The *Pittsburg* was built in 1871 and was 882 tons burden and was 221 feet long with 28 feet beam. She was originally named the *Manitoba* but was subsequently renamed *Carmona*, which she held until rebuilt a few years ago when she was called the *Pittsburg*, which name she bore at the time of her burning.

About eight or nine years ago<sup>2</sup> two large boats - the *Celtic* and the *Russia* - collided in Lake Erie about 10 miles off Rondeau. The *Celtic* sank, but the *Russia* succeeded in reaching port safely. In order to do so she was obliged to throw her cargo overboard. This consisted largely of clothing, and many bales of this clothing came ashore at Eriau and along the lake beach, where it was gathered up by the residents in the vicinity and doubtless some of it is being worn yet. In a heavy southeast blow two weeks ago, another bale of this clothing was washed ashore on Pelee Point, after being in the water for several years. The clothing on the outside of the bale was rotten, but in the centre it was unharmed.

Captain Gagnon and Mate Barras of the tug *Mersey*, in which five of the crew were drowned Aug. 13, were charged with "disgraceful cowardice" by the findings of the federal marine court sitting at Quebec. They, with one other of the crew, seized the only lifeboat and left their comrades to go down with the wreck.

The steamer *Mt. Clemens* discharged a cargo of lumber for John Fraser this week.

George F. Girardin of the steamer *H.H. Brown* is home with an attack of

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<sup>2</sup> This collision occurred May 1, 1892 (see Vol. III(4), pp. 34-35).

typhoid fever.

The steamer *Wyandotte* will close her trips for the season next Tuesday, Sept. 8th. She will make her regular trip to Detroit that day but will not return in the evening. The people of Amherstburg always regret the departure of this popular boat. It seems like losing a friend to let her go. The *Wyandotte* is justly popular with the people at this end of the route, as the service accorded and the treatment rendered leave nothing to be desired.

After all, the claim that *Reliance* is a Yankee boat is not well founded. She was designed and built by a German, is manned chiefly by Scandinavians and is sailed by a Scotchman.

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September 11, 1903

The Great Lakes Towing Co. and Capt. F.B. Hackett of Amherstburg have decided that competition does not pay and there will be no more of it in towing and wrecking jobs in the vicinity of the Lime-Kiln Crossing. The Trust tug *Peerless* at Amherstburg to buck Capt. Hackett has withdrawn and in return Capt. Hackett will work for the marine ambulance *T.F. Newman* instead of the lighter *Hammond*.

The little fishing tug *Louise* had a hair-raising experience on Lake Erie Monday when she carried 200 excursionists from Sandusky to Leamington and back in a terrific storm. The *Louise* had aboard the Star baseball team of Sandusky. Leamington was reached at noon and about 6 o'clock the party started on the return trip in even a rougher sea than was encountered on the way over. After a terrific struggle with the waves the *Louise* got into the lee of Pelee Island, where she lay several hours. Then she started across the lake for Sandusky in a more moderate wind but still a heavy sea. She arrived home at 4 o'clock Tuesday morning with everybody safe but sick.

Gil. Charette of the steamer *Schuck* was home a few days this week.

A telegraphic despatch from Buffalo says:—"The State Department at Washington has informed Representative Alexander that the Department has authorized the Consul General of the United States in Canada to retain counsel in the case of the fishing tug *Kittie D.*, seized off Dunkirk in Lake Erie by the Canadian boat *Petrel* a few months ago. Rep. Alexander also has been in telegraphic communication with Assistant Secretary Keep of the Treasury Department. One of the results of this is the officers of the United States boat *Fessenden* have been notified by the Treasury Department to report at any hearing if their presence is desired. The *Fessenden* was recently dismantled and sent through the Canadian

canals to the coast. An effort will be made to have the imaginary line between Canadian and American waters marked by buoys. American fishermen claim that the Canadian patrol boats arbitrarily declare the location of the boundary in mid-lake and seize their vessels when the exact location of the dividing line is in doubt."

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September 11, 1903

**DROWNING COINCIDENCES.-Two of Amherstburg's Young Men Meet Watery Graves. Bodies Brought Home for Interment.**-MARCEL CARON.-It was a great shock to Mr. and Mrs. Francis Caron when they received word Monday that their son Marcel had been drowned Sunday night off the steel plant at Buffalo. The body was brought here Tuesday evening over the M.C.R. and taken to the residence, George Street, from where the funeral was held yesterday (Thursday) morning. The deceased was born in Lower Canada July 31st, 1877. He was one of a family of nine children and with his parents came to Malden when he was only 5 years of age. Eighteen years ago they moved to Amherstburg, where they lived ever since. Of the nine children six are now living, as follows: Philomene, Mrs. Remi Amelle; Annie, Mrs. Capt. F. Laframboise; Emma, Mrs. Alphonse Cote, Amherstburg; Napoleon and Fred at home; and Angelique, Mrs. Harry Martin, Detroit. The young man was employed for some years at J.D. Burk's and about two years ago left his employ to enter that of L.P. & J.A. Smith Dredging Co. here. A year ago July he went to Buffalo when the company began operations there and the last visit he paid to his home was on the 4th of July. He was of exemplary character and was well liked by his employers and companions, who regret his tragic and early demise. The *Buffalo Courier* gives the only intelligence the parents have yet received of how the accident occurred. It says that the young man [was] sculling a boat from the line to the dredge where he was employed as fireman when he lost his balance and fell into the lake. Before help arrived he went down for the third time.

JOHN ST. PETER.-It was a sad coincidence for Mr. and Mrs. William St. Peter to receive a telegram Wednesday announcing the drowning of their eldest son, William, that morning off Dunbar & Sullivan's dredge at Sand Beach. The curt message conveyed no particulars as to circumstances or cause. The body was to have arrived on the str. *Mackinaw* yesterday (Thursday) morning, but did not do so. Arrangements were then made for bringing it down on the str. *Columbia* last evening. The young man was born in Tecumseh 23 years ago. With his parents and three brothers, Frank, Harry and Joseph, he came to Amherstburg in 1899 and shortly after was employed on Dunbar & Sullivan's sweep scow. He remained at

that work until three weeks before his death, when he went on the dredge at Sand Beach. He was a fine, steady, industrious young man and bid fair to lead an honorable and useful life. His sudden cutting off has bowed his parents and relatives with grief. Funeral Saturday morning at 9 o'clock to R.C. church.

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September 18, 1903

The ferry steamer *Columbia*, which has been running to Bois Blanc all summer, made her exit Sunday evening, followed by applauding townspeople who had gathered to bid her goodbye and the tooting of all the river craft. Bois Blanc had the biggest season in its history this year.

The steamer *Yakima* was held up opposite here a few hours yesterday on account of low water. It gave Capt. Girardin and crew an opportunity of spending the afternoon at home.

The tug *Home Rule* left Tuesday last to tow Boone's red drill, which has been employed by the Donnelly Contracting Co. at the Lime-Kilns, to Depot Harbor.

There has been a little quiet barking between the steamers *Kirby* and *Columbia* all summer, each claiming the speed supremacy for Detroit River. It ended in a scrap Sunday morning, in which the *Kirby* proved herself the winner. The race was even to the foot of Fighting Island when the *Kirby* forged ahead the *Columbia* losing steam on account of a belt coming loose on the forced draught machinery. When the *Kirby* passed here she was received with cheers and tootings of whistles.

The following is the Order-in-Council dealing with the open season for whitefish, as published in the official Gazette: "The Governor-General in Council is pleased in virtue of the provisions of section 16 of the Fisheries Act, chapter 95 of the Revised Statutes of Canada, to order that the fishery regulation established by the Order-in-Council of the 18th day of July, 1890, section 3 of the General Fishery regulations for the Province of Ontario, providing a close season for whitefish and salmon trout shall be and the same is hereby amended so as to abolish the close season for whitefish in the waters of the Detroit River and those portions of Lakes Erie and St. Clair bordering on the County of Essex, including the waters around Point Pelee Island."

The body of the late John St. Peter was brought home Thursday evening of last week on the str. *Columbia*, accompanied by Capt. Ryan. The remains were taken to the residence, North Street, and the funeral was held from there Saturday morning. Services were conducted in the R.C. church by Rev. Fr. Renaud and a

large concourse of mourning friends gathered to pay their last respects. Interment was made in the R.C. cemetery, the pallbearers being Fred Boufford, Fred Hunt, W. Hunt, Chas. Bourdineau, Thos. Mongeau, G. Duffy. There are several different stories told as to how the young man met his death, but the one most accepted is that he was walking along the dredge railing when he lost his balance and fell between the tug and the dredge. His absence was unnoted for a few minutes and then a life-preserver was thrown, but when the body was recovered life was extinct.

Dunbar & Sullivan's dredge "*Old Glory*" will leave for Sand Beach the last of the week or early next week.

The tug *Pauline Heckler* was taken to Detroit Sunday to receive repairs to her cylinder which blew out Wednesday of last week.

Capt. Eugene McCormick of the P.M.R.<sup>3</sup> fleet, Sarnia, is home. The captain was ill but is recovering rapidly.

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September 18, 1903

A despatch from Put-in-Bay, Ohio, says that the tug *Champion* was burned to the water's edge. All on board were safely landed, but some narrowly escaped death.

The Dominion Government is bent on leaving nothing undone to advance the interests of the St. Lawrence route, which has made such inroads this season on American lines and capturing the grain trade. Shoal spots in the St. Lawrence River which lately have been the cause of trouble to vessels will be at once removed, the Government dredges being set to work in taking them out.

The schooner *Moonlight*, belonging to the Gilchrist fleet, foundered 12 miles off Michigan Island in Sunday's great gale on Lake Superior. The crew were taken off with the greatest difficulty by the steamer *Volunteer*, which had the *Moonlight* in tow. The *Moonlight* was for many years the crack sailing ship on the Great Lakes. She came out in 1874 and was among the largest vessels of her class, being 205 feet long and 33 feet beam.

It begins to look as if marine matters on the lakes are about to receive a great "slump." Freights have gone to pieces and even the Pittsburg Steel Trust has ordered 17 of its big steamers into winter quarters, and others will follow. Many of the smaller craft have been ordered to lay up. The reason assigned is labor troubles,

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<sup>3</sup> Pere Marquette Railroad



which started over the refusal of Capt. Rae to join the Masters' and Pilots' Union. No mate would sail on the boat. When one of the big steel boats arrives in port, all hands except the master and engineers are discharged and the boat ordered to the dock. It is believed that the big steel trust has all the iron ore at Lake Erie ports that is required for this season.

The Davidson stearn barge *Montezuma* went hard aground on the east bank of the Lime-Kiln [Crossing] Thursday night of last week. After 600 tons of the coal cargo had been lightered by the lighter *Hammond*, the vessel was released Saturday morning and started up the river in tow of the steamer *Cartagena*, under the personal supervision of Captain James Davidson, owner of the boats. After proceeding but 200 yards the barge sheered and ran aground, more firmly than the first time. About 500 tons more cargo had to be lightered before she could be released. The steamer *Myles*, which grounded below the Bois Blanc light Friday afternoon, was released by the tug *Home Rule* after 50 tons of her cargo had been lightered, and proceeded on her way.

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September 25, 1903

The schooner *Montezuma*, which was aground at Amherstburg a few days ago, went aground again in the Soo River. This is the third time she has stranded on her trip up the lakes.

On Lake Erie Wednesday of last week the Canadian patrol steamer *Petrel* lifted and confiscated a number of fish nets belonging to American fishermen. It is supposed the officers of the *Petrel* decided that the nets were on the Canadian side of the line. This, however, is denied by the fishermen. The nets were valued at \$2000.

The sand scow *Mary* made her first trip down the river Monday after being sunk and undergoing repairs caused by the accident at Houghton's dock.

As a result of the row between the Masters' and Pilots' Association and the Steel Trust fleet, the season will end Oct. 1st instead of Dec. 1st in the iron ore-carrying trade, and besides throwing out of employment about 2500 men employed on the boats, close to 20,000 men, including those at the docks at the head of the lakes, railroad employees and unloaders at numerous ports, will be affected.

Thaddeus Harris and Andrew Gibb were home from the new Pelee lighthouse a few days last week. Mr. Harris relates a narrow escape he had from drowning one day recently. He was assisting to place a crib when he stumbled and fell overboard. He went down like a shot into the pellucid depths of Lake Erie and,

not knowing how to swim a stroke, he began to take life seriously. However, James J. Cree, who is an expert swimmer, jumped in after him and together with other assistance managed to land Mr. Harris, wet but happy that the result was no more tragic.

On account of the strike by which a number of boats have laid up for the winter, several of our sailor boys have arrived home.

For the two weeks following Sept. 28th the str. *Lincoln* will cut out her river trips, but will run from Pelee to Leamington Monday and Thursday evenings, reaching there at 8 p.m. and 8:45 p.m., respectively.

C.S. Boone's dredge *General Meade* arrived at this port Tuesday night from Sarnia, in tow of the tug *Downey*, on her way to Port Maitland. She was taken in tow here by the tug *Home Rule*. Fred Jarmin of Collingwood was in charge.

An unknown man jumped overboard from the steamer *City of the Straits* while the boat was off Point Pelee night before last. There is no clue to his identity.

The schooner *Hattie Wells* discharged a cargo of 600 tons of anthracite coal for Falls Bros. this week. She encountered very rough weather from Tonawanda and lost both anchors off Long Point. She was towed from there by the steamer *Pawnee*.

The little Amherstburg-Bois Blanc ferry *Papoose* has been laid up for the winter at Windsor.

Capt. George Honor of the str. *H.E. Packer* called on his parents, Mr. and Mrs. E.W. Honor, Ramsay Street, Sunday evening.

The *Home Rule* arrived home Sunday, having transferred her tow, the Boone drill, to the tug *Parsons*, which had left her raft at Sarnia.

John A. Foster and Walter Nall are overseeing the laying up of the Pittsburg Steamship Co.'s boats in Chicago.

Captain Dan McCarthy has been appointed manager of the Suffolk Towing Co., with offices at 147 Milk Street, New York. He's an old Anderdon boy. Nothing too good for the Irish.

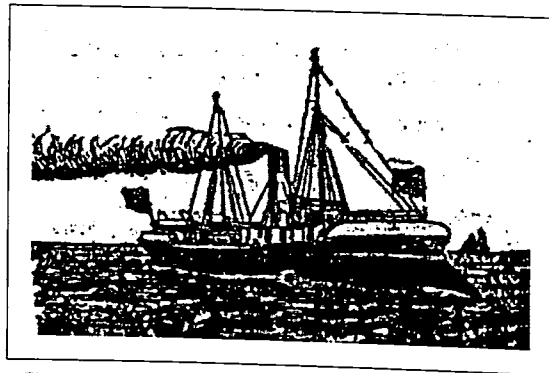
While sweeping the channel at the foot of the Lime-Kiln Crossing Monday, the sweepscow struck the wreck of some schooner which had drifted in the middle of the channel and stuck there. It was about 30 feet long and 15 feet across and was composed of stout timbers. It formed a dangerous obstruction and was removed.

John Smith, who has been spending the past month or so on the lightship *Kewaunee* at the Southeast Shoal, arrived home this week. The furious storms on Lake Erie the past month make the boys think there's no place like home.

The fishing tug *Silver Spray* of Erie, Pa., which had an exciting brush on Aug. 12th with the Canadian patrol boat *Petrel*, has again narrowly escaped capture. According to Capt. Schau, he was looking for lost nets and might have been in Canadian waters. The *Silver Spray*'s lookout was surprised at seeing the *Petrel* loom up in the fog and veer in toward the shore. Capt. Schau immediately ordered his engineer to give the tug a full head of steam and the *Silver Spray* escaped. Although Capt. Schau states that he spent the day looking for lost nets, nevertheless he had 1600 pounds of fish aboard. He would not make any statement to a reporter, but he was heard to remark to a friend as he landed: "She wasn't fast enough for us today."

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September 25, 1903

**TO THE CRUISER *PETREL*.**-Canadian Government Vessel Which Recently Fired on *Silver Spray*.-Here is a cut of the Canadian revenue cruiser *Petrel*, which recently in Lake Erie fired upon the poaching United States steam fishing tug *Silver Spray*. The affair was greatly exaggerated at the time, but the captain of the latter has admitted that he was within two miles in the Canadian waters.



CANADIAN REVENUE CRUISER *PETREL*.  
From *Amherstburg Echo*, September 25, 1903.

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October 2, 1903

The Barry Transportation Co., which has been operating the steamers *Empire State* and *Badger State* between Cleveland and Detroit, has suspended operations for the winter owing to the fact that both vessels have been tied up by libels. Rather

than give bond for their release pending the call of the cases, the Barrys suspended the service.

The Dominion Government has received reports from Lake Erie saying that there is a great deal of illegal fishing going on. Between Saturday and last Tuesday night the *Petrel* seized 56 American nets in Canadian waters. The Government is determined to put a stop to this if possible. The incident has suggested to the Dominion Fisheries Department the advisability of commissioning a faster and better equipped boat than the "*Petrel*" for the purpose of protecting the Canadian fisheries.

The report of the Harbor Commissioners of Montreal shows that 511 seagoing vessels having a tonnage of 1,196,219 visited the port last year, as against 485 vessels of 962,217 tons for the preceding year. The report also shows that the number of inland vessels that arrived during the same period was 6560 of 1,460,437 tons, as compared with 5479 vessels of 1,444,720 tons for the preceding year.

The *Midland Queen* in 1902 was chartered to carry a cargo of grain from Fort William to Goderich, Ont., but the grain was not on the elevator when the steamer was ready and she sailed without it. The Midland Navigation Co. sued for damages for failure to supply the cargo and obtained a verdict. The Dominion Elevator Co. appealed and the Court of Appeal has set aside the verdict and given the elevator company judgment for \$50 and costs on its counter-claim for neglect to carry the cargo.

Capt. W.E. Campbell of Detroit, J.G. Mullen and W.H. McEvoy of town and A.A. Franke of Detroit left Saturday night on the str. *Craig*, Capt. Nicholson, for a trip to the Soo. Hourly messages are received by their anxious families, as a good deal of rioting is going on at the Soo at present.

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October 9, 1903

The steamer *Westmount* with 70,000 bu. wheat, barge *Melrose* with 50,000 bu. wheat and barge *Selkirk* with 50,000 bu. wheat, or 170,000 bu. in all, were discharged by the Montreal Transportation Co.'s elevator at that port in exactly 8½ hours. From the beginning of the discharging until the last pound of grain had been discharged occupied just 10½ hours, but 2 hours of this was used up in shifting, etc.

The passenger steamer *Erie L. Hackley* of Fish Creek foundered in Green Bay off Marinette, Wis., Sunday night and twelve persons were drowned.

John Swan has ordered the sale of the Barry line steamers *Badger State* and *Empire State* by the U.S. marshal on Saturday October 17.

The Dominion Government tug *Trudeau*, Capt. Dan McIvor, took shelter here Monday and Tuesday on her way from Collingwood to Welland Canal.

The schooner *Columbia* discharged a cargo of coal for the Pittsburg Coal Co.

M. Sullivan's drill was brought from Detroit by the tug *Parsons* and laid up in the M.C.R. slip, Gordon, last week.

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October 16, 1903

The wooden steamer *Glidden* was struck Friday morning by a barge being towed by the Trust steamer *Empire City* and went to the bottom of the St. Clair canal, practically blocking the entrance. The *Glidden*, loaded with ore, was bound down when the barge, which was bound up, sheered and struck her. The *Glidden* lies diagonally across the canal about 500 feet from the entrance, leaving room for boats of only a light draft to get through.

The *Detroit Evening Journal* says:—"D. Farran Henry's project for a canal across the Province of Ontario, thirty-one miles long, southeast from the lower end of the St. Clair Flats canal, will be taken up at the meeting of the Lake Carriers' Association. The president of the association, William Livingstone, says that the officials of that body are convinced of the feasibility of the canal and that it is only a question of expense. Mr. Henry figures that a tax of three cents on the registered tonnage of boats using the proposed canal would pay a dividend. The French syndicate that propose to back the Detroit engineer, however, demands a guarantee of 15,000,000 tons yearly before putting the necessary \$10,000,000 into the scheme. The canal would cut Detroit off from the marine world entirely, would save 70 miles of present course and the ships using the canal would avoid the dangers of Ballard's Reef, the Lime-Kiln Crossing, Bar Point, Colchester Reef and Point Pelee."

For the first time in the maritime history of Michigan it has become necessary to relieve a blockade of the great bulk of shipping by destroying by dynamite a big vessel. Major Bixby of the United States Corps of Engineers, in charge of this district of the lakes, decided after a conference with Wrecker Baker and the underwriters of the wrecked steamer *Glidden* that the only solution of the blockade at the St. Clair Flats canal would be to blow up and destroy the *Glidden*. This job will last two weeks, will be night time and during the work several thousand pounds of dynamite will be used. The managing owner and the underwriters of the *Glidden* decided to abandon the wreck after Contractor Baker had notified them that he could not float the wrecked boat without interrupting traffic for a week. Nothing remains but for the United States Government to destroy

the boat to clear the channel as soon as possible. The size of the boat and its proximity to the sides of the canal make it imperative to destroy it in sections. The work has been started at the end of the boat nearest the open passage so that each explosion will enlarge the passageway for the vessels which are now being held up. The sides and lighter woodwork will be blown out and floated away. Then the cargo of iron ore will be dredged out and put into scows.

Tuesday afternoon while several Erie fishing tugs were engaged in setting or drawing nets on the Canadian side of Lake Erie, they were pounced upon by the patrol boat *Petrel*, which a few weeks ago put several shots into the *Silver Spray* under similar circumstances before she succeeded in getting away. Tuesday, however, the *Petrel* had better luck and she succeeded in capturing the *Star*, owned by Tabb & Constable of Erie, both of whom were on board, as were also the engineer, Leander Stewart, and two deckhands. The *Star*, which is one of the smallest of the bunch of tugs caught fishing, was at least nine miles over the line. She gave the *Petrel* a three-mile chase before the latter got her grappling chains over her side.

W.H. McEvoy and J.G. Mullen returned Friday from their trip up the lakes on the str. *Craig* with Capt. Nicholson. They ran into a fearful storm on Lake Superior on the way down and it will be a week or two before they get back to their fighting weight again. W.E. Campbell, president of the D.B.I. & W. Ferry Co., and A.A. Franke, who were also of the party, were taken off at Detroit and are said to have gone to the hospital for repairs.

John Young met with a very nasty accident early Wednesday morning on the tug *Parsons*. He left here on her Tuesday evening to go to the St. Clair Flats with a scow of coal for the tug *Home Rule*. As they were passing Sandwich about 2 o'clock Wednesday morning, in answer to a call to stand his watch, he rolled out of his bunk and in the dark his left foot slipped into the revolving shaft and was very badly crushed. He was taken off at the Sandwich coal dock and brought here on the car Wednesday morning. He was taken to his home, corner of Richmond and Seymore Streets, and Drs. Teeter and Park attended him. They amputated the two middle toes and removed and dressed the wounds. He is suffering considerably but is expected to make a rapid recovery.

American fishing tugs on Lake Erie, which have been successfully dodging the Canadian revenue cutter *Petrel* while fishing along the boundary line, will have their work cut out for them when the two new boats to be provided by the Dominion Government go into commission. These will be used to replace the *Petrel* and



*Acacia*, which have been found much too slow to cope with the fleet fishing tugs from the American side. Five hundred thousand dollars will also be expended by the Government on improving Canadian harbors on the lakes.

The argument of counsel over seizure by the Dominion cruiser *Petrel* of the fishing tug *Kitty D.* is being heard in Ottawa before Judge Hodgins of the Admiralty court. The *Kitty D.*, which is owned in Dunkirk, N.Y., was seized on Lake Erie on July 3 by the *Petrel* on the ground that she was fishing in Canadian waters. This is disputed by Captain Clyde W. Jones, who commanded the *Kitty D.* at the time of seizure.

The scow *Lily* brought over [to Pelee Island] a load of hard coal for J. Reh last week.

The steam barge *Mt. Clemens* of Amherstburg unloaded 200 tons of soft coal for the big marsh pumps [on Pelee Island] last week. She also took a load of freight up the river.

Mrs. David Girardin Jr. is on a trip on the str. *Yakima* this week.

The str. *Lincoln* came up Wednesday morning on her regular schedule. She will continue on the route as long as there is any freight to haul.

The steamer *S.R. Kirby*, Capt. Jones, called at this port Saturday.

The tug *Saugatuck* broke her engines this week and is laid up for repairs.

C.Y. Dixon, U.S. engineer, is at St. Clair Flats acting in conjunction with Major Bixby in regard to the wreck of the steamer *Glidden* in the canal.

William Pizer, mate on the steamer *Yakima*, was home a few days this week.

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October 23, 1903

The *Globe*:—"The capture of another fishing tug and many fishing nets in Lake Erie by the Canadian Government cutter emphasizes the necessity of the two Governments cooperating to police Lake Erie in the interest of international amity. At any time there may occur some affray of a dangerous character, which might have been easily prevented.

The case arising out of the seizure of the American vessel *Kitty D.* was argued at Ottawa and judgement reserved.

Capt. J. Laframboise Jr. arrived home Tuesday evening, his boat having been laid up two months earlier than usual.

The steamer *City of Mt. Clemens* discharged a cargo of lumber for John Fraser and also a cargo of salt for town merchants.

A despatch from Port Stanley Friday says:—"The D.G.S. *Petrel* arrived in at

9 p.m. yesterday, having in tow the gill net fishing tug *Star* of Erie, Capt. J. Tabb, and crew of five men on board. The *Petrel* seized the *Star* just west of London Point at 2 p.m. She was only seven miles from shore. She had on board four tubs of gill nets and a quantity of nets. The captain said he was in Canadian waters but was looking for some of his nets that had drifted. The *Star* is 46 feet long, engine 8 x 8 and is fitted with a steam lifter for hoisting gill nets. Capt. Dunn of the *Petrel* said he believed there were a thousand nets around Long Point. The Government has given him authority to hire tugs to take up nets, but he cannot get them as the owners are afraid of what might happen to their boats some night. Capt. Dunn will ask to be allowed to use the *Star*.

The Government steamers *Scout*, *Alaska* and *Visitor* have been detailed by the Dominion Government to mark the shoals of the St. Lawrence River and the lower lakes with buoys for guidance of vessels. The work will consume several months.

John Young, whose severe accident was noted in last issue, died early yesterday (Thursday) morning, aged 28 years, 11 months, of tetanus or lockjaw. It will be remembered that he had his left foot badly crushed by the revolving shaft of the tug *Parsons* when opposite Sandwich coal dock early Wednesday morning of last week. After arriving here same forenoon Drs. Teeter and Park amputated two of his toes and dressed the wounds, but the injuries had been left so long without medical attendance that the poison had entered the system. He suffered greatly for a week and at 2 a.m. yesterday passed away in the throes of lockjaw. John was one of the best-known characters around town. He was a hard worker and took good care of his aged mother. He was born in Amherstburg in November, 1875, being a son of the late Henry Thomas. He was one of twelve children and is the eleventh to be laid low by death. The only surviving brother is B. Young, mariner. The greatest sympathy is extended Mrs. Young in her severe and sudden bereavement.

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October 30, 1903

Thomas Smith, a deckhand on the steamer *Huronic*, fell down a hatchway a distance of 25 feet and was removed to the General Hospital.

Gordon Primeau has arrived home after spending the summer sailing.

The Great Lakes Navigation Co.'s tug *Scotia*, which sunk in Mullen's slip Sunday last, was raised during low water Tuesday night. She left for Sandwich Wednesday to be used in connection with the Government fisheries on the Detroit River. A new wheel was put on, which doubled her speed. She is now looking for

the Kirby.

Judge Hodgins of the Admiralty Court has decided that the United States fishing schooner *Kittie D.*, seized in Lake Erie near Dunkirk by the Dominion Government steamer *Petrel* for illegally fishing in Canadian waters, must be given back. The evidence is so conflicting, the judge says, that the doubt must be the benefit of the *Kittie D.*

The new lightship *Lurcher*, built at a cost of \$200,000 for the Dominion Government by the Polson Company of Toronto, was launched Monday. The vessel is 112 feet long, 29 feet beam and has three decks. She will be fitted out with electric searchlights for lighthouse purposes and has a fog signal audible twenty-five miles. The boat is for use in the lower St. Lawrence and is the first of its kind ever constructed in Canada.

In the furious gale which raged Sunday and Monday on Lake Superior, the steamer *W.F. Sauber* foundered 30 miles northwest of Whitefish Point at 3 o'clock Monday morning. Capt. W.E. Morse of Cleveland and oiler Frank Robinson of Detroit, who remained on the sinking steamer after the remainder of the crew had been taken off by the steamer *Yale*, lost their lives. The remainder of the crew were saved.

The steamer *City of Mt. Clemens* arrived here Monday morning with a load of 225 tons of stone dust for Amherstburg. The stone dust cost about 38 cents per ton on the boat and the freight is 35 cents per ton.

The revenue cutter *Tuscarora*, sent from Milwaukee to locate the international boundary line in Lake Erie and to protect American fishermen, arrived at Cleveland Friday and has now gone on duty. The fishermen are dead opposed to the *Tuscarora* being placed on patrol duty because they think that it will be much harder escaping from two police boats than from one.

The fishing tug *Silver Spray*, which on two occasions eluded the Canadian revenue cutter *Petrel*, is no more. Early Monday morning the vessel was burned to the keel at Empire Shipbuilding Co.'s yards at Buffalo. The *Silver Spray* was in floating dry-dock when the fire broke out. Fanned by a strong wind, the little craft was reduced to ashes before a fireboat arrived. Capt. Chris Schau of Erie, Pa., owned the *Silver Spray*. The loss will amount to \$5000.

Wm. Goodchild arrived home from the St. Clair Flats, having taken their tug *Marghretta* there to work on the wreck of the str. *Glidden*.

The Donnelly Contracting Co.'s derrick scow left in tow of the tug *Sandy Hook* for Fairport Wednesday, having finished their contract on the Lime-Kiln

Crossing.

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October 30, 1903

**"TO HAVE A TOWN DOCK.-Amherstburg's Mayor Arranged for Purchase.**-The town council of Amherstburg Monday night voted to spend \$300 for the purchase of the old McClary dock and pavilion in the rear of the Lake View Hotel. The property will be turned into a public dock.

"The plan was made possible by the efforts of Mayor J.J. Brault, who visited James McClary of London, Ont., and obtained from him a signed agreement to sell the property to the town. The property was formerly owned by the town but was deeded to Mr. McClary in 1886 by the town council as an inducement for him to build the present Lake View House. The lease was for a term of 99 years and was a valuable right. A pavilion was erected many years ago by McClary but has never been used. Mr. Brault pointed out to McClary the advantage of an increased trade for the hotel which would be derived from a public dock and the latter was willing to sell the property for the remarkably low figure of \$300. Mr. Brault said:

"It is the intention of the council to renovate the pavilion for the benefit of summer tourists and to open the dock to all vessels. The steamers *Lincoln* and *Wyandotte* will land there, as will also the Georgian Bay steamers. Large freighters will also be allowed to use the dock and a portion of the pavilion will be utilized as a freight shed. It will mean more trade for the town and may bring factories to Amherstburg."

The above is from the *Detroit Evening Journal* and is certainly incorrect in several particulars. 1. The town council of Amherstburg did not vote to spend \$300 to purchase the old McClary dock, for the reason McClary does not own any dock, old or new. 2. The mayor could not have obtained from James McClary of London or any other McClary an agreement to sell the property to the town. 3. The property was not deeded to Mr. McClary in 1886 by the town council or any other time. 4. Mr. McClary does not own the property now and never did own it. 5. Mr. McClary did not build the Lake View House. [It was built in 1877 by Theodore Park.] 6. The lease was not for a term of 99 years or for any time. 7. The town did not have any lease with Mr. McClary for any term. 8. No resolution or bylaw is on record showing that such a lease was ever made. 9. No lease, deed or agreement can be produced as being on record at Sandwich.

November 6, 1903

Arthur Parker arrived home from sailing on Sunday last after laying up the steamer *Bunsen* at Duluth.

The tug *America* of Buffalo is here to take the Donnelly Contracting Co.'s derrick scow to Fairport as soon as the weather moderates. William Wilcox will accompany her.

James Rooney, the well-known dredgeman of Toledo, was in town yesterday (Thursday), his fleet having got this far on their way down from the St. Clair Flats.

The Detroit papers squealed considerably about the Lime-Kiln Crossing being left unprotected while the tugs were up at the St. Clair Canal. In four weeks there was only one tow amounting to \$12.50, which is mighty little to keep a fleet of tugs here for.

The tugs *Florence*, *Home Rule* and *Parsons* of the Hackett Wrecking Co.'s fleet arrived home Wednesday after spending the past month at the St. Clair Canal taking off their harvest. The crop was a bountiful one and Capt. Frank is considering whether to invest his surplus wealth in more ships or open a chartered bank.

Maxime Lapierre is chief engineer on the Great Lakes Navigation Co.'s steamer *Scotia*. She is now one of the fastest craft on the river.

The Dominion Government steamer *Petrel* (Captain Dunn) seized 90 American gill nets with 1500 pounds of fish a short distance east of Pelee Island and brought them to Port Stanley on Saturday morning.

Ernie Jackson, after being laid up for quite a while with a scald received while working on the tug *Home Rule* of the Hackett Wrecking Co. fleet while at work at St. Clair Flats, is able to be around town again. Dr. T.J. Park attended his injuries.

The tug *Albany*, Capt. T.C. Patterson, has gone to Fairport to work on a contract for the Donnelly Contracting Co. there. Capt. Tom's pleasant smile has become a feature of this town and the weather appears to be more chilly since he left.

The last crib or "key" for the Pelee middle ground lighthouse was placed in position on Friday last. This insures the safety of the whole structure. The work of construction of this crib has been a severe undertaking as it is in one of the most exposed positions on the lakes. The seas sweep the middle ground no matter from what direction the wind blows.

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November 6, 1903

**RIVERS AND HARBORS.-Big Improvements Proposed By Gen. Gillespie of the U.S.-Total Estimate Fiscal Year Ending June 30, 1905.-Is for \$440,000.** Brigadier General G.L. Gillespie says in his annual report that operations in the Detroit River ending the fiscal year ending June 30, 1903, were in progress under six different contracts besides work by hired labor with the Government plant, the result of which was to increase the minimum depth of the improved channel to 18.4 feet below present mean low water at the worst places and to 21 feet wherever work is being done. Extensive surveys relating to the work in progress and projects for more extensive improvements now being started under recent appropriation were also made the new work to secure at least 21 feet depth over at least 600 feet width along the entire route at the lowest monthly mean stage of the navigation season, so far as known. The contracts under old appropriations will probably be completed this fall and work under new contracts will be started before navigation closes. General Gillespie estimates that \$450,000 can be profitably expended on the improvement of the Detroit River in the fiscal year ending June 30, 1905. At the St. Clair Flats canal the work during the past year consisted in surveying and otherwise preparing for widening the channel. No estimate is submitted for the next fiscal year.

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November 6, 1903

The steamer *Manhattan*, grain laden, from Duluth to Sandusky, ran aground off Grand Island. A lantern burning in the bow of the boat was overturned as the steamer struck. Fire immediately broke out and the vessel lies a total wreck. Her cargo was destroyed and loss will exceed \$125,000. A bolt slipped out of her steering chain, leaving the ship unmanageable, and she ran up on a reef near the island. Capt. James B. Lyons and the 15 men of the crew were taken off the burning vessel by the tug *Ward*. The lost boat was owned by J.C. Gilchrist of Cleveland and was insured for \$50,000. Her cargo of 70,000 bushels of wheat was also insured. The *Manhattan* was a wooden boat, built in 1887. She was 252 feet long and 38 feet beam and 1545 tons. The loss of the *Manhattan* marks the seventh loss in the Gilchrist fleet this season. The others to date are the steamers *Waverly*, *V. Swain*, *John Craig*, *A.A. Parker*, *Marquette* and barge *Moonlight*. They were old wooden boats and built to carry a load in 14 feet draft of water, but are now loaded to 19 feet and became unmanageable.

In the furious gale which raged Sunday and Monday on Lake Superior, the



steamer *W.F. Sauber* foundered 30 miles northwest of Whitefish Point Monday morning, Oct. 26th. Capt. W.E. Morse of Cleveland and oiler Frank Robinson of Detroit, who remained on the sinking steamer after the remainder of the crew had been taken off by the steamer *Yale*, lost their lives. The remainder of the crew were as follows:-Wm. Crocker, second mate, Buffalo; Everett Butler, chief engineer, Cleveland; Theodore Vankerhike, second engineer, Holland, Mich.; Ole Dryus, wheelsman; Carol Johnston, watchman; Julius Werts, Bert Fraser, watchmen; Bernard Brown, James Gallagher, firemen. The remainder of the crew consisted of deckhands and the cooks. The steamer is one of the best known wooden craft on the lakes. She left Ashland Oct. 24th with a load of iron ore for Lake Erie. Sunday morning they were struck with a northwest gale when abreast Manitou Island. The vessel was headed into the wind and shortly after she began to leak, the water coming into the hold so rapidly that it gained on the pumps. Distress signals were displayed and the steamer *Yale* came alongside and remained until the *Sauber* foundered next morning at 3 o'clock. When it was seen that the steamer was doomed, the crew, with the exception of Capt. Morse, took to the yawls and were all picked up by the *Yale*, except Oiler Robinson. Capt. Morse remained aboard the *Sauber* until all the members of the crew had left, when she settled down, letting the water to the boilers, which blew up. The *Sauber* instantly disappeared, but Capt. Morse was afterwards heard crying for help among the wreckage. His men got a line to him, but he was so utterly exhausted by exposure to the bitter cold weather that he could not help himself and perished in sight of help. The lost oiler was in the yawl and it is supposed that he grabbed hold of the line thrown from the *Yale* but lost his hold. He was not seen again. Frank Robinson, the oiler who was lost with the captain of the *Sauber*, made his home during the winter months with his aunt, Mrs. Wm. Lovelace, Detroit. He was only 17 years of age and began sailing two years ago. He was the only child of Mr. and Mrs. G. Robinson, Leamington. The elder Robinson is a marine engineer of long standing but has not followed the trade since the strike a few years ago. The son desired to follow in his father's footsteps and began the study of marine engineering when a little lad of 12. He had made only two trips on the *Sauber*. The steamer *Sauber*, owned by Wm. Becker, Cleveland, was insured for \$75,000 through Smith, Davis & Co. of Buffalo. Her cargo of ore, shipped by Drake, Bartow & Co., was also insured. Capt. W.E. Morse, who was lost with the *Sauber*, was one of the best known masters on the lakes. He had sailed since a boy and had commanded at different times the schooners *Kate Dailey* and *R.B. Hayes* and steamers *Britannic*, *George Presley* and *M.B. Grover*.

W.H. Becker of Cleveland was managing owner of the *Wm. F. Sauber*. Martin Mullen of Cleveland owned a quarter interest and John G. Mullen of Amherstburg owned one-tenth. The boat was built at Cleveland in 1891 and measured 291 feet keel, 41 feet beam and 2052 gross tons.

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November 13, 1903

Capt. Jacques Laframboise Sr. has arrived home for the winter.

The American Government is taking away the piles of boulders from the east side of Bois Blanc to use them in building a breakwater at Fort Wayne.

The Canadian steamer *Seguin* went aground at the Flats Saturday. She was released by the tug *Florence* and lighter *Hammond* of the Hackett Wrecking Company.

Big improvements have been completed on the Lime-Kiln Crossing, and beginning this week the channel will be opened an additional 180 feet to the westward of the present location of the north and south lightships. In addition to widening the channel over the crossing 180 feet, an increased depth of one foot will be given over the area covered by the latest improvement. This will provide a clear depth of twenty feet at the present stage of low water. Major Bixby has sent out notices giving the position of buoys made necessary by the contemplated improvements.

The *Detroit Free Press* of Tuesday says as follows:-"The Great Lakes Towing Co., which recently made peace with Captain Frank Hackett and his wrecking company of Amherstburg when he agreed to use his tugs in connection with the wrecking lighter *Newman* and do away with competition by not using the wrecking lighter *Hammond*, is about to declare another war. The trouble all arose over the lightering of the Canadian steamer *Seguin*, which ran aground in the old channel at the Flats. The Hackett tug *Florence* secured the job of releasing the boat and hurried posthaste to Amherstburg for the *Hammond*, although the *Newman* was within a mile of the accident. Capt. W.H. Hill, assistant general manager of the Trust, said last night that by doing this Capt. Hackett violated the contract and would be called to account and that the matter would be taken up at Cleveland today. It is said the wrecker *Saginaw* will be transferred to Amherstburg to do battle with the Hackett fleet and renew the old competition. Capt. Hill, who has been at the Flats directing the *Glidden* wreck for the past month, went to Cleveland last night.

The str. *Luzon*, Capt. Reid, called here yesterday morning when bound up,

light. She had bunted into the Wheeling and Lake Erie [Railroad] bridge in Toledo harbor, dinting her bow considerably. The accident happened at 6 a.m. Thursday morning. Luckily no trains were on the bridge at the time, as the structure was knocked off its piers and Toledo harbor will be blocked for a few days.

Otto Blanc, a sailor on the sandscow *Charles H. Little*, got his left ankle caught in the bight<sup>4</sup> of a rope when placing the scow at Elliot's Point yesterday morning and both bones of the ankle joint were broken. He was brought here and sent up on the electric car to receive treatment at the Marine Hospital.

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November 20, 1903

Hicker Bros. of Sault Ste. Marie have been awarded the contract for dredging the upper entrance to the Canadian channel.

Capt. Eugene McCormick was home from Sarnia for a few days.

Thomas Ermatinger, watchman on the Government derrick scow, fell overboard Saturday morning, but was fished out as soon as he had become wet through. He was so hot about it, his clothes dried in a short time without removal.

Capt. Jack Menzies has laid up his sailing yacht, the "*Frolic*," for the winter.

The str. *William Wolf* ran aground on the west side of the Lime-Kilns just opposite the south lightship and was released by the tug *Florence*.

The Dom. Gov. str. *Petrel* will make this port its headquarters the balance of the season. She was in a few days this week. The *Petrel* has had a busy season, American poachers having been more active and aggressive than for many years. The little revenue cutter's record is a good one. She seized a gasoline fish boat, the tug *Kittie D.* and tug *Star* besides 935 nets valued at two dollars each. The most spectacular event of the season was the unsuccessful attempt to catch the poacher *Silver Spray*, Capt. Schau, and her escape under fire into American waters. The tug has since burned at Erie, but the event proved a salutary object lesson to poachers, and Capt. Dunn did not have as much trouble since. The seizure of the *Kittie D.* was the cause of litigation, the owners claiming that they were not over the international line. The case was argued before Justice Hodgins at Ottawa and he gave judgment in favor of the tug. The Dominion Government, however, has decided to appeal the decision to the Supreme Court. In the matter of the seizure of the tug *Star*, which is now in charge of the Customs Collector at Port Stanley,

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<sup>4</sup> loop

Capt. Tab, who sails her, has written to the Marine Department acknowledging that he was caught in Canadian waters with fresh fish on board and praying for leniency.

The fog Monday evening raised Cain with the fishing tugs around Pelee Island. They lay to when the fog came up, but both the *Walter H. Stone*, belonging to Capt. Al. Henning, and the tug *Evalina* of Goderich went ashore. The *Stone* managed to get off, but the *Evalina* canted over and the scuppers came off, allowing her to fill with water. She now lies in an exposed position and may be badly damaged before being released. When the str. *City of Mt. Clemens* was going from Amherstburg to Kingsville the same evening, she went ashore in the fog east of Kingsville harbor. She backed off after being fast for half an hour.

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November 20, 1903

Patrick Kelly, engineer of Capt. John S. Quinn's wrecking tug *Reliable*, was drowned at the foot of Griswold Street Wednesday evening during the progress of a fire in the cabins of the boat. He slipped while attempting to step from the deck to the rail of the tug.

The Minister of Canals has announced the improvements now underway or projected to benefit lake and river navigation in the Dominion. The great lift lock in the Trenton canal near Peterborough, which will be the largest in the world, will be ready next week. To facilitate traffic through the Welland Canal, that great waterway is to be electrically illuminated from end to end. A fourteen-foot depth of water is to be provided in the Gallop's Canal around the St. Lawrence Rapids. The Government has awarded a big contract for the dredging of the western approaches to the Canadian Soo Canal.

**Trouble at the Lime-Kiln.**-About midnight on Monday the big steamer *William F. Brown*, bound down, laden with iron ore, while passing the Lime-Kiln Crossing appears to have got in the middle of the old and new channels and ran on the ridge a 1000 feet above the south lightship, swung around in the current, grounded almost perpendicularly across the 180-foot channel, leaving 90 feet of the new improved channel ahead of her bow and 200 feet of the old 420-foot channel astern. This accident in itself was not serious except to the *Brown* itself, as most of the old channel was still free for the passage of other craft. But about 7 o'clock Tuesday morning the Hawgood steamer *S.S. Curry*, upbound, ran into the eddy caused in the swift current of the channel by the stranding of the *Brown*. The eddy forced the *Curry* aground on the east or Canadian bank of the crossing, abreast of the *Brown* and in such a position that the two boats almost entirely obstructed

navigation of the passage. The channel between the two stranded craft was from 100 feet to 150 feet wide. A steamer and a lumber steamer and tow were the only ones to successfully run the blockade after the accident to the *Curry*. The big D. & B. steamer *Western States* lay all day at the [D.B.I. & W.] Ferry Co.'s dock, foot of Murray Street, while the big steamers *E.C. Pope*, *Rhoades*, *Hanna*, *Kerr*, *Ames* and seven others were detained below and as many more above, among them being the steamer *City of Cleveland*. The only craft that attempted to pass the Lime-Kilns on Tuesday were the steamer *Frank E. Kirby*, a Canadian steamer and a lumber barge. The Hackett Wrecking Co.'s lighter *Hammond* and tug *Florence* went to work on the *Curry* and the lighter *Newman* and the tugs *Saginaw* and *General* of the Great Lakes fleet on the *Brown*. At 8 o'clock on Wednesday morning the *Brown* was released and all the detained craft passed safely. The *S.S. Curry* is 360 feet in length, 45 feet beam and 21 feet depth of hold. The *Brown* is 430 feet in length, 30 ft. beam and 25 ft. depth of hold.

The *Curry* is still fast on the east bank but her position is such that she does not interfere with navigation in the least. The most important matter resulting from the blockade is the fact that the new 180-foot channel, only opened to traffic last week, has been practically, though not officially, closed and, for the remainder of this season at least, all vessels will use the old 400-foot channel. It is said that the *Brown's* hull was badly torn by the rocks and that the insurance companies will have a good-sized bill to settle. The *Newman* finished the job of re-loading the ore early yesterday morning and the *Brown* proceeded and grounded a short distance below Bois Blanc, but was released in a short time.

The str. *Wilbert L. Smith*, a 500-footer of United States Co. fleet, while trying to come to anchor opposite town the anchor failed to hold and she was caught by the wind and swung on the east shore opposite the town dock. She is leaking badly.

The steamers *Amazonas*, Capt. Mahon, and *Oranage* went aground Thursday night of last week at the Lime-Kiln Crossing owing to the lightships having been moved to mark the new channel which was dredged out during the summer. Both boats got off without aid and passed up uninjured.

Some vessel masters are having a little trouble at the Lime-Kiln Crossing on account of the lightships and buoys being shifted to mark the new 180-foot channel. There is a ridge between the old 400-foot channel and the improved channel, covered with only 18 feet of water. This ridge is marked by three striped spar buoys, but several vessels scraped on the ridge Thursday night, probably owing to the fact that there were no lights to show their new locations. These buoys are paid

for and maintained by the Lake Carriers' Association and President Livingstone said that he had arranged with Assistant United States Engineer C.Y. Dixon to have the buoys marked with float lights after sundown hereafter. The association also stands the expenses of the lights.

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November 27, 1903

The schooner *Kerschel* went aground on Elliott's Point Tuesday and was pulled off by the tug *Cadillac* Wednesday.

The schooner *Green* went aground at the mouth of the river Tuesday.

The river is running full of slush ice.

The schooner *Emma L. Neilson* discharged a cargo of posts for J.R. Park this week.

The steamer *Three Brothers* ran aground on the head of Grassy Island Friday last and was released by the tug *Florence* of the Hackett fleet.

The Nicholas Transportation Company, owners of the steamer *Glidden*, which was sunk and blown up at the Flats, have commenced suit against the Pittsburg Steamship Co., claiming that the barge *Magda*, which rammed the *Glidden*, was responsible for the loss of the latter boat.

The steamer *Gladstone* was raised Tuesday and brought to the bay opposite Bois Blanc. A great part of her cargo of barley was pumped into the lake, while the remainder is being loaded on the lighter *Hammond*. M. Bradley, owner, from Cleveland, was here Monday directing the work.

The tug *Evalina* is still on the shore [of Pelee Island]. The *Petrel* got a line to her Saturday and pulled out her tow posts, but failed to move her from the position she's in. The tug then rolled over and filled through her hatch. Sunday the tug *Thistle*, Capt. Frank Harris, worked on the stranded boat and managed to get a line fast by tying around the deck beams. She was then pulled off and is in pretty fair shape. A few steam pipes burst, but repairs will be made speedily.

John A. Foster, Chief Steward of the str. *E.B. Bartlet*, is at Erie, Pa., overseeing the laying up of several of the Steel Trust boats, which have gone into winter quarters at that port, but will try and be home for Christmas if his money holds out.

A local historical wit says that *Gladstone* used to work at Home Rule, but on the Detroit River we see the novel sight of the *Home Rule* working on the

*Gladstone*.<sup>5</sup>

The str. *Mt. Clemens*, which was engaged in the relaying of the Pelee cable, returned here Tuesday afternoon, the weather being too inclement to work. The men were paid off and she will return to Kingsville and if the weather moderates the work will be done with local labor.

The wooden steamer *Gladstone* of the Bradley fleet was sunk in collision off Bar Point late Friday night and is now on the bottom in twenty feet of water about three-fourths of a mile southeast of Bar Point light, Lake Erie. The collision took place just at the turn below the light, the blow being so heavy that the *Gladstone* went down twenty minutes after. The crew was taken off by the tug *Home Rule* of Hackett's fleet and landed at Amherstburg, from which place the captain telephoned to Detroit for assistance. The *Gladstone* had a cargo of corn and barley and was bound from Chicago to Buffalo. The wrecker *Reliable*, Capt. John S. Quinn, left Saturday afternoon for the *Gladstone* with pumps and boilers. When abreast Fighting Island in the Canadian channel, the boilers of the *Reliable* gave out and the wrecker was towed to the sunken steamer by the tug *Home Rule*. It is thought the pumps can free the *Gladstone* and enable her to proceed to her destination.

The *Marine Review* says:-"It is understood that the Government will soon be asked to establish another aid to navigation in order to help masters of vessels entering Detroit River from Lake Erie. What the masters want is a water gauge register, after the pattern shown on Smith's coal docks, located at the Bar Point lighthouse to show the depth of water over the Lime-Kiln Crossing. Assistant Engineer Dixon, in charge of Government improvements in the lower Detroit River, is now completing an automatic water gauge and register which it is the intention of the Government to station at Amherstburg and have connected by means of electric equipment with the coal dock registers and at Detroit. If the new device will register at Detroit the depth of water over the crossing it will also register at Bar Point, if the necessary connections are made. It is argued that after the first cost of installing a cable to Bar Point light station there will be no extra expenses to the Government and the device will cost nothing to maintain, as there is a crew of five men at the light all the time during the season of navigation and it would be an easy matter for them to change the figures of an illuminated sign and tell every vessel

<sup>5</sup> William Ewart Gladstone (1809-98) was a British statesman who was known for his advocacy of Home Rule for Ireland.

master at a glance just how much water he may depend upon over the crossing."

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December 4, 1903

The Welland Canal will be kept open until Dec. 15 or later, weather permitting. There is no ice in sight at Port Colborne.

The str. *Roby* went aground on the east side of Ballard's Reef Sunday night during a snowstorm and was released by the lighter *T.F. Newman* and tugs *Saginaw* and *Home Rule* Monday.

The *Glidden* wreck has been abandoned at the Flats. The stern of the boat has dropped back into the channel, the wreckers finding it impossible to raise it by means of pontoons. Bids will be asked for its removal.

The wet grain in the hold of the *Gladstone* has been sold to the Toledo Salvage Co. for \$2700. A Detroit concern has purchased the dry barley, which is estimated at 9300 bushels. This amount was sold at 40 cents a bushel.

The steamer *Lincoln* has finished the season and will go into winter quarters unless the weather moderates, then she will be taken to Chatham, where her boilers will be overhauled and general repairs made to her hull. The tug *Stone* is also at Windsor but will winter at Wallaceburg if she can reach that port.

G.A. Tomlinson of Duluth has contracted with the American Shipbuilding Co. for a freighter of 10,000 tons' capacity. The plans call for a boat 494 feet overall, 52 feet beam and 29 feet deep. The boat, which will be built at the Lorain yard, will have 28 hatches. The cost is estimated at \$350,000.

The *Geo. W. Roby*, aground at the upper end of Ballard's Reef, was released. The Davidson steamer *Rappahannock*, aground near Bar Point, released herself. The steamer *Kanawha* aground at the same place, was released by the Hackett tugs and lighter. The *Madagascar* was released from Bar Point Reef after lightering 75 tons of coal. The Canadian steamer reported ashore near Point Pelee is believed to be the *Seguin*, lumber laden.

The steamer *Kanawha* loaded with hard coal from Buffalo to Chicago went aground on Bar Point Sunday. The lighter *Hammond* and tugs *Home Rule* and *Florence* worked on her and after lightering about 300 tons of her cargo, she was released. The accident was due to the severe snowstorm and the shifting of the buoys in the river. This is the second boat to get into trouble at Bar Point, the *Gladstone* having sunk there after a collision with the *Sacramento* last week.

The Lake Carriers' Association is putting up a great kick over the removal by the U.S. authorities of gas buoys and other aids to navigation at Ballard's Reef

and the lightships on the Lime-Kiln Crossing. It does seem that the officers in charge are rather hasty this year. The buoys and lightships were in no fear of being lost or injured. Many vessels will leave Lake Erie with coal during the coming week and there is a big fleet still downbound with ore, grain and lumber. The vessel owners have had stakes placed in place of the gas buoys on Ballard's Reef.

The freighter *Hutchinson* of Cleveland is on the reef off five-mile point near Eagle River. She carries a cargo of \$200,000 worth of flax and went on the reef in a blinding snowstorm Monday. The tugs *Rogers* and *Hebard* of Portage Lake are at work. The entire cargo will be dumped overboard. The boat rests on the reef in its centre with 30 feet of water under each end. The boat is owned by Hutchinson & Co., Cleveland, who have abandoned her to the underwriters. She was insured for \$210,000. John G. Mullen of Amherstburg owned a good slice of her.

The tug *Margretta* arrived home from Pelee Island after a week's fishing.

The steamer *Haarlam* discharged a quantity of soft coal here yesterday.

Dunbar & Sullivan's dredging fleet have ceased all operations for the winter.

Dunbar & Sullivan's tug *Quickstep* left Tuesday to lay up in Detroit. She will be rebuilt this winter.

The tug *M.F. Parsons* of the Hackett Wrecking Co.'s fleet has gone into winter quarters, having paid for herself this summer.

The steamer *Petrel* is making this port her headquarters for the balance of the season and will later go into winter quarters at Walkerville.

The steamer *Lincoln* is carrying great loads of freight from Pelee. Last Friday evening she arrived here on the way up with 2 carloads of wine, a quantity of fish and 350 hogs and returned Sunday morning with a full load of general merchandise.

Jno. A. Foster, steward on the steamship *E.B. Bartlet*, returned home on Monday from his season's labor. Jack says his money held out all right and he has barrels in reserve.

Capt. F.B. Hackett made arrangements with Capt. Reid to send the tugs *Protector* and *Sarnia* here for the balance of the season to work in connection with the Hackett Wrecking Co. Capt. Hackett is going to do a little rail fencing on his own hook.

The steamer *Abercorn* discharged a cargo of slack coal for the electric light plant this week.

The Dom. Gov. steamer *Petrel* seized 45 nets belonging to American poachers off Pelee Island Friday.

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December 4, 1903

**LIME-KILN IMPROVEMENTS.-Address Made by C.Y. Dixon in Detroit.-Resume of Work on Lower Detroit River Past 25 Years.**-(*Detroit Tribune*).-Charles Y. Dixon, assistant United States Engineer, was the principal speaker at the regular meeting of the Detroit Engineering Society at the Hotel Ste. Clair Friday night. His subject was the "Improvement of the Detroit River." He gave a comprehensive talk on the Lime-Kiln Crossing, that short stretch of waterway so dangerous yet so vital as a connecting link between the upper and lower lakes. "As no other place along the channels connecting the Great Lakes is the change in the water surface so great nor its effect on navigation so serious as the Lime-Kiln Crossing," said Mr. Dixon. "In order to make a thorough channel of 21 feet deep available at the mouth of the Detroit River during the entire navigation season, except during the period of storms, it will be necessary to deepen this channel about two feet below the grade heretofore adopted. This deepening will be soon undertaken." A significant statement was made by the speaker bearing somewhat on the recent blockade of navigation at the crossing and the ultimate need of an American channel when he delivered himself of the following: "With the increase in the number and size of vessels, the blocking of a channel 600 feet in width may at any time be expected as the result of a collision or other accident. It is now therefore apparent that to insure a safe channel to the commerce which may be expected within the next ten years the present channel will have to be widened or a second channel excavated. Without entering at too great length into this question, it now appears that a second channel would be desirable and also that this channel should be to the west of Grosse Île, making an all-American route." Dealing with the history of the crossing, Mr. Dixon said: "The improvement of the channels connecting the waters of the Great Lakes has been in progress under the United States engineer Department for more than a quarter of a century at a cost of \$2,750,000. During this time the commerce has grown to proportions which would not have been predicted at the time of the beginning of the work. In the early stage of this improvement vessels were limited to about 13 feet draft and the improvement required consisted only in the isolated obstructions to navigation. With the gradually deepened channels came larger and deeper draft vessels, resulting in demands for still further improvement. To meet these increasing demands, the United States has expended and is now expending more money for the improvement of the harbors and channels of the Great Lakes than has any other country for a like purpose. For



a number of years after the beginning of the improvement of the channel of the Detroit River this work was carried on intermittently under a number of small appropriations and it was confined to critical points where the results would be immediately available. Prior to any improvement there was a greater depth of water near the Canadian shore at the mouth of the Detroit River than elsewhere and it was natural for traffic to seek this deeper channel. Thus it was that nature is mainly responsible for the selection of that channel. Other routes have since been surveyed for the purpose of preparing estimates in order to make a comparison of cost, but the Canadian channel was found to be the cheaper. It must be remembered that the main purpose for the improvement of channels are made is in order to cheapen transportation and it affects this purpose not at all, even though traffic does follow the Canadian shore for a few miles. It remains for the engineer to select that route through which the desired results may be obtained for the least cost, thus the improvement of the channel near the Canadian shore at the mouth of the Detroit River by the United States. "At the beginning of the improvement of this channel in 1874 a ledge of limestone bedrock extended over about one-half mile length of channel near the mouth of Detroit River. The first work done towards the excavation of a deep channel through this ledge of limestone was performed by the Canadian Government in 1875, but very little was accomplished when their funds were exhausted. They have since preferred to expend their money for channel improvements at other places. The money expended to date on the improvement of the Lime-Kilns by the United States is approximately \$2,750,000 and the unit prices for the removal of rock have ranged from \$7.50 to \$2.27 per cubic yard and for earth, including loose boulders from 50 cents to 18 cents per cubic yards. The cost per month of operating a dredging plant such as is used on the Detroit River is about as follows:- "Drillboat, operated twenty-four hours per day by double crew, \$3000; dredge, operated 12 hours per day, \$2500; derrick scow 10 hours per day, \$1500; tug 12 hours per day, \$750; making a total of \$7750. The methods and machinery used by the successful contractor in performing actual work of excavation would make service on such work a good school for the young engineer. The improvement in these methods and machinery during the past 25 years has kept pace with the improvements along all other lines where machinery has been made to do man's work. This improvement has resulted in work being performed at less than half of the former cost, although the price paid for labor and materials is fully one-third higher now than then." Mr. Dixon described how surveys are made, operation of dredging plants, etc. Upon request of one of the engineers, he explained the nature

of the grounding of the steel freighters *W.L. Brown* and *S.S. Curry* at the crossing last week.

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December 11, 1903

The wooden steamer *Siberia* of the Gilchrist fleet lies sunken in Lake St. Clair about four miles above Windmill Point on the east bank of the channel with 19 feet of water in the cargo hold. The fires of the *Siberia* were put out and the crew were in the cold all night. One report is to the effect that the *Siberia* ran on a bunch of sunken piles and another is to the effect the sinking was caused by bucking the ice floes of Lake Erie. The *Siberia* is loaded with coal. The wrecker *Saginaw* has been dispatched to the scene of the wreck with steam pumps. The steamer *D.M. Whitney*, also of the Gilchrist fleet, arrived at Detroit with her starboard compartment No. 2 full of water. A hole was punched in the steel bottom of the *Whitney* by contact with a rock on the Lime-Kiln Crossing. The list was obviated by the transferring of 700 tons of coal from No. 2 starboard compartment to No. 5 port compartment.

The wind changed on Monday night and carried the heavy ice flow in Lake Erie out into the lake. John Manson, keeper of Colchester Reef lighthouse, took advantage of this and, after putting things in order for the winter, boarded the tug *Home Rule* and arrived home on Tuesday. Messrs. Manson and Langlois, keepers of the Pelee middle ground light, closed up business on Friday and after a fierce fight in the ice were rescued from their sailboat by the steamer *Tuttle* and arrived home safely. The Vessel Owners' Association raised a kick and John Manson returned to his post again on Wednesday.

The Government engineer who has been engaged in repairing the Pelee Island cable has been compelled to abandon the job owing to the heavy ice. The cable has been repaired in several places and the trouble located but, the ice being 6 to 8 inches thick, they were driven to give up the job after a determined effort to make connection. While in Ottawa this week Mr. Cowan interviewed Public Works Dept. with a view of having the Marconi system<sup>6</sup> put in between the mainland and the island. The cable has never given a satisfactory service, owing to the number of vessels anchoring at this point, and the expense of keeping up the system has been very costly.

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<sup>6</sup> Marchese Guglielmo Marconi, an Italian physicist, developed wireless telegraphy.

The Dominion steamer *Petrel* left Monday for Walkerville, where she will go into winter quarters. Any fishermen who poach after this season of the year are likely to be caught by the revenue cutter *Jack Frost*.

M. Sullivan intends to build another big modern dredge similar to the *Gladiator* this winter at Detroit.

Among the sailors who arrived home this week are Girby Bertrand, Eli Morin, Ben Young, Prior Wilson, Lorn Bertrand, William Johnson, George Cook, Thomas Cooper and Walter Lawlor.

Mrs. William L. Harmon left Thursday for Fairport, where she and her husband will keep ship this winter on the steamer *Griffin*.

The tug *Florence* of the Hackett fleet is being laid up for the winter this week.

The Great Lakes Navigation Co.'s steamer *Scotia* has gone into winter quarters.

Among the U.S. estimates for the year 1904 for marine interests appear \$1000 for the maintenance of the Pelee Point lightship and \$25,000 for preserving and protecting lights on the Detroit River and its channels.

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December 11, 1903

The steamer *George L. Craig*, Capt. E. Nicholson, which struck a rock in Buffalo Creek, was unloaded Monday. The *Craig* will be taken to Toledo for repairs.

The steamer *Prince* of the Ogdensburg line became disabled at Amherstburg on the way down Thursday and was towed to Windsor by the tug *Florence*. Two hours were necessary to complete repairs.

The steamer *J. Emory Owen* of the Corrigan fleet, Cleveland, was burned at Sturgeon Bay, Wis., Saturday night and her cargo of 80,000 bushels of wheat will be a total loss. The fire started in the boiler room and she was towed to the beach before she sank. The loss will be about \$100,000.

The steamer *J.T. Hutchinson* has been released from the reef of Five Mile Point, west of Eagle River. The *Hutchinson* has about 140,000 bushels of her cargo of flaxseed still aboard, partially damaged by water. She is being repaired at the Lily Pond and will proceed to the lower lakes, it being the intention to dock her at Cleveland.

The largest flaxseed poultice ever in existence covers the bosom of Lake Superior near Keweenaw peninsula. The flax is from the cargo of 187,000 bushels

on the big steamer *John T. Hutchinson*, stranded near Eagle Harbor and covers an area of many acres on the surface of the lake. That the huge poultice possesses drawing powers is evidenced by the number of inhabitants of the vicinity who are along the shore with all kinds of receptacles gathering up quantities of the grain for feeding purposes.

The ice-crushing steamer *Promise* of the Detroit, Belle Isle & Windsor Ferry Co. came to Amherstburg Saturday night and will lay near Bar Point in readiness to assist any of the belated boats which have trouble. President Walter E. Campbell of the ferry company accompanied the boat, which is in command of Capt. Ferguson. The ice in Lake Erie is already windrowed in many places on account of the running ice from the river piling around the ice which has been made in the lake. Steamers with tows have so far experienced the greatest difficulty and all have been compelled to use the aid of tugs to break a passage.

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December 18, 1903

The body picked up by Capt. Frank Harris and buried on the beach [on Pelee Island] was exhumed last week and found not to be that of Walter Henrion, the Detroit lad who fell off the *City of the Straits*.

C.Y. Dixon, U.S. Engineer, has started his survey parties on the ice, taking levels from the Lime-Kilns down.

Notwithstanding the efforts of the Tug Trust to fence Capt. F.B. Hackett in, during November the Hackett Wrecking Co. paid \$3000 to the working men of Amherstburg. Looks as though Capt. Frank jumped the fence and did a little grazing in the adjoining field.

Among the sailors who arrived home during the past week are: Capt. Walker Norvell, Felix Graveline, Thomas Boyle, Bert Bailey, John J. Brown, Len Brown, Ernest King, Geo. Girardin, Percy King, Gordon Hunt, M. Hunt, Clyde Tobin, Will Tobin, John Smith, Michael Mahon, Norman Clarke and Dan Thomas.

Capt. Jas. McGuire and steward Alex. Barron of the tug *Sir John* arrived home from Rondeau Friday night for the winter.

A great deal of interest was taken by local marine men in the efforts of the two big Pere Marquette car ferries *Shenango No. 1* and *Pere Marquette No. 20* to buck a passage through the river to reach a Lake Michigan port. They arrived at the mouth of the river Wednesday night and side by side yesterday morning made a very slow passage up. The ice was heavily windrowed in places, making it almost impossible for them to make headway. At the same time the ferries *Promise* and

*Pleasure* came down the river to cut a way through for the disabled steamer *Hutchinson*, which is trying to reach Buffalo. The str. *Tampa* sneaked up behind and six big boats and the tugs *Lutz* and *Lorman* met just below the Lime-Kiln after dinner and for a while everything was blocked. It was a sight seen only once in a lifetime and there were many spectators. After considerable manoeuvring, they all passed and the *Hutchinson* made an easy passage to the lake, escorted by the two D.B.I. & W. ferries, which will accompany it to Point Pelee. The car ferries expected to have little trouble from this up.

A Toronto telegram says that the steamer *Lakeside* plowed her way from Yonge Street wharf to Bertram's shipyards, cutting through the ice as if built for the purpose. In referring to the incident, a navigation man said that the same boat was able to continue her trips all winter if the company so desired.

The last heard of the steamer *L.C. Smith* was that she was making fair headway through the ice in Lake Erie below Colchester. If she gets fast, tugs will be sent from Cleveland by the Great Lakes Company to cut her out. The *Rampo* was taken to clear water Saturday morning by the tugs *General* and *Home Rule*.

The steamer *Gladstone*, which was sunk in collision with the *Sacramento* near Bar Point, is again on the bottom. She was brought to Detroit and part of her cargo removed. One of the pumps which kept her afloat refused to work and she was run into a slip at Smith's coal dock and is now resting on the bottom with twelve feet of water in her hold. No attempt will be made to raise her until spring.

The small propeller *City of Mt. Clemens*, which has been employed by the Canadian Government in laying a cable from Pelee Island, Lake Erie, to the Canadian mainland, started for the mouth of the Detroit River Thursday of last week, but had not gone far before she became wedged in the ice. The tug *Home Rule* sighted her and succeeded in bringing her safely into Amherstburg shortly after dark same evening.

With but comparatively few still out and the end of the present season of navigation within two or three days of its final close, the underwriters are in a position to judge with reasonable accuracy the extent of their losses by reason of ordinary menaces to navigation and maritime interests. The list of total losses has been unusually large, but has been confined to date entirely to wooden tonnage. No steel boat has been a total loss, although the steamer *Hutchinson*, which struck a reef off Keweenaw Point, gave the underwriters the worst scare they have had for several years. The total losses and constructive total losses to date on the lakes this season have amounted, according to the most reliable figures at hand, to \$1,452,000. This

does not include the loss of the steamer *Queen of the West* in Lake Erie. No estimate has been made on that vessel or cargo. Strandings on the Lime-Kiln Crossing alone will cost the insurance companies several hundred thousand dollars. The crossing has been expensive to the underwriters this season. The *S.S. Curry* and *W.L. Brown* will probably be the most expensive jobs on account of this bad stretch of water. Damages to boats by reason of striking the sunken steamer *Minnesota* in St. Clair River and the wreck of the *Glidden* in St. Clair Flats ship canal will be very large. Outside of those damages caused by stranding, the amount of which have not yet been determined or adjusted, it may safely be said the underwriters have been hit harder than usual this year. On account of the losses to wooden tonnage it will be extremely hard for owners of wooden boats to cover them with insurance next year. The underwriters have determined to protect themselves and will fix rates which will be almost prohibitive to wooden boats next season.

With no new wooden ships being built, 52 old ones passed out of existence this season by being wrecked, and probably half as many more made their last trips and will never sail again. The lost vessels were valued at \$924,000 and from the marine underwriters' standpoint the season was the most disastrous since 1898. The aggregate losses of all kinds, including cargoes, were about \$2,100,000. Not a single steel ship was entirely lost and the partial losses on this class were much lighter than usual. The aggregate loss on all steel ships throughout the year will not be more than \$400,000, while the partial losses on wooden steamers and barges will exceed \$250,000. Losses on grain cargoes will reach \$400,000, or about 80 per cent of the gross premiums received on the business. Other losses in cargo insurance are: lumber, \$75,000; merchandise, \$70,000; iron ore, \$60,000; coal, \$35,000. During the season there were 522 losses, as compared with 562 the preceding year. In 1901 the total losses were 717 and in 1900 there were 302. The causes of disaster were: collision, 101; ashore, 128; fire, 37; disabled and leaking, 120; waterlogged, 13; foundered, 15; aground, 108. Lake Erie was the most dangerous of all the lakes, both for vessel property and human life, 119 disasters being charged to that lake, or nearly one-fourth of the entire list. Lake Michigan came next with 98 disasters. Other lakes and rivers were: Lake Superior, 60; Lake Ontario, 51; Detroit River, 42; St. Clair River, 55; Soo Passage, 35. Of the total losses in 1903 the tonnage amounted to 31,644. In 1902 the tonnage of the lost vessels was 14,514; in 1901, 23,798; and in 1900 it was 17,485. In numbers, the lost boats for the six years beginning with the disastrous season of 1898 were: 1898, 58; 1899, 42; 1900, 45; 1901, 51; 1902, 36; and in 1903, 52. The fire risk attained unusual prominence

during the season, more boats having been burned than perhaps ever before. There is certain to be a marking up of fire insurance as the result.

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December 25, 1903

The tug *Columbia*, Capt. Marks, ran on one of the sunken cribs in Lake St. Clair Friday. She was released Saturday.

Capt. A. Callam has reached home, having had a most successful season on the lakes.

Capt. James Jarmin and son Fred have arrived home from Collingwood for the winter.

Among the sailors who arrived home this week we noticed James Clark, James Nall, Ed. Burns and Gus Manson.

Capt. Hutton and Capt. D. Girardin Jr. have arrived home.

The steel excursion steamer *Wyandotte* will undoubtedly be missing from the downriver run next season, as the heirs of the John P. Clark estate have settled their differences and Capt. J.W. Westcott has the exclusive sale of the vessel. He is now negotiating with parties who will likely purchase her.

The last boat of the coal fleet is in port. The steamer *Siberia* of the Gilchrist fleet reached Milwaukee Monday morning after being out 16 days. The *Siberia* left Sandusky Dec. 5 and she was so badly damaged by forcing a passage through the ice fields at the head of Lake Erie that she went to the bottom in Lake St. Clair was released and repaired.

A new car ferry for the Pere Marquette was launched at Wyandotte Saturday morning. In construction the new car boat is different from anything now on the lakes, having four propeller wheels, two at each end, driven by two compound engines with cylinders 28 x 52 by 36-inch stroke. These engines will develop 3000 horsepower. Four Scotch boilers 13.6 by 13.6 will furnish the steam. Forced draft will be used.

Maj. William H. Bixby, U.S. Engineer in charge of this district, has been relieved from duty and Maj. W.L. Fish, now in charge of the U.S. lake survey, taking his place pending the arrival of Lieut.-Col. C.E.L.B. Davis, now in the Philippines. Maj. Bixby as soon as he can get his household goods packed will leave for the south to recuperate his lost health. Lieut.-Col. Davis is expected back from the Philippines some time in January and will come to Detroit as soon as possible. Maj. Bixby does not know where he will be stationed when his year's leave of absence expires.

The steamer *J.T. Hutchinson*, Capt. Smith, which left Detroit on Thursday of last week for Buffalo, arrived there Sunday morning under her own steam. The *Hutchinson* was on the rocks off Keweenaw Point, Lake Superior. Her trip, a record-breaking one, through the ice to Detroit was resumed on Thursday when she sailed from that port, accompanied by the two ice-breakers *Promise* and *Pleasure*, which conveyed her to clear water in Lake Erie. During the voyage her own pumps and two additional ones placed aboard at Detroit were kept constantly at work, four of her compartments being filled with water. She carried a cargo of 150,000 bushels of flaxseed, which will be pumped out, dried and made into oil cake. The *Promise* and *Pleasure* reached Detroit on their return trip Sunday afternoon, having taken two hours to pass the Lime-Kilns, the slush ice reaching to the bottom.

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1904

January 1, 1904

The river is blocked and teams are crossing to Trenton.

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January 8, 1904

Capt. David Girardin arrived home Thursday evening of last week, having laid up the str. *H.H. Brown* at Milwaukee.

Capt. James Tormey of the tug *Favorite* arrived home Thursday evening of last week after having had the time of his life in the ice in the upper straits and lakes. They were altogether 19 days fast by Jack Frost. On Christmas Day they were at Sailors' Encampment and foraged all day for wood to keep up steam. Arriving at Detour, they scraped the docks for coal with which to reach Cheboygan. When they got near the latter place they could not get to the docks and coal had to be teamed out to them on sleighs, and that was New Year's Day. Altogether it was a trip full of hardships and incidents which one would expect only on a Polar journey.

The Detroit papers say:-"The engineers employed by the American Government on the survey of the Lime-Kiln Crossing at Amherstburg went on strike this morning. They demand higher wages and are being supported by their helpers, who demand an increase in wages from \$1.75 to \$2.50 a day. The men are employed on the ice in making the survey and claim that their hours are too long in the cold weather and want extra pay. Fifteen men are involved and it is expected

that their demands will not be acceded to, but that other men will be put on in their places. The citizens of Amherstburg sympathize with the strikers, all live in that town during the winter and on the boats during the summer."

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January 15, 1904

C.S. Boone of the Boone Dredging Co., Toronto, was here Monday in conference with Capt. Jarmin. He was on his way to Mt. Clemens.

The ice crusher *Pleasure* of the Detroit, Belle Isle and Windsor Ferry Co., with Capts. Wilkinson and Horne aboard, started Friday with the object of plowing her way through sixty-two miles of solid blue ice, averaging nine inches in thickness. The intention was to cross Lake St. Clair and aid the Pere Marquette car ferries to buck the ice at Port Huron, until the heavy floes have all passed down. The boat was engaged for thirty days at a cost of \$500 per day. Unfortunately for the success of the venture, the *Pleasure*, after proceeding twenty-four miles on the journey, was disabled by the breaking of a blade of her screw and the trip had to be abandoned.

Notwithstanding the fact that the masters of the vessels of the Pittsburg Steamship Co. (the Trust) were under contract until March 1st, they have already been paid off and notified that they were at liberty to accept other positions. The system of employing the men by the year was inaugurated by A.B. Wolvin, former manager of the Trust fleet, and just why the new executive, H. Coulby, abolishes it is not known, unless it is in line with the retrenchment policy adopted by the Trust. Mr. Coulby isn't telling through a megaphone what he intends to do in regard to the masters for the season of 1904, but it is rumored that instead of receiving an increase in wages they will be asked to take out the boats at a reduction. It is said that the officers of 1903 will be offered places at the lower wages and that they can accept the jobs or pass them up.

The *Cleveland Leader* says: A company having for its purpose the construction of a deep water ship canal between Lake St. Clair and Lake Erie has been formed and its plans will be discussed at the meeting of the Lake Carriers' Association at Detroit on Thursday. English and French capital is behind the project.

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January 22, 1904

Operations on the lower Detroit River improvements promise to be very

active next summer. On Feb. 25th *prox.*<sup>7</sup>, contracts for the next season's work will be let.

Dunbar & Sullivan are having a large new dredge built in Detroit this winter. It will be the same length as the *Gladiator* and two feet wider.

The boiler of the str. *Harry Cottrell*, sunk at Bar Point Sept. 30th, 1896, has been sold by Lewis Goodchild to H.W. Baker of Detroit and will be shipped to Belleville, Michigan.

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January 29, 1904

Capt. Alex. Callam was called to Lorain, Ohio, last Friday, owing to his steamer, the *Peck*, having broken away from her moorings, caused by the flood.

Capt. D.J. Girardin returned home Wednesday morning from Milwaukee, where he has been looking over the str. *Harvey H. Brown*.

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February 5, 1904

The new Pere Marquette car ferry steamer *No. 14* was on Saturday turned over to her owners by the Detroit Shipbuilding Co. and coaled up to make the run to Port Huron through the heaviest ice ever reported in Lake St. Clair and St. Clair River. It may truthfully be said there is no other steamer on the lakes like the new boat. She was built on special designs for a special purpose: to ferry railroad cars between Port Huron and Sarnia under any and all conditions and under circumstances which are not encountered by any other craft. The run between the two terminals is less than a mile but, during the winter months especially, the conditions to be met are unusual in every way. If she makes her way through the solid ice across Lake St. Clair and up the St. Clair River, it will be one of the greatest ice-breaking feats of modern times. At the canal she encountered ice 28 inches thick and, coal giving out, returned to Detroit.

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February 19, 1904

Capt. James Jarmin left Monday for Collingwood to fit out the dredging fleet for the season's work.

The big Pere Marquette car ferry succeeded in reaching Port Huron Friday morning, backing up through almost continuous solid ice. Four hundred tons of

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<sup>7</sup> *proximo*, in the next month



coal, costing \$1200, were used in the trip and also about \$300 worth of provisions. The wages paid will aggregate nearly \$500. The expense of repairing the wheel, shaft and rudders of the ferry will be considerable, but this work will not be done until spring.

Capt. William W. Sunderland passed away at the home of Mrs. Hardy early Tuesday morning at the age of 54 years. Capt. Sunderland's great affliction with inflammatory rheumatism in its worst form for the past ten years has been the subject of much comment and occasioned widespread sympathy for all connected with him. The deceased was a son of the late John Sunderland and was born in Mirimichi, N.B. He was one of a family of nine children and the family came to Amherstburg in 1853, afterwards settling near the Canard [River], where both parents died some years ago. The others of the family yet living are Kitty, Mrs. Judd, Amherstburg; Mary, Mrs. John Bailey, Anderdon; John, Wyandotte; Libbie, Mrs. Wm. Mackenzie and Robert, Detroit. Capt. Sunderland early took to marine life and sailed for some years with Capt. Dulac of Mt. Clemens. He was afterwards prompted to take charge of the str. *Alleghany* which vessel he later purchased and sailed her until he was compelled to give up work on account of ill health. When only past 20 years of age he was first troubled with inflammatory rheumatism and what were at first infrequent attacks grew both in frequency and intensity. Nine years ago he took up his residence with his aunt Mrs. Hardy, Bathurst Street, and the next year his eyesight failed. The disease crept on its blighting course and his limbs and hands were terribly wracked so that he was helpless as an infant all that time. Notwithstanding great pain suffered, his mind remained clear until the last and his interest in the events occurring in the world never failed. He was a man greatly liked around town before he took down and leaves many friends to mourn. He was a member of the A.F. & A.M.<sup>8</sup> of Mt. Clemens and of Lorne Lodge No. 11, A.O.U.W.<sup>9</sup>, Amherstburg, carrying \$2000 insurance in the latter. The funeral took place yesterday (Thursday) afternoon, services being conducted in St. Andrew's Church by Rev. Thomas Nattress, and the body was laid to rest in Rose Hill Cemetery. The pallbearers were Capt. J.T. Hutton, Capt. D.J. Girardin, Capt. J. Laframboise, E.W. Honor, Capt. James Tobin and Wm. Borrowman.

<sup>8</sup> Masonic Lodge

<sup>9</sup> Ancient Order of United Workmen

February 26, 1904

Reports from all over the lakes indicate that the ice is heavier this season than ever before, and it is claimed the opening of navigation will be retarded. The ice is heavy on all the lakes and comparisons with this and last year indicate a varying thickness of from five to nine inches greater at all the principal ports.

The U.S. survey party arrived home from the St. Clair Flats, having completed the work there. They found the ice thirty inches thick on an average.

The U.S. Government employs a large corps of engineers and assistants every winter to make soundings through the ice on the lower Detroit River. How the work is done is a mystery to a large number of our readers, and a staff correspondent has undertaken to write a description of same, which will appear in our next issue and will no doubt prove interesting reading.

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March 4, 1904

**THE ICE SURVEY.**—People living along the banks of the Detroit River know that the United States Government has been carrying on dredging operations there for a number of years and that the deepening of the channel, which has been effected, has been a contributing factor to the rapid increase in the commerce of the Great Lakes.

The various courses of the channel are located for the most part where the deepest water was to be found before any dredging was done, the present channel following as nearly as practicable the natural channel of the river. Where the natural channel has been departed from, it has always been with a view to facilitating navigation by adopting a location where the sailing difficulties would lessen. To illustrate the engineering methods used, let us suppose that it has been decided to deepen a certain area of the channel to a navigable depth of twenty-one feet. It is necessary to make an accurate survey over this area, on which to base the estimate of the amount of material which will have to be removed from the bottom to secure this depth. Or let us suppose that a contract for deepening the channel has just been completed and the terms of the contract under which the work was done required that it should be paid for by bank measurement at a certain price per cubic yard of material removed. A survey is necessary over the area included in the contract in order to determine the exact amount of material which has actually been removed; the amount of material removed being determined by a comparison of this survey with the survey made before the beginning of the work.

At the United States engineer office the visitor who is interested in such

things will be shown blueprints of parts of the channel which are to be improved or which have been improved under various contracts in the past. These blueprints are on a scale of about 40 ft. to the inch and on them are given all the soundings obtained in a survey. A dotted line down the middle indicates the line of the ranges (towers or targets which are visible the entire length of the course by day and which carry lights by night) and the side boundary lines of the channel are shown by full lines.

The stage of water in the Detroit River seldom remains constant for one hour at a time and the soundings on the blueprint are all corrected to indicate the depth of water which exists when the water surface of Lake Erie is 570.8 feet above mean tide of the Atlantic Ocean at New York.

For convenience of reference, the channel is divided up by lines at right angles to the range line, called cross-section lines, which are numbered consecutively from one end of the course to the other. These cross-sections are 10 or 20 feet apart and soundings are taken along them every 10 feet from one side of the channel to the other and about 50 feet beyond the side boundary lines.

It is cheaper to make surveys on the ice than on open water and whenever possible they are so made. Stakes are driven in the ice at the corners of the area to be sounded over, and every 500 feet along the side lines. These stakes are placed in their proper position by driving them at the point of intersection of two transit pointings from triangulation stations on the shore. The numbers of the cross-sections they come on are then marked on the stakes and the work is said to be laid out. The exact point where each sounding is to be taken is marked on the ice by means of three tag lines, so called because they bear vari-colored tags every ten feet along their length. One tag line is stretched along each side of the channel between the 500 ft. stakes. The third is stretched across and moved down the channel ten feet at a time, an axe mark being made on the ice at each tag to indicate the exact point where the hole is to be bored for the sounding.

The tag line is advanced as rapidly as possible and as soon as a few rows have been marked out, the work of boring or chopping the holes through the ice begins. Where the ice is only a few inches thick, holes can be chopped with axes very rapidly, but for ice of average thickness the boring machines do the work more quickly and more easily. The boring machines used bore a hole about three inches in diameter and will bore through ice 36 inches thick. They are operated by turning a crank. The auger is a spiral of five-eighths steel, some resembling a corkscrew in shape. The condition of these augers makes the machine hard to work. A

blacksmith is sometimes employed to look after the augers. The tempering of the point should be slow and should be checked just when it becomes soft enough to be cut with a file. On the ice the point should be sharpened when dull, with as little filing as possible on the thin cutting edge where the tempering is right. Too much filing soon cuts away the point of the auger to where the steel is too soft to hold an edge.

After the holes have been bored, or chopped as the case may be, the soundings are taken through them. If the water is known to be very shallow over the area to be sounded, the sounding pole is used, but in most cases it is sounded by means of the sounding reel. The sounding reel is a wheel with a grooved edge, mounted on a light sled. A 9 lb. lead attached to a steel or bronze wire is used on the sounding reel. The reel is ten feet in circumference so that one turn of the reel winds up ten feet of wire. The rim of the reel is divided off into feet and tenths and an adjustable pointer indicates the depth of the sounding. The pointer must be set to zero on the rim when the lead is just touching the water. A slight jar will sometimes move the pointer and it must be carefully watched and reset when necessary. In sounding over rough ice, the pointer would have to be set for each sounding in order to have it indicate the true reading, but instead of this two readings are taken for each sounding. The first is taken when the lead is just touching the water and it is subtracted from the reading taken when the lead touches bottom. An iron bar about ten feet long is used for cutting through the ice that is sometimes met with under the surface ice.

It is of great importance that the readings of the water gauge should be known for the time during which the sounding is done. It often happens that the water will rise or fall a foot or more while the sounding is going on. The zero of the water gauge is set at an elevation of 570.8 feet above the sea level. The exact time when a sounding is made is put down in the notebook and if on referring to the notebook of the gauge reader it is found that the water was one foot high at that time, one foot is subtracted from the depth of the sounding. The reading of the water gauge for any particular time can also be obtained from the record in the continuously recording automatic water gauge at the mouth of the Detroit River.

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*March 4, 1904*

B. Kent of the U.S. Engineers' office, Detroit, was in town yesterday (Thursday) conferring with C.Y. Dixon, U.S. Engineer in charge here.

The Dominion Government will transfer the control of canals, the St.

Lawrence channel, the shipyard at Sorel and the harbor commissions at Montreal, Three Rivers and Quebec from the Dept. of Railways and Canals to the Dept. of Marine and Fisheries.

The ferry service between Windsor and Detroit was resumed Saturday afternoon after being suspended for three days.

The tug *Thistle* has sunk at her moorings beside Capt. John McCormick's dock [Pelee Island]. It is supposed that the ice opened her seams, allowing water to get in.

Richard Fortier of Amherstburg and Maurice Harmon of Anderdon are at Lorain raising L.P. & J.A. Smith's dredge No. 8. The boys have struck a good thing and they are apt to stay there all summer.

The Detroit, Belle Isle & Windsor Ferry Co. have announced the appointment of Capt. Duncan Nicholson to the office of superintendent to succeed the late Capt. A.B. Clinton. The new official assumed his duties Tuesday morning. Capt. Nicholson was born at Rochester, N.Y., 53 years ago and at the early age of 16 shipped as cabin boy in the passenger propeller *Fountain City*, plying between Buffalo and Chicago. He followed this same course until he obtained master's papers at the age of 21. From 1870 to 1874 he commanded the famous old ice-crusher *Union* on the Detroit River, after which he was master of the passenger and excursion steamers *Dove*, *Atlantic*, *Riverside*, *Ruby* and *Gazelle*. Eighteen years ago Capt. Nicholson entered the service of Thomas Adams, Detroit, and sailed freighters of his fleet up to and including last season, his last steamer being the *Geo. L. Craig*. He also acted as superintendent of construction of the Adams steel steamers *Thomas Adams* and *George L. Craig*. He is well and favorably known all over the Great Lakes. Capt. Nicholson lived for some years in Amherstburg and only two years ago moved to Detroit. His many friends in the 'Burg hear with pleasure of his appointment.

Carpenters are busy putting a new stem in the tug *Home Rule* and making other extensive repairs.

The bids for the improvement of the lower Detroit River are now in the hands of Maj. W.L. Fish, in charge of the United States Engineers' office. Although they were opened Thursday of last week, they have been held in abeyance. By next issue no doubt the contracts will all have been let.

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March 11, 1904

The ice in the river started to move Tuesday about three o'clock and has been

running freely since.

Capt. Howard Hackett has returned from El Paso, Mexico, and is overseeing the fitting out of the Hackett Wrecking Co.'s fleet.

The *Globe*:—"The Secretary of State for Canada has received a copy of a Bill passed by the United States Congress authorizing the payment of \$50 to the Hackett Wrecking Company of Amherstburg. This is a refund of the fine extracted from the company under the following circumstances:-On June 16th, last year, the tug *M.F. Parsons*, owned by the company in question, was engaged in wrecking a raft which had stranded on the Canadian side of the St. Clair River. During operations the *Parsons* sprung a leak and was obliged to put into Marine City, Michigan. The vessel reported at the Customs on arrival but because she did not have a clearance from Canada a fine of \$100 was imposed. The injustice of exacting any penalty under the circumstances was brought to the notice of the State Department at Washington, which reduced the fine to the nominal amount of \$50 and explained that only Congress could authorize a remission. Congress was then appealed to and a Bill was put through to remit the \$50. The State Department has notified the Hackett Company of the remission."

The steamer *Lincoln*, owned by the Pelee Island Navigation Co., which was lying in winter quarters at Windsor this winter, had her stem stove in by a heavy cake of ice early Wednesday morning and sank at her mooring. Capt. Jeff. Stockwell, wife and child were aboard at the time. Capt. Stockwell made efforts to get a tug and steam pumps from Detroit but was unable to reach them by phone. Additional lines were then run from the boat to the dock to prevent her rolling over. She settled steadily and sank at 7 o'clock, about four hours after being hit. It is feared that the floating ice will carry away the upperworks of the steamer and to prevent this with the aid of men who came he tried to cover the Lakeshore-Pelee Island route. She was formerly a Toronto excursion boat and was at one time running between that city and St. Catharines. She is valued at \$15,000, with no insurance. It will cost about \$3000 to raise her but no arrangements will be made for this work until some of the stockholders arrive from Pelee Island. As crossing is dangerous now, it may be some days before anything is done and every hour increases the chance of further injury to the vessel, as the fields of ice coming down are liable to wreck her entirely.

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March 18, 1904

The ice has shifted its position in [Lake Erie] and is breaking up.

Though the bids were nearly all too high with first tender for work in dredging the steamboat channel, there is a strong likelihood that more work will be in progress next summer than ever before.

When the ice began to flow last week the shore piled up on the north end of Bois Blanc many feet high, something never seen there before by any resident of the 'Burg.

The Detroit, Belle Isle & Windsor Ferry Co. has granted a voluntary increase in the wages of its firemen and deckhands.

Reeve Henderson of Pelee Island was in town Wednesday arranging with Capt. McQueen to carry a cargo of coal to the island as soon as navigation opens.

Capt. Duncan Nicholson, superintendent of the D.B.I. & W. Ferry Co.'s fleet, has rented a house on Church Street, Windsor and will move there from Detroit.

Extensive repairs are being put on the str. *Mt. Clemens* this spring. She will emerge at the opening of navigation with a new smokestack, new pilothouse, fresh coat of paint and with her boilers overhauled.

The case of the *Kitty D.*, caught by the Government steamer *Petrel* in Lake Erie last September and held for illegal fishing, was up in Supreme Court at Ottawa Monday. The appeal is from the decision of the judge in Admiralty at Toronto. The *Kitty D.*, it is claimed, was found to have been in her own waters, but the captain of the *Petrel* contends that the chart and compass show the opposite to be the fact. The whole question hangs on whether the boat was across the boundary or not. Decision was reserved.

The steamer *Lincoln* still lies at the bottom of the Detroit River at the Windsor docks. Capt. John McCormick has arrived and made arrangements with Capt. Quinn of Detroit to have her raised. The little steamer seems to have suffered no more damage than was first reported and it is hoped that she will be raised before further damage can be done by the ice.

Saturday being Capt. D.J. Girardin's 57th birthday the following friends gathered there that evening to celebrate the event:-J.G. Mullen, H.G. Duff, Capt. Alex. Callam, H.M. Florey, F.J. Maloney Jr., Capt. Hutton, J. Cook, Capt. Gatfield, W.H. McEvoy, Dr. Teeter, Capt. Laframboise, C.Y. Dixon, Capt. D. Hackett and J.S. Gatfield. The captain was made the recipient of a beautiful Morris chair, W.H. McEvoy delivering the presentation oration. The guests then spent the evening very pleasantly in whist and other games.

Lewis Mathews, engineer on one of the car ferries, is home looking after the interests of the Hackett tug *Florence*.

The U.S. Engineers are preparing specifications for the readvertising of the Detroit River improvement work.

The Masters' and Pilots' Association is endeavoring to secure a pension of \$5000 for James Canniff, who has been keeper on one of the Lime-Kiln Crossing lightships. While working on one of the lighthouse tenders in Maumee Bay some years ago, Canniff was caught in the cabin of a buoy sinker and one of his legs was completely torn off. The association now has a bill before it to give Canniff \$5000.

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March 18, 1904

The current issue of the *Marine Review* of Cleveland, the fitting out number, is the most elaborate number that publication has ever issued. The list of contributors embraces Hon. George B. Cortelyou, secretary of the Department of Commerce and Labor; Senator William P. Frye; John McNeil, president of the Brotherhood of Boilermakers & Iron Shipbuilders of America; Winthrop L. Marvin, author of "The History of the American Merchant Marine"; Hon. T.E. Burton and others.

Fireman Charles McCarter of Cheboygan, Mich., lost his life and Engineer John Morrell was fatally burned on the big car ferry *Shenango No. 1*, which was totally destroyed by fire off the Port of Conneaut Friday. The boat was valued at \$350,000 and was owned by the Pere Marquette and Bessemer Dock & Navigation Co. It is thought an explosion of oil in the engine room caused the fire. The burned steamer had been stuck in the ice inside the harbor breakwater since January, having been unable to reach the docks. She was too far out for the Conneaut Fire Department to render any assistance. The crew, with the exception of Engineer Morrell, were asleep when the fire broke out and were aroused by Morrell. It was discovered that McCarter was still in the hold after the others had escaped, and Morrell returned to rescue him, but was overcome by the flames. McCarter's remains were cremated. The *Shenango No. 1* was built by the Craigs at Toledo in 1895 and was of 1941 gross tons, 282 feet in length and 53 feet beam. Her route was between Conneaut and Rondeau, Ont., where she connected with the Pere Marquette Railroad. She had a carrying capacity of 26 cars.

The unusually heavy ice in the river has claimed another boat for its victim, the latest to succumb being the fine steel excursion steamer *Wyandotte*, which now rests on the bottom at the foot of Campeau Street, Detroit. The *Wyandotte* was in winter quarters with only the shipkeeper on board when she took a sudden dive for the bottom on Wednesday. Until an examination is made it will not be known just

what caused the accident, but it is thought that ice damaged the seacocks in some way and when they thawed out there was nothing to prevent the water from rushing in. Fortunately the *Wyandotte* went down in only 13 feet of water and only her main decks are covered, so that the work of raising her will not be so very difficult. Wrecking Master Harris W. Baker has the contract for the job and has begun operations. The sunken steamer is owned by the Clark estate and was built at Wyandotte in 1892. She is of 320 gross tons, 156 feet long and 35 feet beam. Her route since she came out has been between Detroit and downriver ports.

The steamer *Wyandotte*, which sank to the bottom of her slip at Campeau Ave., Detroit, was floated Monday after a steam pump was put aboard. It was discovered that a broken seacock was not the cause of the sinking, but that last spring when a new lighting plant was installed the workmen cut an exhaust pipe three or four inches above the waterline and stopped it with a wooden plug. When the river raised and water flowed over the ice it forced out the plug and filled the boat.

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March 25, 1904

Charles Hackett is having the machinery and hull of his tug repaired and painted and when finished she will be swifter than ever.

Arthur Healey has gone to Detroit to assist in construction work on Dunbar & Sullivan's new dredge.

J.H.M. Florey left Monday for Detour to get the Pittsburg Coal Co.'s business in order before the opening of navigation.

William Manson has received the appointment of lightkeeper of the new Middle Ground lighthouse erected by the Canadian Government. Lewis Langlois will be his assistant. They expect to leave next week to get things in ship shape.

It is announced that the D. & C. Navigation Co. will open the season by a trip to Cleveland on April 4th.

The Hackett Wrecking Co.'s lighter *L.S. Hammond* sprung a leak Sunday and the pumps could not make any headway against the water. Monday the tug *Margaretta* was fitted out and towed her across the river and let her settle behind the island dock until she can get a berth in dry-dock. The tugs *Home Rule* and *Florence* are also leaking, while the *M.F. Parsons* is on the bottom.

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April 1, 1904

Capt. Walter Mahon and wife of Cleveland are visiting friends in town.

Capt. Mahon will sail the steamship *Langham* the coming season.

The Great Lakes Towing Co.'s tug *General*, which was here bucking ice with the *Home Rule* last fall, will start from Detroit to Cleveland some time this week.

The Sundry Civil Appropriation Bill reported to the Congress in Washington provides for spending \$500,000 on the Lime-Kilns, Detroit River, during the year beginning July; same amount, St. Mary's River; for improving Sand Beach harbor, \$50,000; for reconstruction of Spectacle Reef Lighthouse foundation, \$43,900; for work on the Battle Creek post office, \$20,000; for work on Flint, Owosso and Grand Haven offices, \$10,00 each; Traverse City building, \$15,000.

The Sydenham River overflowed at Wallaceburg Saturday morning when the ice jam broke and let down the ice fields and many logs. The steamer *Winona*, formerly of the Windsor-Pelee Island route, broke from her moorings and crashed into the Pere Marquette bridge, damaging both. The water ran over the Pere Marquette tracks near the bridge and washed out nine hundred feet of rails and ties.

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April 8, 1904

The Dominion Government cruiser *Petrel* will be put in commission on April 20th.

The lighter *L.S. Hammond* is still sunk and is badly listed.

Capt. Frank Hackett and Capt. John Anderson and son George left Wednesday to man the lightship *Kewaunee* at the Dummy.

The tug *Margretta* went to Windsor with a load of flour Tuesday.

The car ferry *Shenango No. 1*, which burned at Conneaut harbor March 11 while fast in the ice, has been abandoned by her owner, the Pere Marquette Company. The underwriters will make an examination to see how much of the machinery and the furnishings can be saved. In case the latter decides to abandon her also, it will be the Government's place to move her out of the way of navigation. It is said that there are several steel cars aboard the wrecked steamer and these will have to be removed before anything is done towards taking the boat out.

C.Y. Dixon, U.S. Engineer, is having the U.S. Government tug *Alert* repainted and machinery repaired and also a new deck put on the sweepscow.

James Wilderspin has got a gang of men at work on the Hackett Wrecking Co.'s tug *Florence*; new decks are being put in and overhauled; also repaired otherwise. The tug *Home Rule* of the same fleet is also having some repairs made so as to be ready before navigation opens.

The passenger steamer *Lincoln*, which sunk at her moorings at Windsor



about three weeks ago, was floated Monday and has been docked on Detroit for repairs. The cost of raising was \$1110 and it is said that Capt. John S. Quinn, who undertook the contract, lost considerable on the job.

William Manson, keeper of the Middle Ground lighthouse with first and second assistants, Lewis Langlois and Fred Goulin of Malden left Wednesday for the lighthouse and expected to have the light burning same night. John Manson, keeper of the Colchester light, left same day for his position.

The cruiser *Petrel* is being fitted out with two eight-inch guns of effective range and power, which will make her as formidable as revenue cutters of her class usually are. Capt. Dunn, who will command her again this season, does not intend to be bluffed out by any number of Yankee poachers.

Captain Walter Mahon of the str. *Langham* and Capt. Albert J. Mahon of the str. *Bangora*, who were here visiting with their parents and relatives, were called away to take charge of the work of fitting out their boats this week.

Capt. Walker Norvell has received the appointment of manager of the Detroit & Walkerville Ferry Co. and has assumed the duties of that position. He will remove his family to Walkerville to reside. Capt. Norvell is to be congratulated on receiving such a lucrative appointment.

Capt. McQueen is having his steamer, the *City of Mt. Clemens*, thoroughly overhauled. She is having a new smokestack put on, a new pilothouse built, her decks repaired and engine and boiler put in first-class shape and when finished will not take back water from anything on the river her size. Roland Eaton will be engineer again this season.

M. Sullivan's derrick scow is being raised this week and will be taken to Detroit. The tug *Minnie F. Parsons* of the Hackett Wrecking Co.'s fleet, which was herself raised from the bottom last Friday, is doing the work.

The steamer *City of Detroit* of the D. & C. Line passed here at 11 o'clock Tuesday forenoon on her first trip to Cleveland. All flags were flying and the newsboys' band was aboard. All the river craft gave her a royal salute. The line is running day and night trips to Cleveland now.

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April 15, 1904

The U.S. Engineer at Detroit will soon readvertise for proposals for the river improvement work.

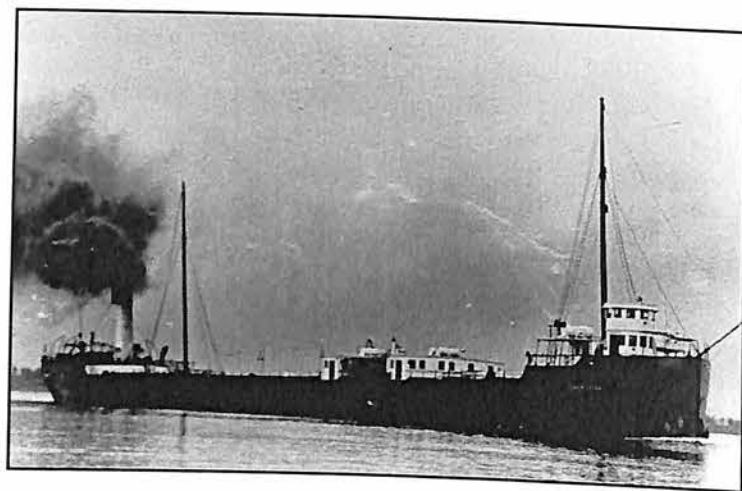
The steamer *Papoose* of the Detroit, Belle Isle & Windsor Ferry Co. has gone into dry-dock in Detroit to have a new seacock put in and be generally overhauled



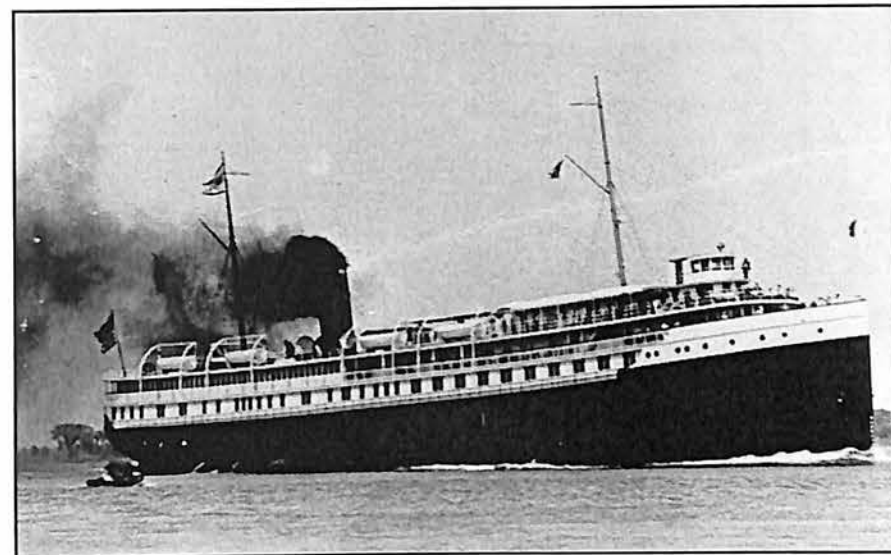
Steamer *Wyandotte*.  
Courtesy Fort Malden National Historic Site of Canada



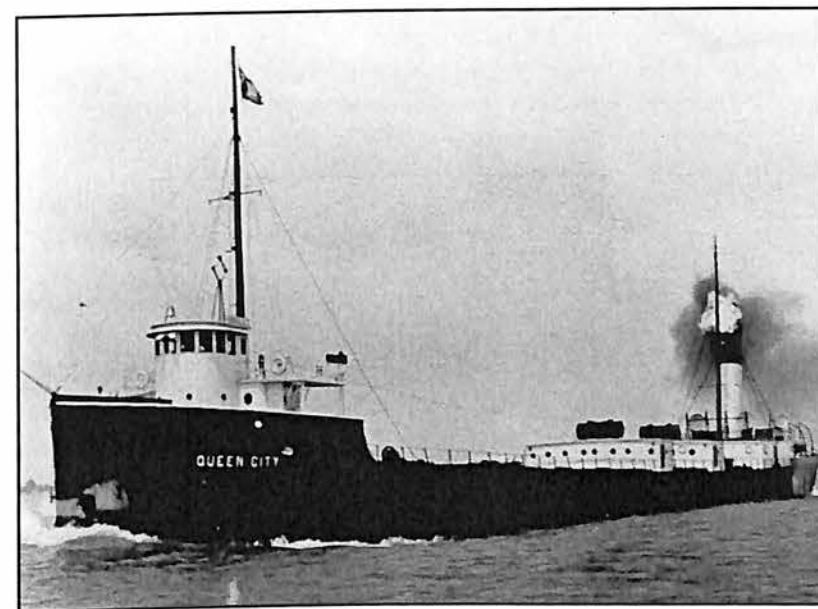
**Steamer *Crescent City*.**  
*Courtesy Fort Malden National Historic Site of Canada*



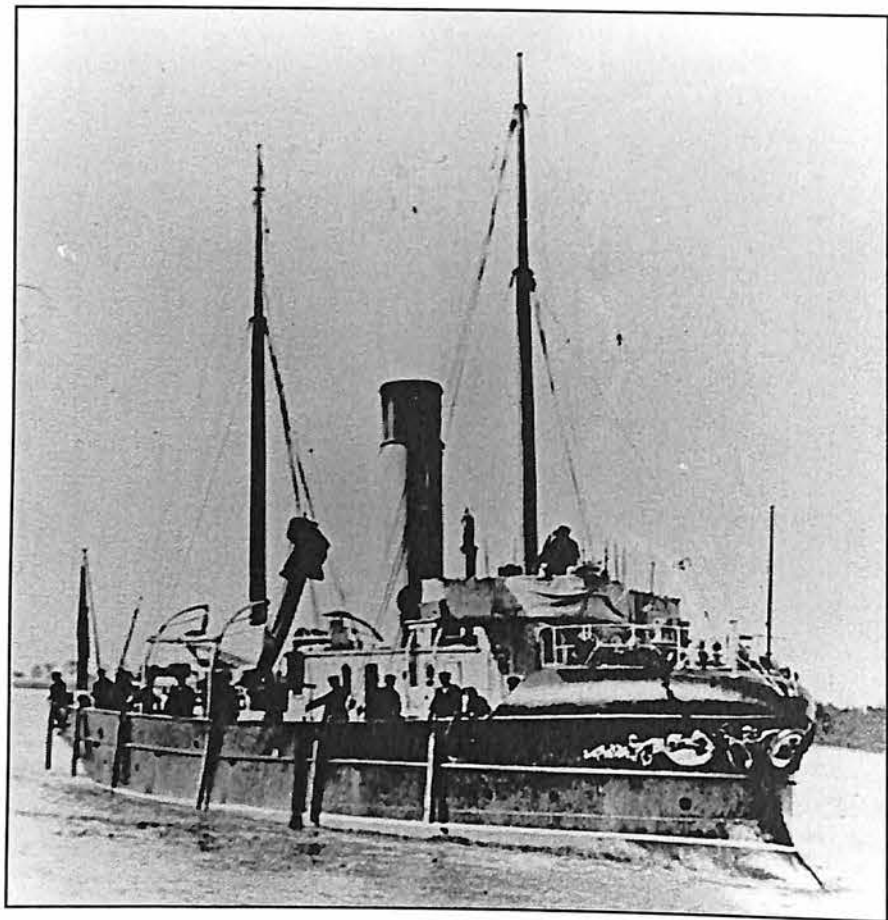
**Steamer *John W. Gates*.**  
*Courtesy Fort Malden National Historic Site of Canada*



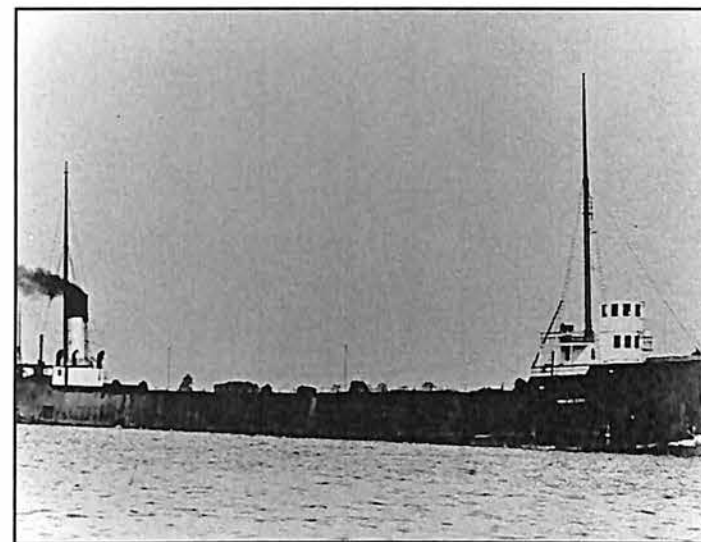
**Steamer *Minnesota*.**  
*Courtesy Fort Malden National Historic Site of Canada*



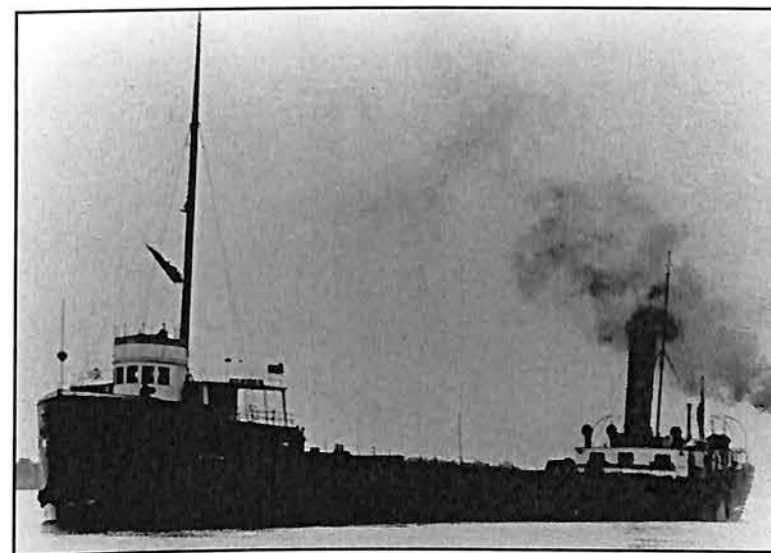
**Steamer *Queen City*.**  
*Courtesy Fort Malden National Historic Site of Canada*



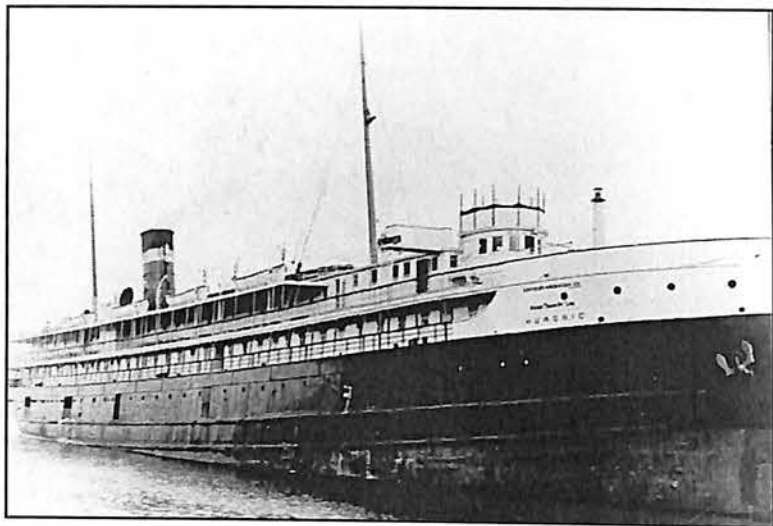
**Canadian Government revenue cutter *Vigilant*.**  
*Courtesy Fort Malden National Historic Site of Canada*



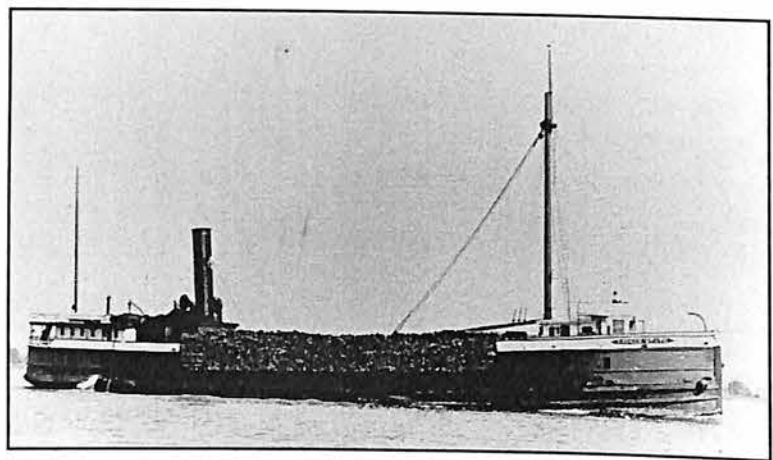
**Steamer *Empire City*.**  
*Courtesy Fort Malden National Historic Site of Canada*



**Steamer *Andrew Carnegie*.**  
*Courtesy Fort Malden National Historic Site of Canada*



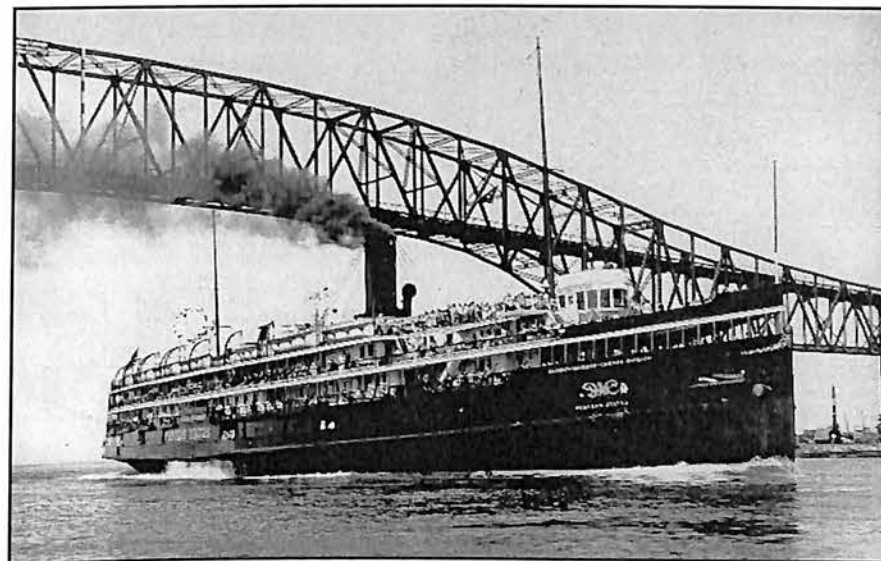
**Steamer Huronic.**  
*Courtesy Fort Malden National Historic Site of Canada*



**Steamer Badger State.**  
*Courtesy Fort Malden National Historic Site of Canada*

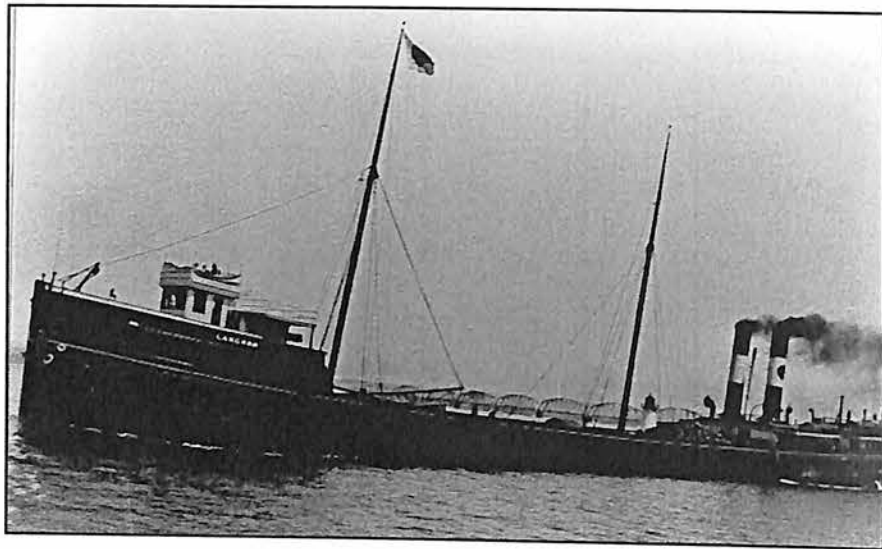


**Steamer R.B. Hayes.**  
*Courtesy Fort Malden National Historic Site of Canada*



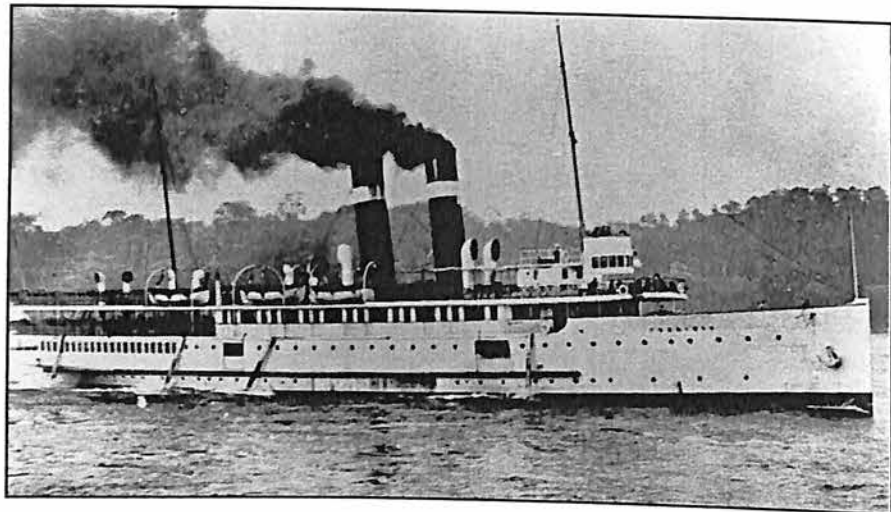
**Steamer Western States.**  
*Marsh Collection Society*





**Steamer Langham.**

*Courtesy Fort Malden National Historic Site of Canada*



**Steamer Turbinia.**

*Courtesy Fort Malden National Historic Site of Canada*

preparatory to beginning her run between Amherstburg and Bois Blanc.

Tom Christian left Thursday to ship on the steamer *Huron*.

The Dom. cutter *Petrel* will go into commission tomorrow (Saturday). Painting has not been completed but that can be done later.

C.Y. Dixon, Asst. U.S. Engineer, was in Toledo and Sandusky, Ohio, this week on business in connection with the river improvement.

Workmen are raising the deck of the American sweepscow and replanking it.

The str. *Mt. Clemens*, Capt. J.F. McQueen, sailed Monday to carry a load of coal to Pelee Island.

The U.S. lighthouse tender *Haze* placed the gas buoys on Ballard's Reef, also the north and south lightships on the Lime-Kilns and the Bar Point lightships, Wednesday and Thursday.

The tug *American Eagle* (Capt. McKinley) left for Windsor to get the Great Lakes lighter *T.F. Newman* for lightering the steamer *Arva* that is ashore at Toledo. The *Eagle* now works with the Trust.

The U.S. tug *Alert* left here Thursday of last week with Hackett's scow in tow to get a load of lumber at the River Rouge. The trip there took so long that two of the crew deserted as soon as they reached port. Next day the load was put on and after spending three hours in the Lake St. Clair ice, which blocked the mouth of the stream, they managed to get out into the Detroit River, where they bucked ice for several hours, but had to return to the shelter of the Rouge. Another of the crew deserted and his example was followed by the fourth man Saturday, leaving Angus Borland as captain, engineer, oiler and deckhand. Sunday morning Mr. Borland got up steam and took a slant out of the Rouge and brought her down through the heavy ice all alone, steering by the aid of a monkey wrench in one hand while with the other he grasped the throttle. Both craft and cargo were landed right and tight at the dock here and Angus is receiving all kinds of congratulations on his feat.

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*April 15, 1904*

Breyman Bros. of Toledo were the lowest bidders for a small dredging job in the Detroit River when proposals were opened at the office of the United States Engineer Friday. Their price was 20c. per yard. The Detroit Dredging Co., the only other bidder, named 22 cents per yard.

In the presence of an immense crowd of spectators at Lorain, the big steamer *Augustus B. Wolvin*, the largest vessel ever built on fresh water and said to be the



largest exclusively freight boat in the world, was successfully launched at the American Shipbuilding Company's yards Saturday. This vessel is the largest ever built anywhere to navigate fresh water and there are very few ocean vessels that are purely freight vessels that exceed her in dimensions, her length being 560 feet overall, 540 feet on keel, with a beam molded of 56 feet at the widest part and a molded depth of 32 feet amidships.

With the exception of the Detroit River, the Great Lakes Towing Co. now practically controls the towing business of the Great Lakes, competition having been completely wiped out. L.S. Sullivan has long operated an independent fleet at Toledo but it is reported that the Trust had made a working agreement with him, whereby he is to handle Trust tugs in connection with his own this year. The Hackett Wrecking Co. made a sort of agreement with the Trust for lower Detroit River business last season, but it did not hold and competition was keen towards the end of the season. Capt. Hackett says he has made no contract with the Trust for this season and that he has not been approached on the subject, which means that his fleet will be operated independently.

The Great Lakes Towing Co. has given a contract to the American Shipbuilding Co. for a steel lighter to cost approximately \$55,000. The lighter will be so constructed as to be capable of doing outside as well as inside work. The lighter *T.F. Newman*, which has been operated successfully in Detroit River during the past two years, is primarily a river boat, but the new lighter will be expected to work in open water as well. She will have a square stern, but unlike the *Newman* will be sharp forward. The new lighter will be 180 ft. long, 36 ft. beam and 15 ft. deep and is to be finished by June 10. This will give the Great Lakes Towing Co. three lighters - the *Active* stationed at Amherstburg, the *Newman* to be stationed at Detroit and the new lighter to be stationed at the Sault. She will be built at the Cleveland yard of the American Shipbuilding Co.

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April 22, 1904

Capt. D.J. Girardin left last week for Milwaukee to look after the fitting out of the steamer *H.H. Brown*.

Alex. Cowan of Kingsville has disposed of his interests in the steamer *Lincoln* to the Messrs. McCormick, who now own the whole boat.

While working on the U.S. sweepscow Wednesday, Eccles Gott was struck on the jaw by a bar, cutting his mouth and breaking a couple of teeth off.

Bids for a tug for Government use in lower Detroit River were opened at the

office of the United States engineer Friday. The lowest proposal was that of J.H. & D. Sullivan of Detroit, whose bid was \$574 per month. The other bidders were Ruelle's tug line, \$750 a month; Thomas B. Creswell, Saginaw, \$800 per month; C.H. Marsden, Algonac, \$875 per month.

The Department of Fisheries of Ontario is making an effort to deplete the carp in Ontario waters because of the savages committed by that fish among other more valuable members of the finny tribe. To that end, permits to fish for carp have been granted to the Toronto & Big Creek Fishing Company, the St. Clair Flats Fishing Company, the Turkey Point Fishing Company and the Longere Point Fishing Company. It is stipulated that the fishing must be done under the supervision of a responsible overseer.

American fish poachers will have an extremely hazardous time of it when the Canadian Government's new cruiser goes into commission about midsummer. They will not be dealing with the *Petrel* and the fishing tug that gets away from the new craft must necessarily be possessed of considerable more speed than that of the renowned *Silver Spray*, which ran the *Petrel* on Lake Erie last summer. The new cruiser is nearing completion at the yards of the Polson Iron Works, Toronto, and is especially designed for the protection of the fishing grounds of the Dominion. She is 176 feet keel, 22 feet beam and 14 feet in depth. The dimensions of her engine are 13, 22, 36 x 21. She will be equipped with two Scotch boilers, allowing a steam pressure of 200 pounds, capable of sending her through the water at no less than 18 miles an hour, as against the *Petrel's* 12 1-9. The cost of the boat will be \$150,000. In the way of armament the new cruiser will be equipped with four rapid fire guns, carrying a four-pound charge with each fire. She will have a complement of 55 officers and men and will be in command of Capt. E. Dunn, now of the *Petrel*. A name has not yet been selected for the new vessel, but it is understood that she will be christened the *Petrel*, as the old craft is to be dismantled when the cruiser comes out.

That part of the Lime-Kiln Crossing channel which was completed last fall and thrown open to traffic but afterwards closed in consequence of numerous strandings will be tried again this spring. The lighthouse tender *Haze* towed the north and south lightships down the river last week and placed them to the westward of their old stations, so as to mark the entrance to the new portion of the cut. The water was extremely low when the lightships were shifted last fall and many vessels came to grief, including the steamers *S.S. Curry* and *W.L. Brown*, which two caused a 24-hour blockade. The vessel owners made a united protest to the Lighthouse

Department and the lightships were moved back to the eastward, thus closing the new part of the channel. The water this spring is high and it is expected that with a little caution the entire width of the cut can be navigated without difficulty.

Contracts for the lower Detroit River improvements were readvertised in the Detroit papers last Saturday. It is expected that work will be let about middle of May.

The Dom. revenue steamer *Petrel* arrived here Saturday from Walkerville to commence the season's operations against Yankee poachers. She left early Monday morning on her first scouting expedition.

The lighter *Hammond* was siphoned out by the tugs *Parsons* and *Margretta* and left Monday morning in tow of the former for Detroit, where she will go into dry-dock for repairs. The *Parsons* continued to Port Huron where her engine will be removed and placed in the tug *Christian*, recently purchased by the Hackett Wrecking Co.

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April 29, 1904

The Detroit papers say:- "The tug *Parsons* of the Hackett Wrecking Co.'s fleet has performed her last service and it's away to the boneyard for her. The *Parsons* is now at Oades' shipyard, where her machinery will be removed and placed in tug *Christian*. The latter was sunk near Mamajuda Light, Detroit River, by the steamer *Albright* about three years ago, drowning three of her crew, including Capt. W.R. Harlow. She was afterwards raised and was rebuilt at Oades' yard during the last winter, so that she is now practically a new vessel. The *Parsons*, which goes out of commission, is upwards of thirty years old and for years was in the service of the Canadian Government on the St. Lawrence. She was afterwards stationed at Buffalo and two years ago was brought to the Detroit River by the Hacketts."

M. Sullivan's big new dredge *Hercules* was launched at Detroit Wednesday of last week. The launch was successful in every way and she is now being fitted out for the season's work.

The Department of Marine and Fisheries has issued a circular warning to the owners and masters of pleasure yachts, steam, gasoline, naphtha, electric and other motor launches that they must carry the same lights as other craft to avoid collisions, under penalty of a heavy fine.

Capt. Hutton left Tuesday for Chicago to take charge of his ship for the season.

**OPENING OF NAVIGATION.**-The date at which the first boat passed through the Flats and up the St. Clair River each year since 1880 shows considerable variation and has been as follows:-March 17, 1880; April 4, 1881; March 7, 1882; April 24, 1883; March 29, 1884; April 19, 1885; March 27, 1886 & 1887; April 3, 1888; the river did not close in 1898 and 1890; in 1891 it blocked four times, the *Baltimore* passed through Feb. 26 but the *Bessie's* passage April 21 marked the opening of navigation; March 31, 1892; April 8, 1893; March 19, 1894; April 4, 1895; April 6, 1896; March 25, 1897; March 18, 1898; April 13, 1899; April 18, 1900; April 16, 1901; this year the river subsequently jammed at the Flats and Marine City so that the release of the ice-bound fleet May 8 properly marked the opening of navigation; March 22, 1902; in 1903 the *Pleasure* passed up Jan. 29 and down March 16, but the *Eagle's* passage March 21 may be taken as indicating the opening of navigation. The present season of navigation the Pere Marquette car ferry No. 14 made her way through the Flats Feb. 7 and reached Port Huron on the 12th, though as she battled with heavy ice all the way this cannot be taken as indicating the opening of navigation. Exceptional years for ice were 1877 when on May 10 it was thick at Marine City and May 28, 1854 when the river was blocked to Lake Huron. Still more remarkable was 1837 when on June 4 the ice blockade extended to the Rapids at Fort Gratiot, a thing of its like should occur now would produce consternation among the vesselmen.

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May 6, 1904

Navigation opened on the Welland Canal Monday morning.

Work has commenced on the Middle Ground lighthouse.

The Great Lakes Navigation Co.'s steamer *Scotia* is being painted.

The shipyards around the lakes were never so slack of work and the prospects are anything but bright. The shipbuilding boom has burst.

The influence of the large fishing companies of Cleveland and Toledo has evidently been felt in the Ohio Legislature. News comes that the advice of experts regarding the need for a close season in Lake Erie has not been followed by the legislators. At the recent conference in Detroit of Fishery Commissioners from Ontario and the American States bordering the Great Lakes, it was decided that there should be joint action to close the fisheries in Lake Erie from November 10th to March 15th. This arrangement now falls to the ground owing to the action of the Ohio House, S.T. Bastedo, Ontario Fishery Commissioner is sending out to all holders of Canadian fishing licenses a circular letter calling attention to complaints

made by residents on the Ontario side of Lake Erie to the effect that all the catch is sent to the United States and not a fish can be caught by Canadians. He informs them that unless they are willing to supply the local markets such a provision will be inserted in their licenses.

Henry Dube left Tuesday for Conneaut to ship on the dredge *Brian Boru*.

The new steamship *R.W. England* was launched at the yards of the Great Lakes Engineering works below the Rouge yesterday.

Capt. J.F. McQueen left with the str. *Mt. Clemens* Tuesday morning for Pelee Island and will bring back a load of crude oil to Windsor.

William Manson, lightkeeper at the Middle Ground lighthouse, is home this week.

The steamer *Wyandotte* has been chartered to run between Buffalo and Crystal Beach during the excursion season. A smaller steamer will be run on the Detroit and Sugar Island route.

E.H. Haynes left Tuesday to assist in U.S. Engineer work at the St. Clair Flats. The U.S. Government has given the contract for a new canal, the same size as the old one, to be constructed on the west side of the old cut.

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May 13, 1904

Capt. Alex. Callam and Norman Pouget left for their respective boats Sunday.

The steamer *City of Chatham* is engaged by the Pelee Club during the club's meet at the north end [of Pelee Island].

The schooner *Jessie Maggie* with a lighter in tow was sunk during a severe storm near Pelee Island Monday. While being tossed about by the wind and waves her anchor stove a hole in her hull and the crew had no sooner lowered a life raft than she went to the bottom. The craft had a cargo of gravel aboard. She was built in 1887 and is owned by W.J. Terrill of Cleveland.

The tug *Home Rule* tried her engines Sunday and expects to leave for Toledo to get Breyman Bros. drill to work on the Lime-Kilns.

Mr. Fraser, Dominion Government engineer, inspected the work at the Middle Ground lighthouse and at Colchester light last week, being taken there in the D.G. cruiser *Petrel*.

Captain Dunn of the Dominion Government cruiser *Petrel* Tuesday seized 118 gill nets which had been set illegally in Canadian waters in Lake Erie by United States fishermen. The nets were all confiscated and sold at Port Stanley.

The steamer *Mount Clemens* took a cargo of 400 barrels of coal oil from Pelee Island to the Sarnia refinery last week. The steamer brought back 600 empty barrels, which will be filled and shipped to Sarnia.

Col. Davis, chief of the U.S. War Department Engineers at Detroit, was in town on Wednesday consulting with C.Y. Dixon, engineer in charge of the improvements at this point. Col. Davis when in the U.S. lighthouse service had charge of the erection of the Detroit River lighthouse, the cribs for which were constructed at Texas dock<sup>10</sup> about 20 years ago. The Col. had not been in Amherstburg since, until this visit.

M. Sullivan, the well-known contractor on the Lime-Kilns, is putting in full time on the grand jury in Detroit. It is not yet known whether he will be detained until after the boats start or not.

The steamer *Lincoln* (Capt. John McCormick) made her first trip on Wednesday last. The *Lincoln* looks one the worse of her mishap with the ice last winter, has been thoroughly overhauled and many improvements made, making her more staunch than ever. She will run on the same time card as last year.

The Hackett Wrecking Co. has received from Kingsford Foundry, Oswego, a centrifugal pump and engine for their wrecking business.

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May 20, 1904

The tug *Home Rule* is being painted.

The steamer *Lincoln* took to Amherstburg a good load of passengers on Wednesday.

The steamer *Mount Clemens* took 5000 bushels of corn last week for A.J. Green and returned for another cargo.

A feeling is prevalent in marine circles that the next move on the part of the Lake Carriers' Association may be an appeal to the federal authorities to compel members of the Masters' and Pilots' Association to resume their duties on shipboard on penalty of a revocation of their licenses. It is urged by the owners that the masters and pilots alone are responsible for holding up the commerce of the Great Lakes through the power of their licenses and the prospective plan is to bring this forcibly to the attention of the Government officials in the hope that they will interfere in the muddle.

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<sup>10</sup> located at the end of Texas Road, just north of Amherstburg

The ferry *Papoose*, which plies between Amherstburg and Bois Blanc during the summer season, was down Monday with a load of trees for the island. The Bois Blanc season will open Saturday June 11th.

Capt. John Jones of Cleveland will sail the *Castalia* this season. The old veteran Capt. C.C. Allen will remain ashore for a time, being somewhat under the weather.

Capt. Gavin, who has had charge of the dredge *Ontario* for some years, has been transferred to the dredge "*Progress*" at Ottawa while James Starkie takes Capt. Gavin's place.

The Dom. Government revenue cruiser *Petrel* captured 125 U.S. gill nets about five miles north of the boundary line and east of Pelee Island Monday. They were brought to Port Stanley. This is the second haul Capt. Dunn made within a week.

Bids on over \$1,000,000 worth of Government work in lower Detroit River were opened Monday afternoon in the office of Col. C.E.L.B. Davis, Detroit, United States engineer in charge of this district. The work to be done is to provide a clear channel depth of twenty-one feet for a minimum width of 300 feet and for a possible maximum width of 800 feet from the south end of Lime-Kiln Crossing to deep water in Lake Erie, a distance of about nine miles. The work is divided into two contracts; the first, known as section 4, is the deepening and widening of the channel along Amherstburg Reach and Hackett range, covering an area of about 670,000 square yards. On this the lowest bidder was M. Sullivan of Detroit, who bid \$2.40 per cubic yard, bank measurement, as against \$2.50 by the L.P. & J.A. Smith Co. of Cleveland, \$3.25 by the Buffalo Dredging Co. of Buffalo. The contract will call for about half a million dollars and take about three years to complete. The material to be excavated is rock, clay and boulders. On sections 3 and 5, deepening and widening the channel along Bois Blanc Island range and deepening the channel through Bar Point shoals, the amount of material to be excavated is about 1,300,000 square yards of soft material. G.H. Breyman & Bro. of Toledo were the lowest bidders at 49½ cents per cubic yard, bank measurement. The other bidders were the Detroit Dredging Co. Ltd. of Detroit at 60 cents per cubic yard and the Lake Superior Contracting & Dredging Co. of Duluth at 65 cents per cubic yard. Col. Davis will make his recommendations to Washington immediately and, if the bids opened Monday are accepted, work will start within thirty days.

The new steel steamship *Martin Mullen* was launched at Cleveland on

Saturday. The steamer was built for Charles L. Hutchinson and was christened by Miss Mary Mullen, sister of the man for whom she was named. The *Mullen*, which will be completed in three weeks, will cost \$270,000 and will carry 6700 tons of freight. John G. and Mrs. Mullen, Miss Bessie and Master Macomb went down to Cleveland to see that the launching of the *Martin Mullen* was done properly. Martin Mullen, after whom the latest and one of the largest steamers on the lakes is named, was for many years connected with the fueling business at Amherstburg with his brother John G. He always had most elaborate ideas of what he would do in the way of handling fuel if he only had an opportunity. In fact this matter was ever uppermost in his mind. He would, if given a chance, turn the coal handling business at Cleveland upside down. It was not long after he left here that he had an opportunity to show just how much water he drew along these lines, and those who watched him from shore were not disappointed. He carried out all his dreams along the lines of rapid loading and unloading. Probably there is no man in America today that did more than Martin Mullen to encourage and improve the rapid loading and unloading plants. The *Cleveland Plaindealer* says:-"The last boat was accorded a christening ceremony equal to what had been given to most of her predecessors. Martin Mullen is deservedly popular among his business associates and many of his friends came from distant places to witness the launching. Mr. Mullen's sister, Miss Mary Mullen, was the sponsor and the launch was of course a grand success. Immediately following the launch the out of town guests were taken in a procession of fine automobiles to the Clifton Park Club for luncheon and a dinner at the Century Club followed in the evening. The *Martin Mullen* promises to be one of the most successful freighters of the lakes, as she is in all respects up to the most modern practice of the lake builders."

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May 27, 1904

The str. *Wyandotte*, which this season will run between Buffalo and Crystal Beach<sup>11</sup>, passed here the first of the week and received salutes from all the river craft. The iron steamer *Mascotte* will start running to Sugar Island this Saturday.

Dunbar & Sullivan have started dredging on the river opposite the town. Two drills are also being fitted out ready for service. In a few weeks their whole fleet will be put to work at this point and the stagnation that has existed among the

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<sup>11</sup> near Fort Erie, Ontario, on the shore of Lake Erie

laboring classes for a long time will be relieved.

The Hackett Wrecking Co.'s tug *M.F. Parsons* and the hull of the tug *Christian* were brought from Detroit on Tuesday of last week and are at the slip below the mill. Workmen are at work putting the engines from the *Parsons* into the new tug. A new cabin and pilothouse are being constructed. The new tug, after they get her fixed up, will be known as the *Buccaneer*.

The *City of Mt. Clemens* arrived from Sarnia with a load of wheat for Colin Wigle this week.

Lewis Goodchild is having the tug *Margretta*'s hull repaired and new cabins put on and when completed will add to the neat appearance of the tug.

Capt. Thomas Henley, superintendent of the Dunbar & Sullivan drill fleet, commenced with a crew of men to fit out the drills on Monday to be ready to start on their contract.

The Hackett Wrecking Company are also having a whistle made at Wood's machine shop [which] when completed will be the largest and one of the most powerful whistles ever carried by a tug on fresh water.

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June 3, 1904

Capt. Thomas Henley has started another drill on M. Sullivan's contract.

As an experiment, one of the Canadian turret steamers with a cargo of iron ore passed down Monday afternoon for the furnaces of Cape Breton. If the trip is a success, these boats will be used for carrying coal to the upper lakes.

There were lively doings at St. Clair Monday when the steamers *Samuel Mitchell* and the *Sonoma* passed that port. Members of the Masters' and Pilots' Association boarded the steamer *Welcome* when the former boat passed and as they got abreast plastered the sides with rotten eggs.

It has been announced by the Masters and Pilots that Capt. Ellis, who took the steamer *Hawgood* from Buffalo to Duluth, had left the vessel after delivering her at the latter port. It was also given out that Capt. J.S. Wood, who brought the steamer *Capt. Thomas Wilson* from Chicago to Buffalo, had left the *Wilson* at Buffalo and was ready to pay the fine imposed upon him in order to be reinstated in the association.

The steamer *Sultana* of the Tomlinson fleet left Duluth on Monday night with a cargo of grain. She is sailed by George McCullough of Detroit, formerly master of the freighter *Yosemite*. Capt. McCullough is the first of the local men to desert the Masters' & Pilots' Association. Including the departure of the *Sultana*,

there are now 13 Lake Carriers' vessels moving. Two other boats, the steamer *Reed* and the steamer *Kerr* of the Provident line, are preparing to sail. Capt. Post & Co. purchased the tug *Thistle* from Frank Harris at a good advance on the cost price. She has been taken to Rondeau to be used in connection with the fishing industry there. Mr. Harris intends to replace her with another tug for fall fishing.

A.J. Green shipped a load of hogs on the str. *Lincoln* Thursday of last week; also five loads of corn to Walkerville on the *City of Mt. Clemens*. With corn at 45 cents per bushel and hogs \$4.25 per cwt., this means a lot of money left on Pelee Island.

W.W. Trimble has taken the contract to replace the Duff & Gatfield range lights and the Hackett range with three steel towers constructed by Gould, Shepley & Moyer, Brantford. The ranges up the river will be 70 and 40 feet high, respectively, and the Hackett tower 70 feet high.

The steamer *Mascotte*, Capt. Lecroix, commenced making regular trips between here and Detroit Sunday and has been running two round trips daily since, leaving Amherstburg at 6:30 a.m. Returning, leaving Detroit 5 p.m. She is a handsome little craft and will no doubt be largely patronised.

The White Star Line is said to be negotiating for the purchase of Sugar Island to transform into a park for the purpose of competition with the D.B.I. & W. Ferry Co. at Bois Blanc. The White Star people have no downriver resorts. If the deal goes through, excursions would be run to Sugar Island from both Detroit and Toledo.

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June 19, 1904

Another new boiler arrived this week on the str. *Lincoln* for use of the Lake Erie Gas & Oil Co.

The schooner *Charles Mitchell* of Cobourg is loading corn here this week for Richardson & Son, Kingston.

The steamer *Lincoln* took a car load of wine to Windsor on Wednesday, consigned to Brantford, in charge of Mr. Warner.

The str. *Mt. Clemens* took away 4300 bushels of corn and 200 barrels of oil Monday, the former to Walkerville, [rest of article missing]

The barge *Fassett*, coal laden, in tow of the steamer *C.F. Curtis*, grounded at the lower end of Fighting Island last Thursday. She was released by the tug *Home Rule* and lighter *L.S. Hammond* after 200 tons of coal had been lightered. The steamer *Chili*, Capt. M.M. Drake, broke her steering gear and ran aground at the



head of Bois Blanc Island early Thursday night of last week and was released Friday after 150 tons of hard coal had been lightered by the tug *Home Rule* and the lighter *Hammond*. The str. *Henry Steinbrenner* took a sheer and ran on Elliott's Point Sunday night, bound up. She was released early Monday morning by the Hackett fleet after lightering 150 tons of coal. The *General Williams* ran aground on Middle Bass Island during a fog Friday but succeeded in releasing herself in a few hours.

Capt. Eugene McCormick was home from Sarnia for a few days this week.

It is said the spot where the steamer *Gladstone* was sunk last year at Bar Point, below Amherstburg, is alive with carp.

Capt. John Dodds, steamboat inspector, was here on Wednesday inspecting the Hackett fleet and Goodchild's tug.

The Boone Dredging Co., of which Capt. J.F. Jarmin is manager, has received another contract at Little Current.

The schooner *Selkirk* discharged a cargo of coal for the Pittsburg Coal Co.

Capt. F.B. Hackett has had the tug *Florence* fitted out. Lewis Matthews will be chief engineer again this season.

Charles Snider left Tuesday for St. Clair Canal, where he becomes inspector on the Rooney dredge *Birkhead* for the season.

The Great Lakes Towing Co. has decided to station the wrecker *Saginaw* of Windsor at Amherstburg this season. Capt. Watt will be kept in command and will live at Amherstburg for the summer. The lighter *Newman* will be stationed at Port Huron.

American fishermen have been operating with sturgeon lines on the west side of Bois Blanc in Canadian waters, and early Tuesday morning P. Lamarsh, fishery overseer, made a tour of the ground in H. Hackett's steam launch. He confiscated seven lines and over 2000 hooks about five hundred feet west of the head of the island and nearly in the main channel. As there were no fish on the hooks, it is supposed the fishermen lifted through the night. The fishing tackle was brought here and will be destroyed.

The owners of the fast little twin screw steamer *Mascotte* are disappointed in the amount of business obtained out of Amherstburg and Texas landings and have declared their intention of trying these stops for a short time longer, when if it is seen that the business does not improve the two stops will be cut out entirely on the American side in order to avoid the necessity of reporting besides the extra time lost.

The Pelee Island Navigation Co. has been incorporated with a large capital

stock.

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June 17, 1904

The cable to Pelee Island has been repaired and is in working order.

The steamer *Lincoln* took a cargo of 23 head of cattle to Kingsville for A.J. Green on Tuesday. They were stockers, cows and calves.

The schooner *Charlie Marshall* is loading corn for Richardson & Co., Kingston. She will take about 15,000 bushels. Most of this corn was bought at 35 cents and 38 cents, but the going price now is 45 cents.

Parties of United States surveyors are working along the Canadian frontier taking measurements of the riverbank for guidance in making marine charts of the inland waters, the work being done every three years.

As the steamer *Columbia* with nearly 3500 excursionists on board was passing the Steel Trust steamer *Corsica* near Ballard's Reef, Detroit River, Saturday evening last, somebody in the bow of the former shouted out the favorite epithet applied to a non-union man and others took it up until it appeared that half the pleasure seekers were heaping their abuse on the commander of the *Corsica*. The yelling continued until the *Columbia* was out of earshot.

While sweeping the river bed about four miles out Saturday, the crew of the U.S. sweepscow picked up a lamp which proved to be the one knocked off the lower Lime-Kiln light three years ago by the schr. *Hattie Wells*. The lamp was originally worth \$150.

The American survey boat *General Williams* with a survey party in charge of Mr. Shanahan, which was located here last season, now makes its headquarters at Kingsville. A conning tower has been erected on the Mettawas grounds. Friday, while working on the tower, one of the party fell a considerable distance but escaped with a few bruises.

The American fishermen whose sturgeon lines and nets were seized by Fishery Inspector Lamarsh off Bois Blanc Island last week complained to Hon. C.W. Martin, U.S. Consul, that their tackle was in American waters and for a few days it looked as if an international affair would result. However, Mr. Lamarsh came down Friday last and fully satisfied Mr. Martin that measurements had been taken and the gear was on this side of the line.

The U.S. Customs officers say that all small craft must be inspected this year, whether the boats are used but once during the year or several times.

The new steamer *Turbinia*, built in England at a cost of \$250,000 for service

between Toronto and Hamilton, has reached the St. Lawrence. It is the first boat of the turbine type to cross the ocean. She can run 22 miles an hour.

The Pelee Island cable is again in working order. The trouble was found about two miles north of the channel in the new cable, which is supposed to be defective. This portion was over run on the steamer *Mount Clemens* eight times and no defects were visible. The cable was cut and about 300 feet taken off, which will be sent to Ottawa to be tested.

After six weeks of a tie-up on the Great Lakes that has directly involved a couple of thousand men, but indirectly more than a hundred thousand, who have been idle because of its existence, a cessation was brought to the strike on Tuesday night by the surrender of the masters, who with the pilots have been holding out for a more uniform scale of wages this season than was offered by the Lake Carriers' Association whose boats were most affected by the difficulty between the vessel owners and their employees. Capt. Paul Howell of Cleveland gave out the following statement: "The Masters' and Pilots' Association have concluded that it would be good policy at this stage of the game, owing to existing conditions over which we have no control, to advise our captains to go to work and make the most of a bad situation."

The *Manitoulin Expositor* says:- "The contract for deepening the channel has been awarded to the C.S. Boone Dredging and Construction Co. of Collingwood. Capt. Jarmin, who has been in charge of the dredging at Collingwood for this company, arrived up Monday and made arrangements for storing their coal, a cargo of which is now being unloaded. In a few days they will bring up the steam drills. The captain some years ago did the work of blasting out the channel and no man is more conversant with the work than he is. We understand the channel will be made twenty feet deep and probably 30 feet wide and straight through. This will meet with approval in marine circles as heretofore large barges and tugs could not pass through. The Government has been wise in the awarding of the contract and with Capt. Jarmin in charge of the work a first-class job will be done. Mariners and the people of Manitoulin will be grateful to Mr. Dymont for the energy he has put into this matter and bringing it to a successful issue."

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June 24, 1904

All lake records for iron ore cargoes were smashed Sunday when the big steamer *Augustus B. Wolvin* on her maiden voyage took out of Two Harbors 9727 gross tons or 10,694 net tons of ore. With this immense load, the steamer drew but

18 feet 3 inches forward and 18 feet 6 inches aft. The *Wolvin* goes to Lake Erie. The largest previous cargo ever carried was that of the *William Edenborn*, amounting to 8807 gross tons, from Escanaba to South Chicago last year. The *Wolvin* was launched at Lorain this spring and is one of the largest freighters on fresh water.

Breyman Bros. have sublet the contract for work at the Lime-Kiln Crossing to Dunbar & Sullivan. The contract amounts to \$400,000 and will take two years to complete. It calls for a clear depth of 21 feet at mean low water for a width of 300 feet on the west side of the Lime-Kiln Crossing for 3100 feet. In addition to this, Mr. Sullivan is working on a contract for widening and deepening the Amherstburg reach to a width of 600 feet and depth of 21 feet and will also deepen the west 300 feet of the Hackett range to a depth of 21 feet. The contract price for this is \$600,000. The length of the latter contract is about 3½ miles. The two firms expect to have five drills and five dredges on the work, employing over 200 men all told, and the work will occupy at least two years.

The new steel towers for Duff & Gatfield's marine lights have been erected for the upper ranges. One is 70 feet high and the other 40 feet above the ground. They replace the ones blown down during the cyclone. They were erected by W.W. Trimble.

Capt. David Girardin Jr. is sailing the str. *Fayette Brown* this season.

The company that controls the str. *Frank E. Kirby* and the D.B.I. & W. Ferry Co. have come to an agreement to cut out racing between the *Kirby* and *Columbia* hereafter. There is considerable rivalry between the two crews and a week ago Tuesday an exciting race took place from Amherstburg to Detroit, the *Columbia* leading her rival the whole way.

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July 1, 1904

Capt. James Tobin is in command of the coaling vessel *Perry* this season.

The steamer *Heffelfinger* ran aground at Bar Point Thursday morning and was released by the Hackett tugs *Home Rule* and *Florence* a short time after.

John Manson came ashore on Friday last and reports the work progressing favorably at the lighthouse.

Several of the workmen at the lighthouse came ashore on Saturday last and spent Sunday with their families and returned on Monday.

The steamer *Douglas* discharged 245 barrels of St. Clair salt for local merchants Monday.

The tug *Florence* left Monday with the disabled steamer *H.B. Tuttle* in tow for Buffalo. The *Tuttle*'s machinery went through itself off Colchester.

A baby cyclone swept over town Saturday evening but did little damage. The schooner *Charles E. Wyman* was blown on shore at the foot of Bois Blanc and lost her mizzen top mast. She was pulled off by the tug *Home Rule*.

After two hours of torrid talk, the report of the special committee of the Detroit Trades and Labor Council that the boycott against the Detroit, Belle Isle & Windsor Ferry Co. be lifted was accepted by a vote of 22 to 16. The committee asserted that Manager W.E. Campbell of the ferry company had been willing to have agent H.L. Jester of the Seamen's Union organize his men. The failure of the union to do so, the committee advised, should not be laid at Mr. Campbell's door. The committee discovered that the ferry company had contributed over \$800 to the cause of organized labor within the last five years. As a consequence of the lifting of the boycott, union men with tender consciences will no longer be compelled to walk to Windsor.

Mrs. C.Y. Dixon and children left Friday evening on the str. *Manola* for the Soo, where they will spend a month at her mother's.

The moonlight excursion on the str. *Mascotte* Wednesday night under R.W.S. auspices drew quite a crowd. The sail up the river and out on the lake around the American lighthouse<sup>12</sup> was much enjoyed, while the evening's pleasure was enhanced by dancing to the music of a stringed orchestra. The ladies will net about \$12.

On Monday 1st the steamer *Tuttle*, on her way from French River, Georgian Bay, to Buffalo, broke her machinery about three miles out from Colchester and was obliged to anchor until the tug *Florence* arrived from Amherstburg and towed her to Cleveland, where she will be inspected by her owner and then taken to Buffalo to discharge her cargo and repair.

The D.G. revenue steamer *Petrel* was in port Tuesday to coal up. Capt. Dunn reports Yankee fishermen as scarce as hen's teeth.

The steamer *Lincoln* will run an excursion from the island on July 12th to Windsor, calling at Leamington, Kingsville and Amherstburg. The excursion will be under the auspices of the Orange order and will arrive in Windsor in time for the procession.

<sup>12</sup> ie, the Detroit River Lighthouse

The steamer *Lincoln* took two cars of wine to Windsor on Wednesday for shipment to Brantford and also 600 bushels of corn for A.J. Green. There is not more than 1000 bushels of corn to be marketed this season, but if the weather is favorable there will be a record-breaking crop next fall.

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July 8, 1904

The lighter *Hammond* is being caulked and repainted at the Stony Island pier.

The Great Lakes tug *Phillips* has arrived here to compete with the Hackett Wrecking Co.'s fleet. The *Saginaw*'s crew will man the *Phillips* until the lighter *Active* arrives.

The high winds of Monday and a heavy list were responsible for the schooner *Emma Hutchinson* meeting with a very peculiar accident at Mullen's coal dock Sandwich Monday. As the schooner was about to round into the dock, her cargo of lumber began to shift and in a minute fully 300,000 feet had slipped into the river, carrying with it all the boat's foremast, rigging and leaving only the stump of the mizzenmast. The spilled cargo was recovered but the crew then went on strike and she is still there.

The str. *Rube Richards* discharged a cargo of coal for the Pittsburg Coal Co. this week.

The str. *City of Mt. Clemens* discharged a cargo of coal for the waterworks, also a cargo of coal for Colin Wigle the past week.

**STEAMER MASCOTTE.**-It is the desire of the management of the *Mascotte*, which touches at Amherstburg morning and evening, to announce that she is open for charter to the public for excursions or moonlight rides the balance of the season. The *Mascotte* is an elegantly appointed little passenger steamer with all modern conveniences and a carrying capacity of 500 people. Music is rendered by the Wiedoeft's Family Orchestra and the officers are courteous and careful in their attention to all who ride. For particulars or daily trips see timetable. Capt. Gilbert LaCroix, master and owner.

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July 15, 1904

The Hackett tug *Buccaneer* released the schooner *Columbian* from the foot of Fighting Island Saturday morning after a few hours' work.

The coaler *Perry* has been removed to Cleveland and has been replaced on the Detroit River by the *F.J. Dunford*. Capt. Tobin, who was in command of the *Perry* has been placed in charge of the tug *Phillips* and Capt. Walter Lawler

commands the *Dunford*.

The new Trust lighter *Active* is expected here the first week in August when the wrecker *Saginaw*. Capt. Watt will then be stationed in Windsor. The *Active* is still at the Soo and will be replaced by the new steel lighter which is being fitted out at Lorain.

While working near the mouth of the Detroit River Thursday afternoon of last week, the U.S. sweepscow screw located a portion of the machinery of a wrecked steamer, just opposite the riverfront Malden school. It consisted of a 10-inch shaft 16 feet long, with screw wheel attached, together with about 70 feet of the hull. The machinery was raised and placed on board the derrick scow while the wreck was towed to Point Mouie and deposited there. Mariners have been puzzling themselves over this discovery, as no boat has been wrecked there in modern times. The only reasonable conjecture seems to be that the wreckage was carried down from some point above by the ice and deposited there. It may be the machinery of the tug *Phoenix*, which burned at Duff & Gatfield's dock several years ago. Captain Hackett informed the *Echo* yesterday that about thirty years ago the late Capt. Trotter, then master of the barge *Maria Martin*, collided with the steamer *Cleveland*, just about this point. The *Cleveland* was loaded with hardware and machinery and in raising her she rolled over and a quantity of the machinery was lost overboard. Perhaps this shaft was part of her cargo and does not belong to the hull that was found in the same vicinity.

Norvell Mullen left Sunday to ship on the coaler *Perry* as clerk. Norvell has started out to learn the fueling business and has placed his foot on the bottom round of the ladder. The *Echo* wishes him all kinds of success.

The drill which has been fitting out at the lower dock for M. Sullivan is completed and will be placed on the work this week. A drill arrived here Sunday in tow of the tug *Spalpeen* from Troy, N.Y., and will be fitted out for the Dunbar & Sullivan contract. It will take a month to put the latter craft in shape.

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July 29, 1904

Capt. D.P. McCarthy of New York spent Sunday here. He came up to Cleveland and Detroit to inspect several of the Steel Trust boats for the purpose of purchasing them for the Maryland, Alleghany and Pennsylvania Railway Co.

The White Star boat *Greyhound* called here Wednesday forenoon on her way up with an excursion from Toledo. About two hundred disembarked and crossed to Bois Blanc, where they spent the day.

The tug *Shaun Rhue*, Capt. Main, engineer William Shoefelt, arrived here Tuesday evening in connection with Dunbar & Sullivan's contract. The jolly skipper's smile is just as effulgent as it used to be.

The schooner *Three Brothers* is discharging a cargo of 700 tons of coal for the Pittsburg Coal Co.

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August 5, 1904

**ANOTHER DROWNING.-William Love, a Marine City Machinist, the Victim.**-On Tuesday evening last Wm. Love, a boiler maker and machinist, quit work at E. Woods & Son's with the intention of going home on a visit. He met an old friend, Captain Cottrell, master of the tug *Margretta*, and they went on board the tug, which was lying outside the steamer *Mount Clemens* at Wigle's dock. They remained in the pilothouse for some time, when Captain Cottrell went to look at the water in the boiler. On his return Love was gone. Some persons on the various craft there thought they heard a splash, and it was at once concluded that he had fallen into the water between the tug and the *Mount Clemens*. Search was made that night but as there were so many dredges, scows and boats about, the body was not recovered, but on Wednesday morning Fred Woods located it with the grappling irons. The body was taken to Bertrand & Co.'s undertaking establishment and prepared for burial, and from there was taken up on the electric railway on Wednesday evening. Love was between 46 and 47 years of age, was an excellent mechanic and had worked for Messrs. Woods on several occasions. He leaves a wife, four daughters and one son, the eldest being 22 and the youngest 14. Mrs. Love is a niece of Ed. Woods.

The U.S. Engineers are busy locating boulders and other obstructions in the Trenton channel, looking to the removal of same so as to allow craft of light draft to take that route. Marine men find that the congestion of traffic in the lower Detroit River interferes with the improvements now going on, while accidents are often narrowly averted, and it is thought that with little troubles the Trenton channel can be put in a good enough condition for a large number of smaller boats, so that they can go up or down that way and so remove part of the cause of interference with the drill and dredges which now exists. The work will not be completed this season.

The steamer *J.H. Reed*, bound for Superior, coal laden, struck a rock north of Colchester Reef early Saturday morning and several of her compartments filled with water. She came under her own steam to Bar Point, where she anchored and

was lightered of 1000 tons by the lighter *Newman*. She was then towed over the crossing by the tug *A.W. Colton* and proceeded on her way. The lightered coal was sold to the Pittsburg Coal Co. and unloaded here on Monday.

The managers of the White Star line of Detroit are negotiating with the Clark estate, owners of Sugar Island, for the purchase or lease of that property to use for picnic grounds for Toledo people. The deal has got to the point that Engineer Dixon has been asked to have the passage swept and the depth of water ascertained. It is their intention to use the channel west of Bois Blanc and if the present negotiations bear fruit they will be stopping at that point next week. The landing of passengers at Amherstburg is also being taken into consideration.

Some months ago, the *Rudder*, a magazine devoted to marine matters, offered plans for sail boats to anyone interested in their construction and also hung up a cup for the fastest time made to one of the boats built on the lines of the plans sent out. Roy Hackett, Lorne Fear and Harry McEvoy all got the fever and the two former have their boats in the water and the first brush took place Friday night between Sugar Island and Bois Blanc. Ed. Lewis was skipper in Mr. Fear's racer, while Roy managed his own with such skill that the other craft looked as if it were a scow. It took powerful glasses to find her when Roy had turned the buoy. A regatta is talked of some time this summer.

The steamers *Greyhound* and *City of Mackinaw* raced to the Lime-Kiln Crossing Friday night and passed Dunbar & Sullivan's dredge without checking down, the consequence being that two of the drill's spuds were broken and she had to be brought to the lower dock for repairs.

It is expected that the Canadian cruiser just turned out of the shipyard at Barrow, England, for the protection of Canadian fisheries will make the lake poachers hustle. On her trial trip the new boat showed a speed of 17 knots over a measured mile. The steamer will soon be ready to leave England.

Walter Bertrand left Tuesday on the str. *Parnell* for a trip to Chicago.

The Dom. Govt. cutter *Petrel* was in port from Saturday to Tuesday, coaling up. Capt. Dunn reports fishing very inactive so far this year.

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August 12, 1904

Wrecking Master Harris W. Baker of Detroit with his steamer *T.W. Snook* recovered 160 tons of copper from the wreck of the steamer *W.H. Stevens* off Port

Burwell, Ont. The *Stevens* caught fire in Lake Erie in September, 1902<sup>13</sup>, and after her crew left her she drifted off a mass of flames. Nobody saw her sink, so that the location of the burned hulk was a matter of mystery until this summer when the cruiser *Petrel* staked out the location. Capt. Baker entered into an agreement with the underwriters to recover the copper and left Detroit in search of the *Stevens* about two months ago. The wreck was found in about 70 feet of water and the work of recovering the copper has since been pushed with vigor. The copper is worth about \$55,000 but it is not known what percentage Capt. Baker will receive.

The Government boat *Petrel* arrived at Port Dover with 83 nets, the property of American fishermen fishing in Canadian waters off Long Point. The nets with a large quantity of fish were confiscated and sold there.

James Kelly of Gordon was second mate on the str. *Berlin*, which sank at Belle Isle Monday.

The tug *Christian* of the Hackett Wrecking Co.'s fleet has been engaged by Dunbar & Sullivan to attend the dredge *Hercules*.

Capt. Main is walking a little stiff these days, the result of a slight attack of rheumatics caused by getting wet on Monday evening. The jolly captain met with an experience that never befell him before when he fell into the river off his own tug. He was picked up not much the worse for the unexpected dip but, not being in the habit of taking his bath that way, it has the usual effect on a man of his years.

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August 19, 1904

Struck squarely in a head-on collision, probably with the steel propeller *Chili*, the steamer *City of Berlin*, Capt. Fred. Goodnow, and owned by Henry Wineman Jr. of Detroit, was sunk in the Canadian channel just off the head of Belle Isle at Windmill Point Sunday night. Although the boat sank in but a few minutes after being struck, all of the crew were saved. She was bound for Buffalo with 3000 tons of iron ore. It is not surely known that it was the *Chili* that hit the *Berlin*, as the boat proceeded on her way up the river after the collision. The *Aurora*, which was in tow of the *Berlin*, swung clear of both boats and was not damaged. She lies anchored near the channel line. The captain of the *Berlin* tried to beach her and her consort at the head of the island but the rudder refused to work and she drifted until almost to the lower end of the channel, it being his aim to make her strike the middle

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<sup>13</sup> See Vol. V(3), pp. 42 and 59.



ground below the island. She drifted fully two miles.

On Friday last Dr. Smith, Collector of Customs, Windsor, received a telegram from A.M. Dymond, Deputy Attorney General of the Province of Ontario, instructing him to arrest the steam barge *H.B. Tuttle* while passing through the Canadian channel at Windsor on a warrant from the Maritime Court for damage to a bridge at Indian River, Ontario, in 1902. As there was no tug lying at Windsor, Dr. Smith instructed Mr. Barrett, collector at this port, to make the arrest, which was done Saturday afternoon, as the steamer was passing town, by Officer Luckham, who was taken out in the tug *Walter H. Stone*. The *Tuttle*, being heavily laden with lumber, was unable to round to in the channel opposite the town and went below Bois Blanc, where when turning she ran aground and was unable to get off. Mr. Luckham, being satisfied she could not get off without assistance, came ashore with the captain. Dr. Smith was at once notified by Mr. Barrett and came down and took charge. Capt. King of the *Tuttle* showed him copies of telegrams purporting to be a release from the former charge by the Department. However, they notified the Department of the arrest and received a telegram to hold the boat. The telegram was shown to Capt. King and he was told that any attempt to leave would be at his own peril. Later in the night he engaged the tug *Home Rule* to pull him off and took French leave for Buffalo. When unloaded the boat will be taken to Cleveland and kept there until the matter is settled.

Capt. Jacques Laframboise has been placed in charge of the Pittsburg Coal Co.'s new lighter.

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September 2, 1904

R.J. Hackett and wife are still camping out on the Hackett range, riverfront. He has struck his old gait regarding good health and was busy a few days assisting to lighter the *Montezuma* at the Lime-Kiln Crossing. The generous south winds this summer give him many opportunities to test the speed of his yacht "*Tillie H.*" and next to his wife, that's the one thing Bob loves.

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September 9, 1904

The establishment of a new steamship company to operate between Montreal and Lake Superior ports is said to be dependent upon the securing of satisfactory improvements to the Canadian canal system, which will admit of the passage of deep draught vessels. With the construction of the Grand Trunk Pacific Line there will be a large tonnage of rails needed and the new line would be used for the

delivery of the output of the Sydney mills.

The steamer *Abercorn*, well known in this vicinity, was burned at Goderich early Monday morning while unloading a cargo of coal. The fire was caused by the explosion of one of her signal lamps. The *Abercorn* was owned by her captain, W.J. Willoughby, and her engineer, Richard Baxter, both of whom are comparatively young men and who staked their all when they purchased the boat last year. They were doing fairly well in the coal trade between Sandusky and Windsor with an occasional cargo to Georgian Bay when lumber was carried on the return trips. The *Abercorn* was an old-time, having been built at Marine City 30 years ago and owing to this fact her owners found it rather difficult to place insurance. However, they succeeded in insuring her in Canadian companies for \$4000. The burned boat measured 260 gross tons and was 126 feet in length, 26 feet beam and 11 feet deep.

The big steamer *John W. Gates* ran amuck when coming down the river opposite the town about 1:30 yesterday (Thursday) morning. Her fantail hit the dredge *Tipperary Boy* and the crew performed a midnight parade in short order. The big freighter *Wolvin* loomed up and nearly took a hand in the mixup but the tug *Home Rule* got a line on the *Gates* and pulled her round so that she got away all right. The dredge lost both her forward and stern anchors, besides having her upperworks damaged.

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September 16, 1904

The new fishing cruiser *Vigilant*, built for the Dominion Government, was launched from the Polson Company's shipyard at 12:30 Saturday. Mrs. F.B. Polson christened the *Vigilant*, which will be placed in commission on Lakes Erie and Huron. The new cruiser is 176 feet long, 22 feet beam and will carry a crew of men. She is armed with four rapid-fire guns and cost \$152,000. The new cruiser is 176 feet in length and 22-foot beam. The depth from top of keel to top of main deck 14 feet 3 inches and draught 8 feet. The engines are twin screw, triple expansion; cylinders 13½ and 22 and 36 by 21" stroke with two Clyde boilers, each 11'6" by 12'8" long; working pressure 200 lbs. steam. The speed called for in contract is 16 knots and it is expected that this speed will be exceeded. The armament is 4 rapid-fire guns. The boat has flush main deck and bulwarks, having a ram bow and elliptical stern of a similar design to those of the cruisers in the British Navy. She has a commodious deckhouse aft of the foremast, containing chart room, galley and

fan room, and also deckhouse abaft<sup>14</sup> the mainmast. The bridge is arranged extending from the forward deckhouse to the ship's side. The vessel is schooner-rigged with jib-headed foresail and mainsail. She has a complete installation of auxiliary gears, including steam steering gear, steam windlass for working the anchor, electric engines and dynamos and powerful searchlight. She is to carry a 30-foot speed motor launch, two 25-foot gigs and one 16-foot dinghy. The cost with complete outfit and armament is about \$150,000. Accommodation for the officers and crew are located below the main deck. The total complement, including officers and men, is about 40.

The steamer *Lincoln* remained at Amherstburg on Wednesday night owing to the gale on the lake. There were 25 or 30 passengers, including Mr. and Mrs. N. McCormick, Mr. and Mrs. D. McLellan, Mrs. Lovell and daughter, Mrs. W. Rinkle, James Harris, John Henning, Robt. Henning, Mr. Crook, Lewis Finlay, Eugene Osborne and Dr. Scudder.

Joseph Davidson, son-in-law of Thomas Tomlinson, a resident of this town, employed as a blaster on one of Dunbar & Sullivan's drillboats on the Detroit River contract, lost his right hand Tuesday afternoon by a dynamite cap. Davidson was lifting a cap from its rack and in doing so scratched it with his nail. There was an immediate explosion and he fell to the floor in an unconscious condition with his right hand blown to shreds. He was brought over to town and conveyed to Windsor by streetcar, Dr. Oscar Teeter accompanying the unfortunate man to St. Mary's Hospital, Detroit. Davidson was formerly a resident of Windsor and was employed by the Canadian Typograph Co. He is a married man and had been employed on the drill for two years.

Bids for dredging a preliminary channel through Bar Point shoals to Lake Erie were opened at the office of United States Engineer Davis, Detroit, on Tuesday. The Muir-O'Sullivan Dredging & Dock Co. of Port Huron submitted the lowest figures on the work, its bid being \$20 per hour. The Detroit Dredging Co. asked for \$32 an hour. The new channel is to be 26,000 feet long and only the width of a dredge. The purpose for excavating such a cut is to ascertain the nature of the material that would have to be removed in digging a new ship channel in that district, figures for which will be based on the cost of the preliminary cut.

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September 23, 1904

Because it refused to pay an inspection fee of nearly \$100, the Canadian steamer *Arabian* has been forbidden to carry passengers from Chicago. As a result, six persons who had secured accommodations travelled by railroad instead. This condition was brought about by the refusal of the Canadian Government in 1898 to accept the American inspection of steam vessels. American vessels regularly inspected at their home port had been allowed to carry passengers to any port on the lakes. In retaliation, the U.S. Government adopted a similar rule and the *Arabian* now suffers from it. The passengers were taken on board at Niagara Falls.

The lighter *Newman* has been stationed at the Lime-Kiln Crossing for the balance of the season. She was towed from Detroit to Duff & Gatfield's dock on Saturday by the tug *Phillips*.

The steamer *Urania*, downbound and loaded with corn, parted her wheel chains at the upper Lime-Kiln light at 1:30 Monday morning and went aground on the west bank between the two lightships. She was about a foot out and the *Newman* lightered her of 10,000 bushels of corn before she was released by the tug *Phillips*. The *Newman* made a record for herself during the job, taking out three buckets containing fifty bushels each per minute, or at the rate of 9000 bushels per hour.

September 30, 1904

Dunbar & Sullivan's monster new drill came from Detroit last week and is now being roofed and painted at the slip dock, Gordon, preparatory to going on their river contract at this point.

Dunbar & Sullivan's dredge *Old Glory* is being refitted in Detroit. John P. Jones is overseeing the work. Mr. Jones and family expect to move back to Detroit for the winter.

The steamer *Sir William Seimens*, bound down, parted her wheel chains and went on at Grassy Island Saturday morning early. She backed off without assistance and was escorted over the crossing by the tug *Phillips*.

Muir & O'Sullivan's dredge arrived from Port Huron on Sunday and has gone to work on a contract to make a trial cut for the U.S. Government on the Bar Point shoal, beginning at the end of the Hackett range and extending to two miles beyond the Bar Point lighthouse. This experimental cut is made in order to determine the probable cost of deepening the channel to 21 feet. The cut will be about 6 miles long, some 12 to 15 feet wide and of varying depth. The dredge is

attended by the tug *Castle*, Capt. Robt. Thompson.

Joseph Davidson, who had his hand severely injured by the explosion of a dynamite cartridge, arrived home from St. Mary's Hospital Saturday and is progressing as favorably as can be expected. He had three fingers and half of his right hand removed during the operation.

The steam barge *Juno* is discharging a cargo of cedar posts for John Fraser.

D.B.I. & W. Ferry employees are painting the various buildings on Bois Blanc this week.

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October 7, 1904

The steamer *Iron Chief* of the Corrigan fleet went to the bottom of Lake Huron off Point aux Barques late Monday night in twenty-five fathoms of water. The crew was taken off by the steamer *Andrew Carnegie* of the Wilson Transit Co. just in the nick of time.

The new steamer *Canada*, specially designed and built for the Canadian Government Fishery Protection Service and recently launched from the British shipyards, has arrived at Quebec. The *Canada* is designed after the new type of British third-class cruisers and measures 200 feet in length, has a speed of 20 knots per hour and carries four rapid-firing guns.

The U.S. survey steamer *General Williams* will make Amherstburg her headquarters for the balance of the season.

The steamer *Volunteer*, bound down Saturday evening, parted her wheel chains at the head of Bois Blanc. The tug *Home Rule* was first to her assistance and after repairs had been made she proceeded on her way.

Mrs. William Finlay, assistant cook on the str. *Fayette Brown*, accidentally slipped one day while coming down the lakes last trip and the contents of a teapot she was carrying at the time splashed over her arms and breast, severely scalding same. She was landed at Detroit and taken over to Hotel Dieu, where she is now under the care of Drs. Samson and Sanderson. Mr. Finlay accompanied her and will remain home a trip.

The barge *Emma C. Hutchinson* is discharging a cargo of coal for the Pittsburg Coal Co.

The steamer *Luzon* arrived at the Lime-Kiln Crossing Wednesday, drawing nearly 20 feet. It was necessary for the lighter *Newman* to lighten her of over 300 tons of ore before she could cross.

Capt. Michael Mahon of the str. *Admiral* is home for a visit.

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October 14, 1904

Mr. Westcott of Detroit was in town Thursday of last week to settle with Dunbar & Sullivan for the damages done their drill by the str. *John Gates* running into it a few weeks ago.

A steam barge upbound got off her course Wednesday night of last week and sheered into Dunbar & Sullivan's lower drill. She struck a glancing blow, doing some damage, righted herself and proceeded on her way.

A very sad drowning accident occurred early Tuesday morning at the Lime-Kiln Crossing, when George Cook lost his life. The young man worked nights on Dunbar & Sullivan's small drill and about 2 a.m. Tuesday was assisting to place the drill bar when in some way he slipped and he fell backward into the water. Not being able to swim, he was carried away in the darkness and his comrades who witnessed the accident were unable to assist him. Every effort has been made to grapple the body, but without success. His sudden taking off is a great shock to his family. He was born in Anderdon 21 years ago, being a son of the late John Cook. When the father died 12 years ago they moved to town. He sailed last year and this spring entered the employ of Dunbar & Sullivan and was fast working up to a responsible position. Besides his widowed mother he leaves two brothers, Jerome and James, and two sisters, Kate and Hazel.

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October 21, 1904

The str. *City of Mt. Clemens*, Capt. J.F. McQueen, discharged a cargo of 207 tons of coal for the waterworks this week.

The Great Lakes Towing Co.'s tug *American Eagle* went aground opposite Wyandotte Friday morning in a dense fog but was released later by the tug *Home Rule*.

Lewis Matthews, Chief Engineer of the Hackett fleet, has invented a side-wheel attachment for a rowboat and when completed the craft will be a very fast one. She can carry a crew of four men and is worked by side-wheel paddles run by one man who turns the crank by hand and a shaft does the rest. He is looking for a race, either with the *Kirby* or the *Eastern States*.

The Dominion Government steamer *Petrel* left here Tuesday afternoon with Basil Fraser, assistant engineer of the Marine and Fisheries Department and Fred Forster of Kingsville, who has charge of the works at Colchester on board. Mr. Fraser will inspect the work on the new lighthouse on the Middle Ground of Pelee

Passage and also the repairs made on Colchester Reef light. Capt. E. Dunn said that the cruiser had made 750 seizures of gill nets already this season, since May 1st, and that the Americans are keeping pretty well away from the *Petrel*. Doubtless they didn't relish last year's proceedings when a number of boats were taken. He doubted the report in a Toronto paper which said that the *Vigilant*, the new cruiser, would make her trial trip on Oct. 22nd. The new boat will be 176 feet in length, 52 feet longer than the *Petrel*. It will have a larger crew and will have four modern quick-firing guns instead of one, which the *Petrel* carried. The *Vigilant* will be much faster than its predecessor. The *Petrel* will probably find her graveyard as a lighthouse tender. The *Petrel* has made her summer headquarters at Port Stanley and will soon remove to Amherstburg which will be her depot until navigation closes. The cruiser will be docked for the winter months at either Walkerville or Owen Sound, preferably the former.

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October 28, 1904

The steamer *Tadousac*, bound up, drawing 18 feet forward and 19 feet aft, got a little west of the regular channel at the Lime-Kiln Crossing near the head of Bois Blanc Island Sunday and got on the rocks. She was released by the tug *Phillips* when the water came up.

The wrecker *Saginaw*, which has been stationed here all season, left Saturday morning for Windsor. She was given a royal send-off by all the river craft, but the rejoicing was turned to derision when the wrecker went on the bank at the Lime-Kiln Crossing and had to be released by her own tug *Phillips*.

The tug *Home Rule* leaves tomorrow with Pike's dredge for Sandusky.

The tug *Florence* of the Hackett Wrecking Co.'s fleet left today (Friday) to tow Boone's dredge from Conneaut. She will winter here.

After the station had been in darkness for two nights for an unaccountable reason, Colin Lawson, keeper of Middle Ground lighthouse near Pelee Island, was found dead in bed Tuesday by Pelee Island people, who went over to investigate. The body was brought to Pelee Island. It was found that death was due to heart failure. The lighthouse is located in Canadian waters and the Canadian officials have been notified. The funeral took place from the family residence, Pelee Island, on Thursday. Deceased was a son of the late Chas. Lawson. Besides the mother, he leaves three brothers, Wm., Frank, Eugene, and two sisters, Mrs. Ed. McCormick and Mrs. Robt. McCormick Jr.

Low water at the Lime-Kiln Crossing Wednesday delayed many big boats for

hours. The steamer *Samuel F.B. Morse* of the Pittsburg fleet, laden with iron ore, came down drawing nearly 19 feet and was obliged to have 200 tons lightered by the *Newman*.

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November 4, 1904

The lighthouse tender *Haze* will leave Buffalo about Nov. 9th for the purpose of taking up buoys in Lake Erie and the Detroit River. All the important buoys will be replaced with winter buoys.

Piero Salvador, an employee on Dunbar & Sullivan's dredge and two companions stepped on a plank on one of the scows last week. The plank broke and they took a sudden and unexpected bath in the scow dump which was half full of water. They were almost exhausted when pulled out.

Col. Herman F. Kallman, who for several years had charge of the U.S. work at the Lime-Kilns, died suddenly of heart failure at his residence, 83 Watson St., Detroit, on Tuesday night. He was playing solitaire when his wife heard him complain of not feeling well. A sudden heart failure seized him and before the doctor arrived he was dead. He was born in Leignitz, Silesia, Jan. 12, 1823. He leaves a wife and five children.

The ferry *Papoose* of the D.B. I. & W. Ferry Co.'s fleet is down this week carrying stone from the Gordon dock to Bois Blanc to use in building a foundation for a large merry-go-round for next year. A 20-foot road is almost completed around the island and touring automobiles will be among the attractions at this favorite down-the-river resort next year.

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November 11, 1904

The larger type of vessels engaged on the St. Lawrence route this year is largely responsible for the announcement that for the first time in its history the port of Montreal will reach the 2,000,000 mark in its shipping this year. The tonnage up to Nov. 1 was 1,700,000.

While coming in from the mouth of the river Saturday, Muir & O'Sullivan's dredge struck a buoy. She made to ride over the spar, which punched through her bow just above the waterline and didn't stop until it had gone through the upper deck and broke off like a tie post. The craft was brought in and repairs made next day.

The steamer *City of Mackinac* of the upshore division of the D. & C. Line will make her last trip this season, leaving Detroit Nov. 21, the earliest close for

many years. The last trip on the Detroit & Buffalo Line will be out of Detroit November 12 and leaving Buffalo November 14.

The tug *Phil. Sheridan* unshipped her rudder on Monday and had to be raised by the *Tipperary Boy* to allow repairs to be made.

Last week the str. *City of Mt. Clemens* delivered a cargo of 4000 bushels of Manitoba wheat and 134 barrels of salt, all from Sarnia for Colin Wigle.

The barge *Emma C. Hutchinson* is discharging about 1500 tons of coal for the Pittsburg Coal Co. this week. She was in tow of the str. *Rube Richards*.

Hickory Island has been purchased from the Clark estate by J.H. Smedley, treasurer of the Parke, Davis & Co., and Dr. C.T. McClintock of Detroit.

The tug *W.B. Castle* was released at 5:30 p.m. Tuesday. Both the *Home Rule* and *Florence* of the Hackett Wrecking Co. of Amherstburg were engaged all day Tuesday on the stranded tug. Greatly through the efforts of Capt. Hardy Brush of the *Florence*, the boat was taken from its peculiar position. The *Transfer* of the Michigan Central ferry service had orders to remove the *Castle* because it hindered the big ferry's passage into the sliplock, but the release Tuesday evening saved the M.C. boat the trouble. The *Castle's* bow was three feet out of water and she was five feet clear aft. As a result three steam pipes are broken. The *Florence* towed the *Castle* to Amherstburg.

Drill No. 1 of the C.S. Boone Contracting Co.'s fleet arrived here last week in tow of the tug *Florence* from Conneaut and is being laid up for the winter at the upper slip, Gordon. Capt. Jarmin arrived from Collingwood and is superintending the work.

#### ~~~~~ November 18, 1904

The str. *City of Mt. Clemens* discharged a cargo of wheat and bailed hay from Sarnia for Colin Wigle this week.

The *Fayette Brown* anchored in front of town Monday and gave Capt. Girardin and crew an hour ashore.

The str. *Iroquois*, loaded with hard coal, shifted her cargo while coming up Lake Erie Sunday and she was loaded too much forward, caused by the huge waves, [which] caused her to run aground Monday and [she] was released later by the tug *Phillips* after 50 tons had been lightered by the *Newman*.

The big car ferry *Detroit*, built for the Michigan Central Railroad in order to further its superiority on Detroit River during the winter months and maintain uninterrupted service between Detroit and Windsor, was launched at the plant of the

Great Lakes Engineering Works at Ecorse Saturday afternoon.

The steam barge *Cherokee* and tow barge *Chippewa* ran aground Tuesday just below Bar Point lightship and were released by the tug *Home Rule*.

The tug *Florence* of the Hackett Wrecking Co.'s fleet left yesterday (Thursday) for Cleveland to bring over the dredge *Brian Boru*, which has been working under contract for the Donnelly Contracting Co. She will be employed on the Dunbar & Sullivan work in the river the balance of the season.

The Booth & Ramey Fish Co. of Detroit lost \$25,000 worth of fish nets in Lake Erie during the recent storms.

Dunbar & Sullivan's drill *Cyclone* at the Lime-Kiln Crossing turned turtle Sunday afternoon and James Handcock, Charles Fortier and a boy who were aboard at the time had a mighty close call for their lives. A stiff gale was on at the time and the waves washed over the deck of the craft while the men were washing out the boiler. The wash, together with the water the boat leaked, filled her before they noticed and it was only a moment until she was submerged. Mr. Handcock and the boy went down with their ship and but for Mr. Fortier's efforts would have been drowned. As it was, they were almost exhausted before being rescued. The boat turned upside down and then, righting herself, settled on the bottom. Efforts are being made this week to raise her with a dredge.

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#### November 25, 1904

The wooden freight steamer *Philip Minch*, which cleared from Conneaut light for Sandusky Saturday morning, was totally destroyed by fire eight miles east of Marblehead light Sunday morning. The crew of 17 men were forced to abandon the burning steamer while several miles out in the lake and with the assistance of the Marblehead life-saving crew they reached Sandusky in an exhausted condition.

The schooner *Herschell* loaded the lumber from the wrecked *Mautenee* at the Falls Bros.' dock this week for transportation to Buffalo.

The Great Lakes Towing Co. has opened an office in the warehouse at the waterworks dock for the convenience of their tug *Phillips*.

Dunbar & Sullivan's big dredge *Brian Boru* arrived here Friday last in tow of the tugs *Florence* and *Shaugran* and went to work at the Lime-Kiln Crossing. She received a deafening salute from everything that could raise a whistle.

The Great Lakes Navigation steamer *Scotia* is being hauled out below the mill and will receive an overhauling this winter.

The Muir-O'Sullivan Dredging plant completed their contract at the mouth



of the river and left for Port Huron Tuesday afternoon. Their outfit consists of the tug *Castle*, dredge *No. 1* and two mud scows. They have been employed for some months making an experimental cut at the mouth of the Detroit River so as to enable the engineers to get at the quality of the material there and the amount necessary to be removed. Next season there is no doubt dredging operations will be carried on here on a more extensive scale than ever. Besides the old contracts which will employ Dunbar & Sullivan's full fleet, at least one new contract will be let. Then, in addition to the work carried on by American firms, there will be the Canadian Government work of dredging out the Amherstburg reach which will run well up to \$50,000. The contract for this will likely be let within a week or so.

The fueling barge *Fred Dunford* (Capt. J. Laframboise) of the Pittsburg Coal Co.'s fleet, used in coaling the D. & B. boats, stopped here Thursday last on her way to Cleveland to lay up.

The str. *C.L. Bielman* got a towing cable in her wheel from her consort at Bar Point Thursday. The Hackett Wrecking Co.'s tug *Florence* was soon to her assistance and brought her into the mouth of the river, where they got their divers and diving rigs to work, and after a day's work she proceeded on her way.

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December 2, 1904

William Allen, who has been employed on Smiths' dredge *No. 9* at Cleveland all summer, is home for the winter at his father's, James Allen.

The Trust tug *Frank M.* broke the follower bolt in one of her engines and had to lie here all day Tuesday before repairs could be made and she cleared for Cleveland.

The Canadian Government had ordered the Bois Blanc lightkeeper to take in the gas buoy marking the turning point down Lake Erie at Bar Point and the gas buoy on Grubb Reef off Pelee Island. But upon the Vessel Owners' Association promising to see they are not destroyed and to bring them in at the close of navigation, the Department will allow them to remain.

The Lake Carriers' Association has arranged with the Hackett Wrecking Co. of Amherstburg for a tug to be stationed at the mouth of the Detroit River near the lower end of Bois Blanc Island for the purpose of aiding upbound vessels by notifying them of the depth of water over the Lime-Kiln Crossing. Thus they can come to anchor below and not cause a jam at head of Bois Blanc Island.

On Monday night as the steamer *E.M. Peck*, Captain Alex Callam, bound up, called here to land the captain's two sons, Kirby and Walter, who had taken a trip

to Toledo on the boat, Kirby stepped off the str. *Saginaw*, which he had to cross to get to the dock, and fell into the river between the steamer and dock. His father, Capt. Callam, immediately jumped in after him, not waiting to remove his heavy fur coat, and soon had the frightened lad in the hands of some willing assistants on the dock and the captain was then assisted to climb the dock with his big fur coat on. Walter's overcoat and a parcel which Kirby was carrying were lost.

Low water on the Lime-Kilns created considerable delay at this end of the river Sunday and downbound boats, as well as those that were coming up deeply laden, had to wait till the water came up again. It got down as low as 17 6<sup>15</sup> but came back to about 18 6 late in the afternoon. The steamer *Alfred Mitchell* with hard coal for Milwaukee struck her keel on the bottom just abreast of Gore Street, Amherstburg, about 5 a.m. Sunday. She immediately swung round broadside to the current. She was drawing 18 10 and over 200 tons were lightered to get her up to 18 6. The Trust tug *Phillips* and the lighter *Newman* worked on her and took her over the crossing. The steamer *C.F. Bielman* and barge *Mary McLaughlin* were not so lucky. The *Bielman* got a cable foul of her wheel and the divers did not succeed in getting it out till about 5 a.m. She could not get over the crossing till after 7 p.m., as the barge was drawing 18 6. The tugs *Florence* and *Home Rule* of the Hackett Wrecking Co. worked on them and carried them over the crossing. The steamers *Lagonda* and *Thomas Wilson* came up the river drawing 18-2 and had to lie to above the waterworks till the middle of the afternoon. The *Home Rule* assisted in placing both of them and went over the crossing with them. Further up, the steamers *B.G. Kerr*, *Bunsen*, *Crescent City*, *Merida* and some others were held up by the low water. They lay to at Smith's coal dock or out in the river till Sunday night. Most of them were down to 18 3.

The steamer *B.W. Blanchard* and schooner *John T. Johnson* were totally wrecked on North Point near Alpena Tuesday morning. The *Blanchard* was towing the *Johnson* and schooner *Kelderhouse* and all three were driven ashore by the furious gale. Tremendous seas soon broke up the *Blanchard* and *Johnson* but the *Kelderhouse* is resting on a sandy bottom and so far has withstood the terrific pounding of the waves. The crews of the three vessels were heroically rescued by the Government life-savers. All of the vessels concerned in the accident are of the old wooden type, having been built over 30 years ago.

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<sup>15</sup> 17 ft., 6 inches

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December 9, 1904

Ed Munn of the dredge *Brian Boru* will occupy the Park house on Sandwich Street.

The steamer *Lincoln* has finished her season and gone into winter quarters at Windsor.

Garry Reaume and Elmer Primeau of the *Rube Richards* came home last week for the winter.

The str. *Mount Clemens* brought down a cargo of wheat from Sarnia for Colin Wigle. This is the second cargo.

John Ryan of the dredge *Gladiator* has moved into his new residence on Sandwich Street. His furniture was brought from Cleveland on the dredge.

Capt. Callam has made a hero of himself by the act of jumping into the cold water of Detroit River to rescue his little son without taking his fur coat off. Nearly every paper from Toronto west had it.

Capt. James McGuire returned Wednesday evening after laying up the *Sir John* at the Eau<sup>16</sup>.

Will Martin, son of U.S. Consul Martin, is superintending the laying up of the tug *Scotia* for the winter.

The steamship *E.M. Peck*, Capt. A. Callam, has laid up at Buffalo with a cargo of wheat. Mate Laframboise arrived home Tuesday. Forrest Maloney, mate of the *J.C. Hutchinson*, will keep ship on the *Peck* during the winter.

Randall's boathouse on Bois Blanc was made to look like thirty cents one day last week by one of the *Tipperary's* big dredge scows swinging into it. That familiarity that breeds contempt isn't a good thing for a tugman to indulge in when he's handling a whale in a stiff current.

Capt. Joseph Mahon and Mate Michael Mahon of the str. *Holmes* are home for the winter.

The wrecker *Saginaw* and tug *Phillips* have gone to lay up. The tug *Boynton*, Capt. Thos. Hagan, has taken their places here.

The U.S. lake survey boat *General Williams*, which had made this port her headquarters all summer, has gone to Fort Wayne to lay up. The crew, who are so well-known here, will be missed.

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<sup>16</sup> Rondeau

The *We C.U.* has been hauled out on the beach down the bank.

The Hackett tug *J.C. Christian* is being laid up for the winter.

The *Emma C. Hutchinson* is discharging a cargo of coal for the Pittsburg Coal Co.

Girby Bertrand is home for the winter after sailing the steamer *Fayette Brown* all season.

Walter Henley, who has been sailing all summer on the steamer *Murphy*, arrived home Thursday for the winter.

Capt. Hardy Brush has severed his connection with the Hackett Wrecking Co. He has been in charge of the tug *Florence* for the season.

Ernest Jackson, who was out in the season employed for the Donnelly Contracting Co., lining scows, is home, intending to remain home all winter.

The str. *Boston* of the New York Central line ran aground on the lower end of Grassy Island Thursday but was released later by the tug *Home Rule*.

On Sunday evening the tugs *Columbia* and *Florence* arrived here with the dredge *Gladiator* and two scows from Cleveland. The dredge was detained at Lorain several days owing to the heavy blow and encountered considerable ice in crossing the lake. The residents of the town were treated to another whistling chorus as the dredge was towed into this port. Everything that had steam up assisted in welcoming the boys who have been absent for the entire season and who are general favorites among the host of men employed on the river. The tug *Spalpeen* also came with the fleet and will remain here.

Brig.-Gen. Mackenzie, chief of engineers, has transmitted to U.S. Congress a report by Lieut.-Col. Chas. E.L.B. Davis relative to improving the Detroit River from Detroit to Lake Erie with the recommendation that the cost be increased from \$1,750,000 to \$2,750,000, in order to provide a twenty-one-foot channel below the low water plans. The work now being done was planned by Col. Lydecker some years ago, estimated to cost \$1,750,000 and for which \$1,400,000 has been appropriated, the depth of the channel being calculated from the mean level. Since then it has been found that the surface of Lake Erie has been gradually dropping and that a channel to be effective will have to be twenty-one feet below the low water place, which is 1.1 feet lower than in the Lydecker plan. It is also proposed to have the channel 800 feet wide from Bar Point to the lake and to change the direction of the channel below Bar Point so as to clear the lighthouse, which now stands in the way. The increased cost is due to the large percentage of bedrock that will have to be dredged out. At Ballard's Reef the increase is estimated at \$810,800 and at the

Lime-Kiln Crossing \$270,000.

The Dunbar & Sullivan fleet now at the port of Amherstburg numbers five dredges: *Gladiator*, *Hercules*, *Old Glory*, *Tipperary Boy* and *Brian Boru*; six tugs: *Columbia*, *Spalpeen*, *Pauline Hickler*, *Shaun Rhue*, *Shaugraun* and *Phil Sheridan*; and five drillboats with a total of fourteen rock drills aboard.

The tug *Shaugraun* replaced the gas buoys on the Ballard's Reef range Tuesday morning. By noon the ice had carried them away again and they were towed into winter quarters. In afternoon the *Shaugraun* had the misfortune to break her rudder off, striking a submerged pier at Gordon whilst engaged in making a berth for the drillboat *Earthquake*. The tug *Home Rule* is taking her place.

During the coming winter the Hackett Wrecking Co. of Amherstburg will build a new tug office on the old Fraser dock near the mouth of Detroit River below Amherstburg and will install an up-to-date water gauge which will show day and night, giving upbound vessels the depth of water over the Lime-Kiln Crossing. Capt. F.B. Hackett has about closed a deal for the addition of a powerful sea-going tug to add to his fleet at Amherstburg. It will be specially adapted for ice-breaking and wrecking operations, will have triple expansion engines with cylinders 17, 23½, 40 with 30-inch stroke and will be equipped with Scotch boilers allowed a steam pressure of 178 pounds. The tug *Florence* will probably be exchanged in the deal.

The steamer *Nicaragua* and schooner *Matanzas*, which went ashore Sunday below Amherstburg, escaped without material damage. The *Matanzas* was released Monday night after 300 tons of her iron ore had been lightered on the *Hammond*. After lightering 1800 bushels of her flaxseed cargo, the steamer *Nicaragua* was released by the tugs *Home Rule* and *Florence*. The flax was reloaded and the boat proceeded Tuesday afternoon.

December 9, 1904

**THE VIGILANT.-The New Canadian Revenue Cutter.**-The Canadian revenue cutter *Vigilant*, under the command of Capt. Edwin Dunn, who has been in the revenue service for 30 years, passed up the Detroit River on Friday for the first time. On board the boat were Hon. Raymond Prefontaine, Canadian Minister of Marine and Fisheries; Camille Piche, K.C., M.P. for St. Mary's; Lieut.-Col. F. Gordeau, Deputy Minister of Marine and Fisheries; F.B. Polson, builder of the *Vigilant*; Louis Creste, H.E. Dansereau, W. Joires and Jules Clement, the party going to Windsor at night. The officials returned to Montreal by train. The *Vigilant* will winter at Windsor. Minister of Marine and Fisheries Prefontaine says that

much of the friction between the United States and Canadian Governments over the fisheries situation arises from the difference in laws. The Canadian Government fixes the season in Canadian waters, while on the other side the various states make their own laws. Because the American states created the open season, he says, the Canadians also demanded an open season. The consequence is that the lakes are being depleted of thousands of fish yearly. The Canadian Minister laughed at the various fights between the American fishing tugs and the old Canadian revenue cutter *Petrel*. "We must enforce the laws," said he. "They do it in the United States. Too much has been said about such instances in the press that did much to create bad feeling between the two countries." The new cutter is a miniature man-of-war and a speedy craft. It is claimed there is no American fishing tug that can run away from her as they did from the *Petrel*. The *Vigilant* is armed with seven rapid-fire guns and among her crew of 40 men there are a number of trained marksmen. The sailors chuckle when the name of the old *Petrel* is mentioned. The men have nothing to say about what they will do to the Yankee fishing tugs next summer, but the smile they wear betokens ill for tugs that seek to emulate the [Silver] *Spray*.

The officers of the *Vigilant* are:-Capt. Edwin Dunn, who commanded the *Petrel*, and a majority of the crew were transferred from the old boat. J.S. Inkster is first officer; John McPherson, second officer; A.J. Brown, chief engineer; and Jas. Leonard, second engineer. The *Vigilant* is 175 feet on the water line and 22 feet beam. She has twin screw, triple-expansion engines with an indicated horsepower of 1800 under forced draft and on her trial trip developed 22¼ miles an hour. Steam is furnished by two Scotch boilers 11 feet in diameter and 12 feet long. The boat was built by the Polson Iron Works of Toronto. The *Vigilant* is magnificently furnished throughout, the woodwork on the main deck being teak and the quarters of the petty officers in Flemish oak. The captain's quarters and main saloon are below decks at the stern of the ship. The armament of the cutter will consist of four rapid-fire guns.

Speaking of the proposed Trent Valley Canal, Minister Prefontaine said it would be a tributary to the Grand Trunk Pacific Railway and Canadian Pacific, with terminal points between the railroads and the waterway at Fort William. It will make five or six states of the United States tributary to the seaboard by way of the new canal.

"Trade knew no sentiment and if the shippers can get their grain and other products to the seaboard by the Canadian route they will use it," he said. "The

Grand Trunk Pacific Railroad and the Trent Valley Canal are the two greatest schemes ever figured out on the American continent. I am confident that Parliament of 1906 will pass a Bill appropriating the money to make the canal a reality."

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December 16, 1904

The tug *Reid* of the Reid Wrecking Co. of Sarnia left a week ago for Fort William and Port Arthur, Lake Superior, where it will be engaged until December 12 or as long after as boats attempt to enter or leave Fort William or Port Arthur in breaking the ice and keeping the harbors free. The tug was engaged by the Northern Navigation Co. and the Canadian Government, which has used every possible means to encourage late navigation at these two points in order to bring down the immense quantities of grain in storage there.

Sailing the Great Lakes during the season of navigation just closed has probably been the healthiest occupation in which men are engaged in earning a livelihood. The figures compiled up to the close show that a smaller number of people who sailed the lakes were lost than for a quarter of a century past. The number of dead was 49, compared with 66 in 1896; 88 in 1897; 95 in 1898; 100 in 1899; 110 in 1900; 122 in 1901; 140 in 1902 and 95 in 1903. Lake Erie again leads with the largest number of casualties, 19 losses taking place on that lake. Eleven sailors were lost on Lake Superior, nine on Lake Michigan, seven on the St. Clair and Detroit Rivers, two on Lake Huron and one on Lake Ontario.

The tug *Home Rule* towed a cargo of lumber from Sandwich for John Fraser this week.

It is rumored that the Star Line of steamers of Detroit has closed a deal for some of the finest property on Detroit River. It is not miles from Amherstburg either.

Mrs. Shanahan, wife of C.A. Shanahan of the U.S. Government lake survey, is spending a couple of days in town prior to going to Detroit for the winter.

Navigation between Detroit and Cleveland via the D. & C. line has closed for the season and both steamers are tied up to their docks at Detroit. The season opened April 5 and continued over a week later than last year, when it closed Dec. 3.

The Grosse Pointe lightship was taken in Wednesday night, as were all the aids to navigation between Detroit and Port Huron. The Colchester Reef lighthouse keeper came ashore Wednesday and that light was not burning that night. It is expected that there will be no further use for the Bar Point lightship, Bar Point

lighthouse and South East Shoal lightship after Friday and they will be discontinued. The Lake Carriers' Association will bring in the ships with their crews and will also take the men off Bar Point lighthouse. By the end of the week, it is thought, all vessels that are still out will have reached their destinations, thus bringing navigation to a close for a certainty. The steamer *Panama*, which passed Detroit Wednesday, bound for Lake Michigan, will probably be the last boat.

On Saturday night, while engaged putting the dredge "*Old Glory*" in shape to go into winter quarters, H.M. Coyle and Frank Davis of Harbor Beach, while unshipping her dipper arms, were knocked overboard and both went into the river. Davis got hold of Coyle, Al. Westaway threw a line over Davis' neck and he was soon hauled on board. Coyle got caught on a spike and it took all hands to free him. During the tussle he was almost pulled in two and about half frozen in icy water.

Clyde Tobin of the steamer *Augustus B. Wolvin*; James McCarthy, mate of the steamer *Castalia*; Wm. Tobin of the *Martin Mullen*; and George Taylor, wheelsman on the *E.M. Peck*, are among the sailors who have sought winter quarters.

Capt. D. Girardin Jr. will keep ship on the str. *Fayette Brown* at Milwaukee this winter. Mrs. Girardin and two children left for that city Wednesday. She was accompanied by her parents, Mr. and Mrs. W.R. Pizer, who will see her safely to her destination.

The dredges *Brian Boru* and *Old Glory*, the tug *Spalpeen*, a drillboat and a derrick scow left in tow of the tugs *Columbia* and *Heckler* for Detroit Wednesday to go into winter quarters for repairs. The *Columbia* returned Thursday. All the tugs of the fleet will winter here, also the dredges *Hercules*, *Tipperary Boy* and *Gladiator*.

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December 23, 1904

John Manson, keeper of the Colchester light, returned home for the winter last Friday, coming up on one of D.B.I. & W. ferries, which escorted the str. *Smith* down.

The new car ferry *Detroit*, built by the Great Lakes Engineering Works for the Michigan Central Railroad, is now in commission and was given her trial trip in Detroit River Friday morning. Capt. Harry Innes, master of the car ferry *Transfer*, had been appointed master of the new boat.

Capt. John McCormick put the steamer *Lincoln* into winter quarters at Sandwich. He reports the season's business of 1904 as fairly good and a nice

outlook for 1905. The last two trips were good ones; over 300 hogs came over, mostly to Kingsville. The full fish catch at [Pelee] Island was over 100 tons. Also over 150 barrels of oil from the Pelee field was among the last items of export. Then the winter supplies of goods for the islanders for winter is no small item.

The *Goderich Signal* says:—"J.S. Inkster, first officer of the Government steamer *Petrel*, arrived home last week. He reports having had rather a quiet season compared with last, although 700 gill nets were confiscated during the season. The tugs gave her a wide berth on account of the new guns she carried. Fishing on Lake Erie was very poor all summer, although most of the Canadian fishermen did very well this fall. The *Petrel* was taken to the Polson Works, Toronto, for some repairs."

Capt. Fred Trotter paid out last week to the men working on the lighter *Hammond* nearly \$600.

The tug *Home Rule* and lighter *Hammond* are being laid up for the winter after a very busy season.

Capt. and Mrs. James Jarmin and son Fred have arrived home from Collingwood for the winter.

Capt. Frank Hackett Jr. with the lightship *Kewaunee* made Cleveland harbor Monday morning after lighting the last of the big freighters down Lake Erie.

Mrs. W.H. Bush left Monday to rejoin her husband at Chicago, where they will keep ship on steamer *Queen City* this winter.

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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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