

Echo SOUNDINGS

MARINE NEWS of 1876-1877

Excerpts from the
Amherstburg Echo



Mar

Volume I, Number 2
Summer 1998

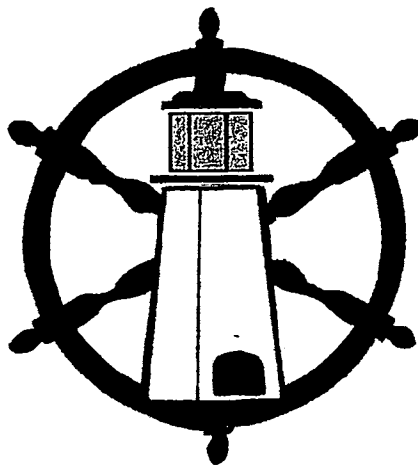
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A quarterly publication of the Marsh Collection Society, Amherstburg, Ontario

Echo **SOUNDINGS**

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**Excerpts from the
*Amherstburg Echo***



Volume I, Number 2
Summer 1998

EDITORS
Jennifer MacLeod
David Hamilton

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

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The Marsh Collection Society wishes to thank David Hamilton for contributing his time and energy to this project, and to Fort Malden National Historic Site for allowing us to reproduce photographs for this book.

Introduction

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

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

A large part of the Marsh Collection is books, files and photographs relating to the marine history of Amherstburg and the Great Lakes system. These items form the nucleus of a future marine museum. The *Amherstburg Echo* and Bowes Publishing Ltd. have graciously allowed us to reprint the "Marine News" columns and other relevant articles which appeared regularly in the newspaper from its first issue in November, 1874. The *Echo* is still in publication today, having operated continuously for 124 years, and occupies the building constructed for the *Echo* in 1915.

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

February 4, 1876

Wrecked in the River.-About half-past four o'clock last Friday, after having laid over at Windsor about two hours on account of the fog, the propeller *Bob Hackett*, commanded by Joseph King, left there for this town with seven passengers on board and a quantity of freight, including a number of barrels of flour, coal oil and coal. All went well until she arrived opposite Wyandotte when it began to grow dark and the fog began to again settle down. There being no lights in the lighthouses at this season, Mr. King mistook a small fishery off Fighting Island for the lower lighthouse and in attempting to run to the east of it ran on the bank about fifty yards from the channel. This was about 5:30 and after working the engine forward and backward for nearly two hours, the attempt to get her off at that time was abandoned. Joseph King, with his brother Fillion and Isaac Brown, then took one of the yawl boats to try to reach Wyandotte, but could not get in on account of the ice and were obliged to let her drift down the river, making the Canadian shore at T.B. White's dock after twelve o'clock on Saturday morning. There were no provisions on board the *Hackett* and the passengers and crew were obliged to get along on a mouthful of crackers and cheese for nearly 24 hours. During the night they slept on the cabin floor and on the seats around. After the boat ran aground the water began to go down and she lay over on her port side on the bank. In this disagreeable position they spent the night and part of the next day till the arrival of the tug *Crowell* in charge of Capt. Frank Hackett, who had been notified of the position of the *Hackett* by those who had come down in the small boat. The *Crowell* arrived up about 11 o'clock and Capt. Frank and Fillion King after two or three attempts succeeded in getting all the passengers off to the *Crowell* in the yawl, not however without some danger as it was cold and blowing very hard. Fillion King then attempted to return alone in the yawl to the *Hackett* to remain with the engineer, who was in charge, but was unable to make her and drifted down to the fishery building on which he succeeded in climbing from the yawl. The tug was immediately taken to the Alexander House and a duck-boat obtained from Mr. George Alexander (Mrs. Johnston having refused to lend them one). With this they returned to the place where the young man had drifted and Capt. Hackett went out in it and rescued him and got safely on board the *Crowell*, after which she steamed down to Amherstburg and landed the whole party, it being found impossible to get

the *Hackett* off till the water raised. On Sunday morning the *Crowell* again went up to the wreck and, the water being up considerably, she was got off with little trouble about eleven o'clock and towed to this port, where she will now lie for the rest of the winter.

An Ice Gorge.-During the prevalence of the heavy gale on Tuesday night, the ice moved down the river so rapidly that the eight iron chains used to moor the propellers *Lake Breeze* and *Bob Hackett* and the tug *Minnie Morton* to the docks here were strained to such an extent that they parted and all three went drifting down the river with the heavy ice. The *Bob Hackett* first brought up against the bow of the barque *Fanny Campbell* and had her bulwarks smashed in and her stanchions carried away on the starboard side and was otherwise damaged to the extent of \$200. The *Lake Breeze* brought up below Mullen's dock without any serious damage to herself, but having carried away the after rail and cabin of the *Minnie Morton* with her chains. The *Minnie Morton* drifted down to nearly opposite Kolfage's, where she ran aground and is now fast in the ice. The damage she received will amount to \$50. On Wednesday the *Bob Hackett* and *Lake Breeze* were hove back to their places at Stevens' dock, but the *Minnie Morton* will have to lie where she is till the ice breaks up and she can be towed out. It is fortunate they did not all drift into the lake.

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March 31, 1876

In spite of the cold stormy weather and snow storms of this breezy month of March, one's faith in a coming season of milder days with balmy breezes is considerably strengthened by the reappearance of our river steamers on their accustomed routes. Following the *Ruby's* arrival on Saturday, on Monday afternoon the steamer *Lake Breeze* arrived with freight for this town, which she discharged at Leggatt's and Kevill's wharfs, besides a large quantity for lake shore ports. The *Breeze* has been refitted and repainted throughout and looks exceedingly well in her new coat of white with green stripes and black walnut moulding around her cabins. Her name is painted in red and green on her bows. She has been overhauled from stem to stern and is now especially adapted for her work. Her ladies' cabin, aft on the main deck, is laid with fine tapestry carpets and is furnished with marble top tables and wash stands. The cushions have all been newly upholstered and the black walnut mouldings make a good contrast with the rest of the cabin, which is painted white. In the hold is a well-lighted and convenient room where good care



will be taken to supply the wants of the inner man. On the upper deck a large cabin has been fitted up forward with new cushions and chairs and all the woodwork has been grained and varnished by J.B. Fillion. Forward of the cabin is the captain's room and aft of it on the starboard side, the clerk's office, and on the portside, the saloon, which has been fitted up with large mirrors &c and will be presided over by Peter Shackett. The after cabin on the upper deck is furnished with sofas and easy chairs and off it there are 24 passengers. Of course, accommodation can be supplied for as many more if necessary. There is a good-sized promenade deck aft of the sleeping cabin on the upper deck. In all respects the *Lake Breeze* is a great improvement on the *Bob Hackett* and much better suited in every respect for the lake shore route. She is sure to be well patronized by the travelling public and especially when the weather becomes warmer and she begins her trips to the Islands. Mr. A. Hackett and her other owners have shown considerable energy in placing her on the route in her present first-class condition. Her officers are Captain J. Laframboise; Mate Charles Conroy; Clerk A.H. Wright; Engineer Felix Jones; Assistant James Kerr; and Steward Peter Shackett.

The *Breeze* started out for the lake shore ports on Tuesday morning, but it was so stormy they had to put back and lie here till Thursday morning when she left for Windsor.

~~~~~  
April 7, 1876

The *Jay Cooke* is billed for Sandusky by the first of next week.

R.J. Hackett & Co. are reported to have purchased the *Colin Campbell* for \$16,000.

The name of the new ferry boat launched at Detroit on Wednesday by the Messrs. Horn is "*Excelsior*".

Andrew Hackett, the lighthouse keeper, had the light on Bois Blanc burning on Sunday night for the first time this season.

A despatch from Mackinaw represents the prospects for an early opening of navigation unfavorable. The ice is heavier than it was a fortnight ago.

The steamer *R.N. Rice* passed this town on Tuesday forenoon about ten o'clock on her first down trip for Cleveland from Detroit this season.

On Tuesday evening the *Ruby* brought a steam pump from Detroit to raise the tug *Martin*, sunk at Texas Landing. On Wednesday and yesterday the steam pump and a pump from the Bar Point Lightship were both being used to raise her.

On Wednesday Capt. Frank Hackett went up with the *Minnie Morton* and securely fastened the *Vulcan's* raft, ashore on the head of Fighting Island. There is considerable ice around it. Yesterday the *Morton* towed the Colchester Lightship up to Jones' ship-yard for repairs.

On the opening of navigation the steamer *City of Dresden* is to leave Detroit, touching at Windsor, for Wallaceburg, Dresden and all intermediate ports Monday, Wednesday and Friday at 4 p.m. Returning will leave Dresden every Tuesday, Thursday and Saturday, arriving at Windsor about 10 p.m.

On Sunday morning the tug *Urania* arrived down with the schooners *Ino* and *St. Charles* in tow. They are each loaded with 150 tons of Lake St. Clair ice for Fremont, Ohio. She went out with her tow, but it was so stormy that they had to put back here till Tuesday morning when they again started out.

The Welland Canal opens for the season on the 10th of April.

The tug *Sill*, for some time laid up at this port, will tow the *J.C. Austin* from Detroit to Cleveland.

William Nicholson, formerly of Trenton, Mich., has been appointed to the command of the steamer *Clematis*.

The steam barge *Ada E. Allen* called in here on Monday on her way to Toledo for a load of corn for Rae of Windsor.

The first vessel to load wheat at Detroit this season was the schooner *Mineral State*, which took on 18,000 bushels of wheat last week for Ogdensburg.

~~~~~  
April 14, 1876

On Tuesday afternoon the steam barge *Tempest* passed up with three barges.

Schooner *Laura*, Capt. Wm. Manson, lying in Chicago, is coming down with grain on private terms.

The schooner *Cambria*, lying at Fraser's dock here partly loaded with oats, when unloaded is going into the timber trade.

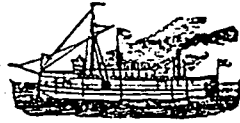
The *Polynesian* is the first steamer of the Allan Line from Quebec this spring. She is advertised to sail on the 13th May.

On Saturday night the *Lake Breeze* made her first trip to Put-in-Bay. Her regular route will be found in advertisement in another column.

The Welland Canal will be open about the 17th and all who think they will get in their work on Sunday on that thorough-fare this year are mistaken.

The steamer *Argyle*, lying at Windsor, Capt. McLaughlin, is likely to go to

WINDSOR, AMHERSTBURG, LAKE  
SHORE & PUT-IN-BAY ROUTE.



On and after Saturday, April 15th, the staunch  
passenger and freight

STEAMER

LAKE BREEZE

will begin making her regular trips, as follows:  
BOUND DOWN.

Leave Girdlestone's Dock, Windsor, at 10 a.m.  
every Tuesday, Thursday and Saturday, calling at  
Sandwich and Texas Landing and arriving at  
Amherstburg at 11:30 a.m., leaving which place she will  
call at Colchester, Kingsville and Ruthven and arrive at  
Leamington at 6 p.m., thence to Pelee Island and Put-in-  
Bay arriving in the latter place at 10 p.m.

BOUND UP.

Will leave Put-in-Bay at 4 a.m., on Mondays,  
Wednesdays and Fridays, and call at all the above ports,  
Leamington at 7 a.m., Amherstburg at 12 noon, and  
arrive at Windsor at 4 p.m.

She will lie over at Put-in-Bay from Saturday night to  
Monday morning of each week.

Advertisement in the *Amherstburg Echo*,  
April 14, 1876.

Chicago. Mate, Thos. Hayes; Engineer, Francis Monroe; Purser, D.A. McGugan.

The steam barge *Westford*, towing the *Winslow*, *Ganges*, *Cascade* and *Sherman*,  
passed down on Monday morning for Toledo to load with corn for Sarnia.

At Windsor the steamer *Asia* is being painted. She will start for Lake Superior  
about May 1st under command of Capt. Moore. The steamer *Sovereign*, Capt. J.  
McMaugh, is being fitted out at St. Catharines to start one week later than the *Asia*.

On Wednesday the tug *Favorite* came down from Detroit and towed the barque  
*Fanny Campbell* from here to Windsor to be fitted out there. She will, as soon as  
weather permits, go to work carrying owner's timber from Toledo to Garden Island.

The tug *John Martin* was raised last Thursday and on Monday she started for  
Detroit. Capt. E. Gatfield has resumed command of her again and John Burns [is]  
first-mate. She will be thoroughly overhauled at Detroit and will go into  
commission under the direction of the Association.

The following vessels are being fitted out at Windsor for the timber trade:  
*Sligo*, Capt. Daly; *J.C. Graham*, Capt. McLaughlin; *M. McCrae*, Capt. Horne; *W.*  
*Home*, Capt. Keller; *Princess Alexandria*, Capt. McDonald. The last is receiving  
new decks at Jenking's [Jenkins'] yard, Walkerville.

Capt. Wm. J. Taylor, the well-known navigator of the Detroit River and  
neighboring lake, on which he has been sailing for the past 40 years, died at his  
residence in Chatham, Ont., last Wednesday at the age of 62 years. He built and  
sailed his first vessel, the *Louise*, in 1842.

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April 14, 1876

The steamer *Dove* left Bay City for Alpena on Saturday.

The steamer *Northwest* will begin her trips to Cleveland on Monday next, the
17th inst.

No tug association at Cleveland this year, but card rates 25 per cent below the
rates of 1873 will probably be adopted.

The propeller *City of Montreal* is now undergoing a thorough overhauling. She
is to be commanded by Capt. McCorquodale.

A contract has been awarded to D.R. Van Allen & Co. of Chatham to deliver
lighthouse supplies to the lights above Montreal.

The light from the Pelee Island Lighthouse was seen from Leamington on
Tuesday evening April 4th for the first time this spring.

The tender of Messrs. Beatty of the Sarnia Line of Lake Superior steamers for
the mail service on that Lake has been accepted for four years.

The yacht "*Pride of Pigeon Bay*" is now being painted and fitted out at Pigeon
Bay¹ so as to be in readiness for carrying fish from the Lake shore to Sandusky.

The Canadian Lake Superior line, the *Asia* and *Sovereign*, may possibly start as
soon as the canal opens. They are in splendid condition. A third boat is spoken of
for the line.

¹Pigeon Bay is located immediately west of Point Pelee.

The Lime-Kiln Crossing.-A private letter received by Mr. Russell of Detroit from a Canadian member of Parliament and dated House of Commons, Ottawa, March 30th, says: "We do not expect the government to do anything for us at the lime-kilns crossing this season. They think your government should assist in this matter. We spent at least \$10,000 at the crossing last year as well as placed two good range lights on Bois Blanc and placed a lightship at Bar Point Rock. I haven't the face to ask for more." -*Commercial Advertiser*

Navigation Improvement.-The government of the Dominion of Canada proposes to widen and deepen the Neebish Rapids of the Sault Ste. Marie River, 25 miles east of [the] village of Sault Ste. Marie. It will take some years to accomplish this work, which will result in greatly improving the navigation of this important stream. The improvements are in Canadian waters and the Dominion Government will assume all the expenses, but the benefits would be shared equally by American vessels. John S. Quinn, the Detroit diver, has been engaged to do some of the preliminary work of submarine blasting.

~~~~~  
April 21, 1876

The propeller *St. Joseph* called at this port on her way to Toledo on Saturday night.

The schooner *Bessie Barwick* left the canal this week to load hickory timber at Wheatley for Garden Island.

The schooners *Jennie Graham* and *Fanny Campbell* left Windsor on Saturday for Bear Creek to load oak timber for Garden Island.

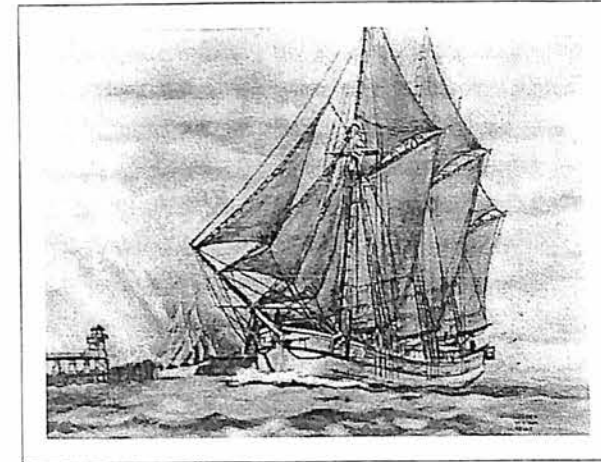
The schooner *Schupe* was ashore at the west side of the Middle Sister Island and the tug *Pringle*, sent to get her off, succeeded on Monday night.

The steamers *Riverside* and *Sarah Van Epps* are still in winter quarters. Nothing is being done as yet towards fitting them out for summer work.

The *Morton* returned from her wrecking expedition to the Eau [Rondeau] on Sunday morning last, having been absent for eight days and having succeeded in the object of her search.

The steam barge *Herald* sank on Friday night after being abandoned by her crew. She lies in about thirty feet of water a little to the west and about one mile south of Port Stanley.

The New York Yacht Club has accepted Major Gifford's challenge to sail the yacht *Countess of Dufferin* (now building at Cobourg, Ont.) for the Queen's Plate,



**Schooner *Thomas Quayle*.**

*Dept. of Canadian Heritage: Fort Malden National Historic Site*

won twenty-five years ago by the yacht *America*.

Timber freights opened at \$70 to \$75 per M for pine timber from Lake Huron ports to Kingston; \$80 and \$85 per M for oak timber between same ports; and \$65 to \$70 per M from Bear Creek and Lake Erie ports to Kingston.

The steamer *Jay Cooke* made her first trip to Sandusky and Put-in-Bay Islands on Thursday afternoon of last week. She will make three trips each week until June 1st, after that time will make the round trip daily, Sundays excepted.

Schooner *Fellow Craft*, Capt. Foster, the first arrival of the season in Detroit River from below, is at Walker's distillery, Walkerville, with a cargo of rye. She is chartered for the season from the 1st of May to the 1st of November to go into tug *Parker's* tow on p, t [sic].

It will be remembered that in the summer of 1873 the scow *Picnic*, loaded with over 90 tons of iron taken from the schooner *Thomas Quayle*, ashore on Bois Blanc opposite this town, filled and dumped the whole load in sixteen feet of water on the shore of that island. The *Evening News* says that J. Quinn, the submarine artist, is to come to Bois Blanc to see what can be done about raising this ore.

**The Dummy Light.**-On Thursday evening, April 13th, the light was shown on the Dummy, off Point au Pelee, for the first time this season, the reason being that the keeper of the light was unable to get out there sooner on account of the heavy ice banked up on each side of the point, and it was not till the tug *Minnie Morton*,



which was on a wrecking expedition in the neighborhood at the time, broke through the ice that they could get to it. On arriving at the light those on board the tug were much surprised to find that it was in such a bad state of repair, almost unsafe for anyone to remain upon it, owing to there being no chance of escape from fire in the event of the beacon burning, as the whole structure is built of wood and were there any one on at the time the small boat left there would be dashed to pieces against the crib work. We believe last year that it was struck by lightning and took fire and it was only after five hours' hard work on the part of the keeper that it was extinguished. We understand that the present keeper and his wife have been employed at the Dummy for over seventeen years and as they are now advancing in years, it would only be right that the Department should consider the propriety of retiring them on a pension for their long and faithful service, which would no doubt be done if their ease were properly presented to the authorities.

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April 28, 1876

The promise now is that the Sault River will be open May 10th.

The *Frank Moffatt* passed up with three vessels on Thursday morning; the first through tow of the season.

On Monday afternoon the *Bob Hackett* towed two vessels from the lake to Detroit and on Tuesday took up a third.

Last week Mr. Andrew Hackett placed in position the river buoys on the Canadian side from Bar Point to Fighting Island.

The *Jennie Graham* and *Fanny Campbell* passed down in tow of the *Favorite* on Tuesday, loaded with timber for Clayton.

The tug *Vulcan* came down with her raft on Thursday morning and rounded to at Fraser's dock to put it in order before starting out.

The tug *Frank Moffatt* was inspected for Association work at Detroit on Wednesday and took a run down as far as this port on that afternoon.

The office of the Detroit River Tug Association at Amherstburg this year will be on Mullen's lower dock and Mr. Henry Duff will be their agent here.

A New York telegram announces that the Erie Canal and also the Oswego, Cayuga and Seneca and Champlain Canals will be opened for navigation on the 4th of May.

The steam barge *Enterprise* started yesterday for A.R. Schulenburg's mills, Collins' Inlet, loaded with provisions, beef, pork, oats, etc. She will return to

Windsor with a load of lumber.

Over 100 grain-laden vessels [are] lying at Chicago and Milwaukee, waiting for positive news as to the opening of the straits. As soon as they can, the whole fleet will spread their wings and set sail.

The steam yacht *Myrtle* will remain on the ways at Gibraltar this summer unless somebody buys her. Here is a chance for the man who wants to buy at specie basis rates a yacht that can show her heels to any steamer on the lakes.

The steamer *Argyle*, having in tow the schooners *Sligo*, *Home* and *Cambria*, started from Windsor for Chicago on Monday night. She was to stop at Sarnia to be inspected. The schooners will fly their own kites when they enter Lake Huron.

A.R. Schulenburg lately purchased from Mr. Mays of Detroit a steel anchor weighing 995 lbs for the use of the tug *Parker*, which belonged originally to the U.S. sloop of war *Ackerman*, one of Commodore Perry's fleet in his action on Lake Erie.

Captain McLean of Wallaceburg, who has a large contract with the Messrs. Walker of Windsor, is building another barge at Wallaceburg for the purpose of conveying wood to Walkerville for the above firm. The length of the barge will be 100 feet; width, 15 feet.

The *Alma Munro* is being completely fitted out at Port Stanley. She is receiving two coats of paint and all her machinery needing repairs has been put in first-class order. She is to run in connection with the L.H. & Pt. Dover R.R. from Pt. Dover to Montreal during the coming season.

The schooner *Elgin* of Port Stanley, belonging to Messrs. Sheppard and Conn, and the *Lilly Hamilton* of Pt. Burwell have been chartered from 1st May to 1st November by George Campbell of Windsor as a tow for the propeller *Prussia*, to carry lumber between Saginaw and Quebec.

A Halifax despatch says that the Dominion Government have withdrawn the permission hitherto extended to American steamers to carry freight and passengers between Canadian ports. Vessels flying the United States flag under that privilege with cargoes of American goods for various ports in the Maritime Provinces, while delivering such goods were allowed to take up way freight and passengers. The American steamers to Halifax, Charlottetown and Port Hawkesbury will be allowed to load passengers and freight at the first named port but not to take up any for either of the other two or intermediate ports while delivering the balance of their cargoes.

Freight agents are in a state of high pressure excitement on account of the open rates consequent on the rupture of the Chicago pool. Grain rates from Chicago to the seaboard are quoted at 25 cents and from Detroit at 15 to 18 cents. Shippers are taking advantage of the reduction and a large quantity of grain is now passing between the points named. The general freight agent of the Canada Southern wants 700 cars and the Detroit agent of that road is perspiringly trying to get 100 cars for the present need.

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May 5, 1876

The *Minnie Morton* placed the Colchester Lightship in position on Monday.

On Tuesday the *Bob Hackett* arrived here from Sarnia with 50,000 laths for Park & Borrowman.

The schooner *Louisa* of Windsor left Chicago on Monday for Muskegon for a cargo of pine lumber for Quebec.

Capt. John Stewart, formerly of the steamer *Sherman*, is over at San Francisco looking for a job of steamboat running.

The fleets that have left or are about to leave Milwaukee and Chicago are comprised of 110 vessels carrying 3,910,000 bushels of grain.

The range lights on the head of Bois Blanc are now lighted regularly every evening. The old range lights above the crossing have been discontinued this season.

The schooners *Maggie McRae* and *Grace Amelia* left Windsor on Monday evening in tow of the tug *Parker* to load wood at Coatsworth's wood dock, Romney.

The tug settlers commenced business here this week. They have their office at the old place, Texas Landing. Messrs. W. Gatfield and H. Peto attend to this business.

The *Fanny Campbell* and *J.C. Graham* were the first vessels through the Welland Canal. They have discharged their cargoes at Kingston and left there upward bound.

The steamer *Sovereign* of the W. & L.S. Line leaves the Welland Canal on Monday next to take her place on the line. She will leave Windsor on Thursday, May 11th.

The steam barge *Superior*, the first boat through the straits that passed here last spring, took on 37 tons of coal at Mullen's dock on her way down on Sunday

forenoon.

The steam barge *A.H. Pike* arrived here from Chatham on Thursday with 25,000 brick, which was docked here for sale. She will take a load of stone from White's quarry for Chatham.

The Canada Southern Company will run the steamer *Rothsay Castle* between Toronto and Niagara this season, connecting with day trains on Main line. The boat will make her first trip on the 15th.

The schooner *Princess Alexandria*, which is undergoing repairs at Jenkins' dock, Windsor, will leave Friday for Goderich. The steam barge *Coral* arrived from Dresden Monday night and unloaded wood at Windsor.

The *Minnie Morton* has been unable to get the Bar Point Lightship off the shore below Fraser's dock where she was blown during the late gale, one of her cables having parted. The *Vulcan* arrived up yesterday and pulled her off.

The propellers *City of New York* and *Toledo* of the Northern Transit Company, the first boats through the Straits this year, called in here on Saturday night for wood, but not getting any laid over till Sunday morning when they went down shore for it.

The *Riverside* will again be available the present season for excursions between Detroit and Sugar Island, situated at the mouth of the Detroit River. Painters are now engaged putting her in a new dress and she will come out handsomely fitted out for this special business.

Since Capt. White has brought out the *Bob Hackett* he has done a good business towing boats from the lake to Detroit, and on Saturday last he towed the barge which has lain at Bois Blanc all winter to Sarnia. He has several contracts for freighting between the lake shore and Pelee Island.

The *R.J. Hackett*, Capt. C. Allen, arrived down on Sunday evening and laid over here for the opening of Buffalo harbor. She had a rough time coming through the Straits, the ice having knocked a hole in her starboard bow at the water line. She left the *Montgomery* sunk in the straits and *Townsend* and tow ashore. She took on 25 tons of coal at Detroit. Her cargo is from Milwaukee and consists of 35,000 bushels of wheat at 4 c.

On Tuesday evening the steamer *Asia* of the Windsor and Lake Superior Line left Windsor and came down as far as the dock at the Amherstburg Station where she took on a quantity of potatoes, oats, &c for Fort William, for which point she was to leave Windsor yesterday. She has been elegantly fitted out for passenger



trade this season. The boats of this line will make regular connections with the Canada Southern at Amherstburg during the summer. They go on the north shore exclusively, stopping at Sarnia, Goderich and Kincardine on Lake Huron, and dodging in at the principal points on the north shore of Lake Superior.

~~~~~  
May 5, 1876

Last fall the schooner *Francis Palms* lost her anchor at the Lime-Kiln Crossing. It was recovered last week.

Last week the steam barge *Josephine* ran ashore on Grosse Isle but was soon pulled off by the *Bob Hackett*.

On Thursday of last week the *Steinhoff* began her regular tri-weekly trips between Windsor and Chatham.

The propeller *Bruno* again caught fire at Chatham Wednesday of last week and sustained \$5000 damage.

A few days ago the scow *A.C. Turner* while entering the river with a load of sand had a hole jammed in her bow by the plunging of her anchor and it became necessary to throw her load overboard to save her from foundering.

The cut channel opposite Ecorse has been staked out for the convenience of the *Ruby*. A stake showing five feet of water has also been driven about opposite Elm Street on the flats. This will enable her to make a much lower crossing without danger of grounding.

On Wednesday and Thursday of this week the steam barge *D.R. Van Allen* of Chatham was loaded at the station here by Thos. Ouellette with nearly 140,000 ft. of white oak and white ash plank and wainscoting, which she will take to Quebec there to be re-shipped on steamer leaving there on May 15th for England.

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May 12, 1876

The *R.J. Hackett* left here for Buffalo on Sunday morning.

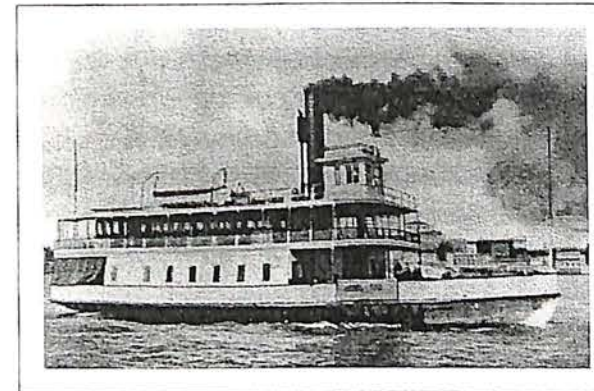
The tugs *Crowell* and *Sill* left here for Buffalo on Tuesday evening.

The barques *Cambria* and *Sligo* have passed down with lumber for Kingston.

The tug *Goodnow* passed down on Wednesday afternoon with a tow of six vessels.

Capt. T. Hackett has laid up the *Vulcan* at Detroit till the rafting season begins.

F. Lambie & Co. report the schr. *F.S. Jones* chartered for coal from Cleveland to Windsor at 35c.



Ferry *Excelsior*.

Dept. of Canadian Heritage: Fort Malden National Historic Site

The *Island Queen* arrived up last week with 200 tons of coal for S. Fraser which she discharged on Thursday.

The steam barge *Lincoln*, Capt. J. Duncanson, passed down on her way from Chicago on Monday night.

The propeller *Tecumseh* passed on her way down to Port Colborne from Milwaukee with a cargo of wheat at 4 cents.

The steam barge *Sheldon* took 10 tons of coal at Mullen's dock on her way to Cleveland and Buffalo on Monday night.

The *Bob Hackett* took a cargo of salt to Leamington last week. She crossed to Pelee Island for a load of stone for Leamington parties.

The propeller *Argyle* passed down on Tuesday - first vessel from Chicago to Montreal. She took on 130 barrels of whiskey at Windsor.

We understand that the *Lake Breeze* has already been chartered by some Detroit parties for a Fourth of July excursion from Detroit to Toledo.

The steam barge *Van Allen* took on 33 tons of coal at Mullen's upper dock on Thursday of last week. The steam barge *Jarvis Lord* took 15 tons on Friday.

The steam barge *Isaac May* called here on her way up on Tuesday evening. She goes to Sarnia where she and her barges will be laid up for a short time.

Hirn Bros.' boat the *Excelsior* will appear upon the stream Saturday when with a few invited guests on board she will make a short trial trip up or down the river.

The Northern Transit Company established their new weekly line to Lake Superior Wednesday by starting the *Garden City* for Duluth and other upper Lake



ports.

The river was very lively on Tuesday, vessels passing up and down in rapid succession. The fleet finally got through the straits and the tugs *Brockway* and *Livingstone* each brought down a tow of five large vessels.

The steamer *Lake Breeze* is doing a splendid passenger business and a very fair freight business. She now passes Amherstburg bound down at 11:30 a.m. on Tuesdays, Thursdays and Saturdays. Bound up she leaves Put-in-Bay at 3 a.m. and arrives at Windsor at 2 p.m. Meals furnished on board.

The crew of the schr. *Belle McFee* have landed at Meaford more or less frozen. The vessel was caught in an ice shove eight miles northwest of Collingwood Lighthouse, which stove in some of her planks forward, reeling her over on her beam ends and carrying away her masts and fore rigging. She then sunk in fifty fathoms of water, leaving scarcely time for the crew to take to the boat.

The Bar Point Lightship was towed out and placed in position on Saturday last and had her lights burning for the first time this season on that evening. Hugh Manson is again in charge of her. When the *Vulcan* took hold of her on Thursday her keel was aground and she was up two feet all round. That tug parted a 9-inch line twice before she got her off and then it was only with the assistance of the lightship's tackle hove to the dock that she yielded to the strain.

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May 19, 1876

The tug *Kate Moffatt* took 26 tons of coal at Mullen's on Tuesday morning.

Schooner *Laura* left Muskegon last week loaded with deals for Quebec.

Steamer *Sovereign* bound up passed the Sault on time last Saturday evening.

On Sunday the steam barge *N.K. Fairbanks* took 16 tons of coal at Mullen's dock.

The *Minnie Morton* brought in the rest of the *Vulcan's* raft on Monday morning.

The *Lake Breeze* went to Sandusky on Sunday evening and filled up with coal, which she will now burn instead of wood.

Schooners *Edward Blake* and *T.C. Street* are under charter to take cargoes of timber from Lake Huron shore to Britain, on p.t.

The schooner *Maggie* left this port on Tuesday for Penetanguishene to load with lumber for Park & Borrowman of this town.

\$2500 reward is offered for the arrest of the person or persons who fired the steamer *City of Sandusky* at Port Stanley last March.

On Saturday last the *Bob Hackett* unloaded 30,000 bricks on Kevill's dock, which she brought from Chatham for W. Horsman's new block.

The schrs. *J.R. Pelton* and *John Jewett* cleared from Wyandotte last week with 225 tons each of pig-iron for Messrs. Rhodes & Co. of Cleveland.

In the United States Court, Detroit, last Friday, proclamation of default and order of reference was made in the case of Thomas B. White against the tug *Favorite*.

The sidewheel steamer *Manitoba* was at Windsor last week. She looks handsome this year and really is one of the finest and fastest boats on the Canadian merchant marine.

On Saturday last the schooner *Butcher Boy* arrived up from Cleveland with 410 tons of Briar Hill coal which she discharged on Mullen's upper dock. She got 30 cents per ton freight.

The *Bob Hackett* brought the *Montauk* from Lake Huron early on Tuesday morning. In passing the Alexander House the *Montauk* struck the tow line of the *John Martin* bound up with a tow and cut it through. On Tuesday forenoon the *Hackett* again started for Lake Huron with the *Butcher Boy* and *L.S. Judd* in tow.

While the tug *Smith* was lying at the dock here on Monday afternoon the easterly wind blew her tow of vessels across the river and the steam barge *New York* happening along with a tow about that time there was some trouble in preventing several collisions. For a short time a torrent of language more forcible than refined poured from the mouths of the irate captains and crews of the various vessels. All was got in order however without any damage but a few ruffled tempers.

The propeller *Gordon Campbell* coaled at Mullen's on her way down last Friday her stem was considerably injured from a collision with the schooner *Jane Bell* off Thunder Bay Light. The *Bell* was badly injured on the port side amidships and was cut down to the water's edge. She had a cargo of lumber on board which kept her afloat. The *Bell* was standing in landward working down when the collision happened. The *Campbell* towed the schooner to Port Huron, where the latter sank at the dock.

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May 26, 1876

The steamer *Marine City* now calls at Trenton on her trips between Toledo and Mackinaw.

Last week 1250 tons of pig-iron were shipped from Wyandotte for Rhodes &



Co. of Cleveland.

The steamer *Argyle* arrived up from Montreal on Monday evening and landed goods on Leggatt's wharf for parties along the lake shore.

The tug *Metamora* took 65 tons of coal at Fraser's on Saturday. The *Clinton*, *Snook*, *St. Joseph*, *Goodnow*, *Hercules*, *Ruby* and several others have coaled at Mullen's the last week.

The propeller *D.R. Van Allen* arrived up from Montreal on Sunday morning with freight for Smart of Kingsville and Weldon of Gesto, which she discharged on Kevill's dock.

The contract for dredging the harbor at Port Burwell on Lake Erie has been awarded to John Casselman of Ogdensburg for \$10,000. Work will be commenced on June 1st.

The Detroit parties who were to have an excursion on the *Lake Breeze* on July 4th will have it on Sunday June 11th instead, so that the *Breeze* is still free for the former date.

The propeller *Gordon Campbell* was taking soundings at Put-in-Bay on Saturday evening, as it is proposed to have the Anchor Line of steamers call there on their regular trips this season.

It was rumoured last week that Mr. Pulford of Windsor, owner of the small propeller *Champion*, intended to place her on the route between Chatham and Wallaceburg, making three trips a week.

The propeller *City of Montreal* of the Western Express Line arrived up on Wednesday morning from Montreal with goods for this town and lake shore ports, which she discharged on Kevill & Co.'s dock.

The scow *Emma* arrived here on Wednesday with one of her masts jerked out, having met with an accident on the Thames River while on her way to Chatham for Horsman's brick. She is being put in order at Jones' ship-yard.

On Wednesday night of last week the schooner *T.C. Street* was caught in a heavy gale near Long Point, Lake Erie, and capsized. Six of her crew went down with her and were drowned. She was on her way to Windsor.

All the boats of the Beatty, Ward and Windsor & Lake Superior Lines are frozen in at Duluth. The *Argyle* took the place of the *Sovereign* on the excursion to Toledo and the *City of Montreal* was secured by Mr. George Campbell to make the *Sovereign's* Lake Superior trip.

The schooner *Marco Polo* from Waubashene, Georgian Bay, arrived at Windsor

on Tuesday of last week with a cargo consisting of 500,000 shingles and a quantity of pine lumber and lath for Mesrs. Fox & McKee. This was the first lumber vessel of the season. She returned Thursday for another load for the same parties.

J.W. Westcott has established a system of ranges at Lake St. Clair, consisting of one white light, on observation fifty feet high, placed so as to range with the government lighthouse, showing when to haul up on entering the river. Also one white light placed in range of before-mentioned white light, showing the channel crossing over to the head of the island.

On Monday the schooner *Laura* arrived at the Canada Southern dock here loaded with lumber from Muskegon, which is being shipped over the Canada Southern Railway for New York, thence to be sent to Glasgow, Scotland. She had 180,000 feet on board. The schooner *M. Capron* arrived at the same dock on Tuesday evening to load with sycamore lumber for Buffalo, obtained along the Southern by Van Allen.

On Thursday night of last week the steam barge *Chamberlain*, towing the barge *John Martin*, the *Escanaba* and the *New London*, in a fog mistook their course and ran up west of Bois Blanc. The mistake was noticed very soon and the *Chamberlain* got out all right with the two first of her tow, but the *New London* ran on the rocks. Capt. Joseph White, who was lying here with the *Bob Hackett*, went out to her relief and lightened her of considerable coal which she had on board and towed her up to Lake Huron on Saturday morning.

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June 2, 1876

The schooner *Marco Polo* discharged lumber at Windsor this week.

The steamer *Riverside* began her regular daily trips from Detroit to Sugar Island yesterday.

The *Bob Hackett* arrived down on Sunday afternoon with 22,000 bricks for Horsman's block.

Several more tugs have been laid up the past week, among them the *John Martin*. The Association has only some dozen tugs now in commission.

The propeller *Scotia* arrived up from Montreal on Tuesday night and discharged freight on Kevill & Co.'s dock.

On Friday last the schooner *Maggie* arrived up with 77 tons of coal from Sandusky for the use of the *Ruby*, which she discharged on Leggatt's dock.

The floating dry-dock which was lost from Windsor last fall and landed on

Fighting Island was towed back there on Monday morning by the tug *Urania*.

The propellers *Sovereign* and *Asia* arrived at Windsor on Wednesday loaded with wheat from Duluth. The *Sovereign* left Windsor yesterday morning for Lake Superior ports.

The tug *Vulcan* has gone to Black River where there are some 10,000,000 of logs in rafts awaiting her. These she is engaged to tow to Toledo, Sandusky and Cleveland.

The schooner *Guelph* is loading with ties on the Canada side near Fighting Island, the schooner *Harriet Ross* is loading with ties at Kolfage's dock in this town and the schooner *Vienna* will load ties at Park's upper dock.

The steam barge *Enterprise*, with 220,000 feet of lumber, and the schooner *Azof*, with 200,000 feet, both for Mr. S. Fraser, arrived here on Sunday night from Collins' Inlet, Georgian Bay.

The steamer *Van Epps*, which plied between Amherstburg and Detroit for a short time last summer, has been sold to Cleveland parties who intend to put her on the route between Cleveland and Rocky River.

The propeller *Argyle* took on about 20 tons of spokes, hubs and bent stuff for Montreal at Kevill & Co.'s wharf on Tuesday morning. All were manufactured at McFate & Co.'s factory. The *Argyle* then went to Cleveland to fill up with iron ore.

Some Cleveland parties have also purchased the veteran little ferry-boat *Gem*, which plied many years ago between Detroit and Windsor but recently was a tug and excursion boat. They intend using her as a passenger boat on Lake Erie. The sale took place Friday and the consideration was \$3300.

The *Detroit News* says: -"The new tug *Andrew J. Smith*, recently built at Buffalo, was at Detroit Tuesday. Capt. Tom McGowan is in command. The *Smith* looks as if she might be quite a boat but some of the wise ones say she is not the boat she looks to be. This they say behind Capt. Tom's back." The *A.J. Smith* has gone to work in the straits on the schooner *Mary Perew*.

A correspondent of the *Chatham Banner* finds fault with the lessees of the bridges for opening them on Sunday to permit the passage of steamers. The *Banner* says: -"We believe the lessees are compelled to open the bridges to allow steamers to come *into* port but as it is clearly against the law for a vessel to *leave* port on Sunday, the bridges should not be opened for any such purpose. The steamer *Bob Hackett* certainly should not have been allowed to go out last Sunday morning. The cargo of bricks would not have been injured by 24 hours' delay."

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June 9, 1876

Since the *Ruby* has ceased stopping at Ecorse she gets to Detroit inside of the time made by the *Dove*.

The *Nemesis* brought a cargo of cedar posts from Sauble River to Windsor for Fox & McKee last week.

The schooner *Vienna* loaded with sycamore lumber for Buffalo at the Southern station here this week.

The tug *Favorite* passed here on Monday evening towing the schooners *Grace Amelia* and *Fellowcraft* through to Quebec.

The tug *Clinton* burst her cylinder head just outside of this port on Saturday evening and was towed to Detroit by the *Bob Hackett*.

Str. *Montreal*, chartered to take the place of the str. *Asia*, W. & L.S. Line,<sup>2</sup> was with other steamers detained in the ice at or near Duluth last week.

On Friday last the schooner *Waneetee* arrived up from Sandusky with 50 tons of coal for the *Ruby*, which she discharged on Leggatt's dock. She also delivered 150 tons to Fraser.

The schooner *Maggie* arrived down on Saturday with 150,000 feet of lumber, 60,000 shingles and 50,000 laths for Park & Borrowman, which she discharged on the Murray Street dock.

The steamer *Sovereign* of the Windsor and Lake Superior Line left Sarnia last week for Thunder Bay and Duluth. She takes up men and a considerable amount to freight for the Canada Silver Mining Company.

The schooner *Guelph* finished loading ties at Park's upper dock here on Saturday and was towed out by the *Frank Tracey* on Saturday evening. The *John Jewett* loaded ties at the same dock this week.

The yacht *Cora*, formerly owned by the late K.C. Barker, is being painted and handsomely fitted out. The *Cora* will probably attend the Cleveland Regatta on the Fourth of July. She was over here on Tuesday.

The propeller *Columbia* arrived up from Montreal on Monday last and discharged freight on Kevill & Co.'s dock for parties in town and along the lake shore. She delivered a quantity of paints, oils, &c. on Leggatt's dock for M.

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<sup>2</sup>Windsor & Lake Superior Line



Twomey.

The steamer *Ruby* went up to Detroit on Saturday night and had some of her pipes put in working order. She returned on Sunday night and made her first double trip for the season on Monday. She loaded at Detroit with wheat for Montreal.

The Steamers *Sovereign* and *Milton D. Ward* arrived at Wyandotte Wednesday afternoon of last week with 36 and 89 barrels of silver ore respectively for the smelting works. The result of the winter's work at Silver Islet has been unusually satisfactory, being over 400 barrels of Nos. 1, 2 and 4.

The *Asia* of the Windsor and Lake Superior line had the misfortune to knock a flange of her wheel off in the ice in Lake Huron and was towed down as far as Sarnia by the *Sovereign*. The *Asia's* down cargo consisted of wheat, which she discharged at Sarnia. She steamed down to Windsor and went into dry-dock last Friday and took her place in the line Thursday.

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June 16, 1876

W. Borrowman of Anderdon will load the *Argyle* with grain at this port next week.

The schooner *Battle* was expected to take on ties this week at Kingsville and Union for H.A. Safford.

Mr. S. Fraser is widening his coal and wood dock some twenty feet in order to provide sufficient storage room.

The tug *Relief* passed down with a raft on Wednesday, bound for Tonawanda. She took 60 tons of coal at Mullen's dock.

The propeller *Prussia* discharged goods from Montreal on Kevill's dock on Wednesday and the *Van Allen* on Thursday.

The tug *Trudeau* made the run from Detroit to the C.S. station here last Thursday in one hour and four minutes.

The propeller *Armenia* arrived at Kevill & Co.'s dock from Montreal on Wednesday with goods for lake shore parties.

The schooner *Northumberland* loaded with ties at Leamington for H.J. Coulson. The cargo goes to Dunkirk. The *Young America* was loaded with ties at Wheatley by Mr. Coulson.

The schooner *Cambria* has arrived at Windsor in tow of the tug *Parker* from the Welland Canal; she went into dry-dock to fit out at once for sea. She will load pine timber, also for Britain.

Schooner *T.C. Street* left Buffalo on Friday last. She will stop at Windsor on her way up and take on some staves for broken stowage, after which she will proceed to Sheboygan to load pine lumber for England.

The brigantine *Pamlico* of Chicago took on a quantity of cull staves on Monday at the Essex Mills, Windsor to use for filling up broken stowage. She goes to Chicago to discharge a load of coal, after which she will take on a load of pine timber at Sheboygan for Liverpool direct.

On Friday of last week the steam barge *W.S. Ireland* with the barge *Belknap* in tow arrived down with 125,000 bricks for Park's new hotel. They came from Sadler's brick yard at Chatham. These boats loaded with stone for Chatham at White's dock on Monday.

McGregor & Bro. of Windsor are offering for sale the dock below the foot of Gore Street in this town. The wharf is large and substantial, with ample depth of water in front. Parties desirous of entering into coal, stone or wood business would find this just the place for the purpose.

On Wednesday forenoon the propeller *Prussia* called at Leggatt's dock and took on a quantity of machinery, furniture, &c. for the use of the engineering party at Neebish Rapids. She was loaded with railroad iron for Duluth and was to take the place of the *Sovereign* of the Windsor and Superior Line on her trip this week.

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June 23, 1876

The scow *Dawn* arrived up from Sandusky with 124 tons of coal for S. Fraser on Friday last.

The steam barge *Jacques Cartier* of Windsor passed up with a load of moulding sand from Ruthven for Detroit last Friday.

The barque *T.C. Street* took on a quantity of timber for spokes and some other timber here last week - part of her cargo for Europe.

The schooner *Marco Polo* arrived at Windsor last week from Georgian Bay with her third cargo of lumber this season for Fox & McKee.

Owing to the high southwest wind on Sunday several steamers and sailing vessels bound for Cleveland stopped at this port for several hours.

On Tuesday morning the steam barge *W.S. Ireland* and the scow *Belknap* arrived down from Chatham with over 100,000 brick for Park's new hotel.

The tug *Favorite*, Capt. John Horn, Jr., having in tow two heavily laden vessels, arrived at Quebec safely on Friday last, making the trip in nine days from Detroit.

About 50 feet of the Kingsville pier was washed away during the gale on Sunday so that the *Lake Breeze* could not get to that port on Monday. It was temporarily repaired for Tuesday.

On Tuesday last the Messrs. Hackett of Detroit disposed of the steamer *Ruby* of the Detroit and Amherstburg Line to the Western Transportation and Coal Company. She will continue to run on the present route.

Schr. *Massillon* discharged coal at Crawford's dock, Windsor, this week. She arrived there on Sunday in a sinking condition; a large number of men were set at work to relieve her of her deck load as soon as she reached the dock, thereby keeping her from sinking.

Messrs. McGregor & Bro. of Windsor have purchased the propeller *Bob Hackett* from the Messrs. Hackett of Detroit, the value of the consideration therefore being \$4000. It is the intention of the Messrs. McGregor to keep her at the same work she has so far been engaged in this season.

The propeller *Sovereign* of the Windsor and Lake Superior line arrived down Saturday and went into the Detroit dry-dock to receive repairs made necessary by her late struggle with the ice. No serious damage is done, though her hull is considerably chafed in places. She brought down 150 tons of silver ore from the Silver Islet Company for the Wyandotte Smelting Works.

Canadian vessel owners are reminded that there is a duty payable to the Customs on this side of the line upon repairs to Canadian vessels made in the United States - not only the material used in the works but upon the labor as well. Hitherto this import has not anywhere been so scrupulously attended to as it might have been out of consideration, doubtless, to the vessel interest, but we are informed that the Collectors of Customs at this and other ports of the Dominion have been instructed to enforce compliance with the law in future in every case.

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June 30, 1876

The schooner *Fanny Campbell* is loading timber at Belle River for Clayton.

The *Sovereign* took 200 tons of steel rails for the Canada Pacific Railway on her upward trip this week.

The propeller *Red Jacket* took a load of cord wood from Robson's dock, lake shore, last week, consigned to F. Ohlemacher, Sandusky.

The steam barge *Van Allen* loaded with oak timber at Leamington last week. The timber is to be taken to Quebec and re-shipped to England.

The steamer *Sovereign* of the W. & L.S. Line, having a few days to spare, made use of the time in taking a load of wheat from Buffalo to Port Colborne.

The propeller *Acadia* arrived up from Montreal on Sunday with freight for town and lake shore ports, which she discharged on Kevill & Co.'s dock.

On Monday night the schooner *Laura* arrived at the Canada Southern station here with another load of deals to be shipped to Europe by way of New York.

On Monday morning the schooner *Ben. Franklin* arrived here from Cleveland with 285 tons of Massillon coal, which she discharged on Mullen's lower dock.

The schooner *Harriet Ross* arrived up from Cleveland last Friday morning with 343 tons of Briar Hill coal for J.G. Mullen & Co. It was discharged on the dock formerly occupied by LaLiberty.

A match for a thirty-mile yacht race was entered into Tuesday in Detroit between Capt. John Prindiville of Chicago, owner of the yacht *Frolic*, and the owner of the Canadian yacht *Ina* of Toronto, for a purse of \$1000.

During the month of June the tug *Vulcan*, Capt. T. Hackett, took 6,000,000 feet of timber down the river, having taken down a raft of 1,500,000 feet on Tuesday evening. He has another raft at Port Huron which she will return for as soon as he has delivered the other.

W. Borrowman loaded a large quantity of wheat, corn and oats on the propeller *Argyle* at Kolfage's dock this week, which the farmers hauled in and delivered on board the propeller. Several hundred teams came in on Tuesday and Wednesday. Mr. Borrowman paid 90 cents for wheat, 36 cents for corn and 25 cents for oats. The *Argyle* will complete her cargo of 15,000 bushels on the lake shore and will take it to Montreal.

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July 7, 1876

The propeller *Scotia* from Montreal discharged freight on Kevill & Co.'s dock on Thursday night of last week.

On Tuesday evening the tug *Minnie Morton* towed out the schooners *Argo* and *Vienna*, which loaded at the Canada Southern station here with sycamore lumber for Buffalo.

This week the propeller *Prussia* took on the hardwood lumber delivered here for Geo. Campbell by Mr. Barrett. She also took on some at the station and will take it all to Quebec.

The propeller *Argyle* loaded 3071 bushels of wheat, 6699 bushels of corn and



7853 bushels of oats here and at Colchester last week for Montreal on account of Wm. Borrowman.

Last Friday morning the schooner *Ontario* arrived here with 200,000 feet of lumber of various kinds for Park & Borrowman, to be used in the new hotel. She brought it from Georgian Bay.

The *Guelph*, Capt. Job Malott, left Kingsville last week for Buffalo loaded with ties for Taylor. The schooner *Harriet Ross* also loaded with ties at Kingsville and Colchester last week for Taylor.

The steamer *Lake Breeze* took nearly 500 excursionists from Wheatley, Buckhorn and other lake shore ports to Cleveland on the 4th of July. They arrived in Cleveland about 3 p.m. and left at 10 p.m., arriving home at 3 o'clock on Wednesday morning.

Last Friday the tug *Metamora* took 75 tons of coal at Fraser's dock. The schooner *Dawn* from Sandusky unloaded 125 tons on Monday for Mr. Fraser and will bring up a load once a week for him. On Saturday night the *Canisteo* discharged 200,000 shingles on Fraser's dock, being the first consignment of 1,000,000.

The wind blew a perfect gale up the river on Wednesday morning and the water washed over the docks. The steamer *Jay Cooke* went out but was obliged to put back to Detroit. The tug *Niagara* arrived here from Cleveland in the afternoon, having lost her gangways and several tons of coal on her trip. The *Lake Breeze* did not arrive till evening; she lost her after gangways on her upward trip.

At Cleveland on Tuesday the steam yacht race between the *Rosaline* of that city and the *Myrtle* of Wyandotte was won by the *Rosaline*. In the yacht race the *Cora*, *Mamie* and *Amy* of Detroit, the *W.H. Burk* of Gibraltar and the *Qui Vive*, *Phantom* and *Mystic* of Cleveland. The *W.H. Burk* came in first, the *Amy* second, the *Mystic* third and the *Mamie* fourth. The sea was very heavy and the *Cora*, under a great press of canvas, capsized on her way home, only for which she had a good chance. She would have got in first but lost the race by time allowance. The damage done her will reach about \$1000.

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July 14, 1876

The yacht *Cora* was raised at Cleveland last week and taken to Gibraltar for repairs.

The *Elgin* and *Princess Alexandria* unloaded deals³ at the Canada Southern station this week.

The propeller *Asia* brought 37 barrels of silver ore to the Wyandotte Smelting Works last week.

The *Vulcan* lost part of her raft below Point Pelee last week and the *Minnie Morton* started out on Friday and collected the stray logs.

The old propeller *Champion* of Windsor, commanded by Capt. Roberts of Chatham, was burned in Lake St. Clair on Wednesday afternoon while on her way from Chatham to Detroit with a cargo of wagon spokes. No lives lost. Loss \$2000 on boat, \$300 on cargo.

The barge *Herald*, sunk off Port Stanley, has been raised and towed into the harbor. Her cargo, consisting of 200 tons of coal, has been secured. The barge was considerably damaged by the wreck.

It is reported that the steam barge *Vanderbilt* is to be fitted out as a passenger boat and placed on the route between Chatham and Detroit as a night boat, supplying the place of the steamer *Dominion* which was burned last season.

The Act of Congress of June 20th is promulgated by the Treasury Department declaring Sheboygan to be a port of entry instead of Duncan City, as heretofore, and directing the deputy collector at the latter place to remove to Sheboygan.

At Fraser's dock on Sunday night the *Lady Franklin*, bound down, filled up with coal. The *Metamora*, bound down, took on 60 tons. The *Dawn* of Sandusky made her usual weekly trip with 125 tons and the *Freeman* of Lorain unloaded on Wednesday.

The *Bob Hackett*, while towing a vessel down the River Thames last week, in rounding the bend of the river just above Van Allen's mill touched the point of land known as the sand-bar and capsized. She lay on her broadside partially filled with water. The tug *Clinton* went to her assistance and succeeded in raising and bringing her to Detroit on Tuesday afternoon. She went on dry-dock for repairs. We learn that Capt. D. Girardin is to take command of her in a few days.

Last Sunday morning about 2 o'clock the propeller *St. Clair*, Capt. Robert P. Rhynas, belonging to Ward's line, on her way from Duluth left Ontonagon for Houghton, having on board 18 passengers and a crew of 14 persons. When off

³fir or pine boards

Fourteen-Mile Point a fire was discovered in the firehold and in less than five minutes the boat was enveloped in smoke and flames from one end to the other. Owing to the rapidity with which the flames spread, but one boat was launched. Life preservers were brought on deck and all the passengers succeeded in putting them on when a rush was made for the yawl, which was swamped six or seven times. The water was very cold and it was not long before 17 passengers perished, together with 10 of the crew.

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July 21, 1876

\$18,000 was the value of the consideration given by the Western Transportation and Coal Co. for the steamer *Ruby*.

The tug *Vulcan* with a raft of logs measuring nearly five million feet passed down on Wednesday. The raft was in excellent shape.

At their saw-mill in Anderdon, Messrs. C.W. Thomas & Co. have loaded 30,000 feet of oak timber on the schooner *Trade Wind* for Quebec.

Capt. Quick's yacht, the *Bobolink*, recently broke away from her moorings on Pelee Island and went ashore. She is now being repaired.

Capt. Fred Miller of the propeller *Arctic* is said to be the oldest navigator on the lakes. He has a record of forty-five consecutive years up to July 10th.

The steamer *Northwest* made the run from Detroit to Put-in-Bay on the 4th in three hours and twenty minutes; this is said to be the fastest time on record.

The schooners *Baron* and *Merritt* loaded ties at Wheatley last week for Taylor. The *Guelph* also loaded ties for Taylor at Ruthven last week and left for Buffalo.

The *Mary Lydia* left Canfield's dock, Kingsville, last week with a load of timber for the works on the new canal - the fourth load, we believe, from that point this season.

Messrs. Fox & Prosser of Leamington have just received by the steamer *Van Allen* three large threshing machines complete and a large number of mowers and reapers.

Last week the Eureka Iron Company of Wyandotte shipped 50 tons of pig-iron to the Detroit Stove Works by the steamer *Ruby* and 100 tons to the Michigan Stove Works by the propeller *Bertschy*.

The *Champion* was burned nearly to the water's edge last week. Her blackened hull was towed down to Windsor. A diving suit owned by Mr. John Quinn and valued at about \$400 was burned on board of her.

Last week the *Northumberland* took ties for Taylor from Leamington to Hamilton and the boiler and engine of the barge *Crow*, the property of the late John Brown, contractor, which she will leave at the canal on her way down.

The barges *Wacousta* and *Severn* were recently seized at Sarnia by the Canadian authorities for a violation of the revenue laws. Materials were freighted from the American side with which to make repairs on those vessels.

The tug *Brady*, which has been laid up at the channel bank near Sandwich, was on Tuesday morning reported as having filled with water and rolled over on her side. The hot weather has undoubtedly started her seams and caused a leak.

Last week Mr. H.A. Safford of Kingsville loaded 10,000 ties on two vessels at Kolfage's dock for Buffalo to be used on the New York Central Railway. The *Frankie Wilcox* took 5500 and the *Morning Light* took 4500. Mr. Safford has loaded 17 vessels with ties during the past few weeks.

The schooner *Mary Ann* of Windsor, Capt. D. McCormick of Point au Pelee Island, was run into on Sunday morning the 25th June at 2 o'clock, when between Point au Pelee reef light and Point au Pelee Island by the bark [sic] *L.C. Woodruff*. The schooner was running close by the wind, making for the harbor, and the bark, heavily laden with wheat and bound for Buffalo, was running free. She struck the *Mary Ann* forward, cutting away the schooner's knight head, bulwark and rail, cathead, anchor, free rigging and foremast, damaging her to the extent of several hundred dollars. The schooner was so badly disabled that the bark had to tow her some distance to enable the crew to get her ashore. The schooner is now undergoing repairs.

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August 4, 1876

Last week the schooner *Wm. Home* took timber from Cedar Creek to Clayton for Campbell.

The scow *Mary Rose* of Windsor this week discharged 25,000 more bricks for Park's new hotel.

The *Ada E. Allen* brought a load of spokes from Leamington for McFate & Co. on Tuesday morning.

The four vessels discharging lumber at the Southern look like business. Six more are expected down next week.

Capt. Joseph White has chartered the steamer *Ada E. Allen* and is using her on freighting and towing on the river.

The steam barge *A.N. Pike* arrived down from Chatham yesterday morning with 33,000 brick for Park's new hotel.

The schooner *Aldebaran* took ties from Kingsville to Buffalo for Safford last week and the *Dan. Hays* took a load to Dunkirk.

A yacht race for \$500 a side is to take place between the *Amy* and *Mamie* from the Alexander House to Cleveland some time next month.

Rumor has it that a steamer from Sarnia, the "*Transfer*" will ply between Rond Eau and Windsor during the remainder of the season.

The lighthouse at Port Dalhousie was burned last week, caused by the explosion of one of the lamps. The main structure with the machinery is saved.

The propeller *California* arrived up from Montreal on Wednesday and discharged freight on Kevill & Co.'s dock for parties in town and along the lake shore.

The *St. Joseph* coaled with Mullen on Monday morning and the *A.J. Smith*, bound up with six vessels, took 15 tons on Monday afternoon. The *Jarvis Lord* coaled with him Tuesday forenoon.

Last week the barque *E.A. Nicholson* of Detroit collided with Girdlestone's dock in Windsor, breaking one of her bobstays and otherwise damaging herself, besides shifting many of the wharf timbers.

On Tuesday the scow *Dawn* of Sandusky brought up 125 tons of coal for the *Ruby* and the scow *Pearl* brought up a cargo of Blossburg Coal from Buffalo for Leggatt. Both cargoes were discharged on Leggatt's dock.

The tug *Vulcan*, Capt. T. Hackett, arrived down from Black River Tuesday with a raft of two hundred cribs in tow for R.A. Alger & Co. of Detroit. After taking on supplies and coaling at Hall's she left for Black River after another raft, which she will tow to Detroit for the same parties.

The propeller *Asia* of the Royal Mail line, while dropping down from the Great Western dock, Windsor, Wednesday afternoon and when in midstream, broke her crank pin and was towed to her regular dock by the *Excelsior*.

On Monday morning the schooner *Alpha* arrived down in tow of the *Ada E. Allen* with 268,000 feet of lumber of different sizes, all good quality, for Mr. Cooke, which she discharged on the dock he has rented from Mr. Park.

The barques *P. Alexandra*, *M. McCrae*, *Elgin* and *Laura* arrived down on Sunday and Monday at the Canada Southern depot with deals from Muskegon, which they have discharged on board the cars this week. They are bound for

Liverpool.

The steamer *Asia* on her last trip took up thirty-five recruits for the mounted police of the North West, together with Major Walsh. They will be stationed at Fort Walsh, Cypress Hills, not many miles from Sitting Bull's late exploits. She landed 120 passengers at Duluth and 250 tons of railroad iron for the C.P.R.

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*August 11, 1876*

Last week the schooner *Guelph* loaded ties at Canfield's wharf for Taylor.

Messrs. W. Fortier and T. Ashwell are acting as settlers at this port for outside tugs.

The propeller *D.R. Van Allen* landed freight on Leggatt's dock on her upward trip yesterday.

Capt. Henry Bell of this town is now mate on the tug *Andrew J. Smith* with Capt. T. McGowan.

The propeller *Dromedary* landed freight on Kevill & Co.'s dock on her way up from Montreal yesterday.

The *Minnie Morton* was successful in finding several iron chains in the river at the lime kilns last week.

Mr. H.A. Safford has one more vessel load of timber upon the east branch of the Sydenham to ship yet.

Mr. Safford has within two weeks shipped from Amherstburg and Kingsville no less than 30,000 ties.

J.P. Clark, in spite of the hard times, has the frame up at his ship-yard in Detroit for a new side-wheel steamer of full average proportions.

The steamer *Ada E. Allen* smashed her piston head while towing two vessels to Lake Huron Thursday of last week. She came out again on Wednesday.

On Sunday last the propeller *Acadia* from Montreal landed freight on Kevill & Co.'s dock and on Tuesday on her way down took some freight from the same dock for Montreal.

The schooner *Marco Polo*, lumber laden, arrived down from Georgian Bay last week, bringing her *sixth* cargo this season to Windsor. She had on a large quantity of shingles and pine lumber for the yard of Messrs. Fox & McKee.

The cylinder head of the tug *Vulcan* blew out on Friday night while she was off Point aux Barques with a raft in tow and Saturday morning the tug *Torrent*, in reply to a despatch, was sent to her assistance. \$300 will put her in order.



The *Cleveland Leader* announces the withdrawal of the Northern Transit line of propellers from the Lake Superior route. This, it says, is done because the managers can use the boats to better advantage elsewhere and not because the venture has proved unprofitable.

The yacht *Ina*, which will contest three 30-mile races at Chicago for \$2000 with the *Frolic* on the 26th, 28th and 29th of this month, passed up Monday morning in tow of the tug *Carrucca*. The *Ina* will be sailed by Capt. J. Davis of Windsor and the *Frolic* by Capt. Prindiville of Chicago.

The tug *Minnie Morton* towed out the schooner *Star* with the spar buoys and stone anchors on Monday and placed them in 21 feet of water. The black buoys are anchored one on the north end and the other on the south end of the shoal and are to be left at the port hand entering the river about 50 yards; the red and black one is anchored on the middle ground and can be left either side 50 yards. There is an average depth of four fathoms of water between the two shoals. The buoys being anchored in twenty-one feet of water on the shoal there will be no chance of the deepest draught vessels striking on the stone anchors and should they sail over the spot where they are placed they would of course strike the shoal whether the buoys were there or not. They can be plainly seen from a steamboat's deck on a clear day from the time they arrive abreast of Bois Blanc light.

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August 25, 1876

The *Elgin* and *Grace Amelia* from Muskegon and the *Laura* from White Lake unloaded deals at the Canada Southern station this week.

The *Europe* was loaded with 80,000 feet of sawed oak timber at the Canada Southern station this week by T. Ouellette for Van Allen. She takes it to Quebec.

Charters were taken at Chicago Tuesday for 964,000 bushels of grain, of which 880,000 were corn. This was the heaviest day's shipping business done for many months.

The yacht *Sylvia* of Milwaukee was wrecked in Lake Michigan on Saturday night and two of her crew were lost. Four others were driven on shore on the wreck.

The schooner *J. Walters* took on 20,000 feet of 3 in. oak plank from T. Ouellette at the station and a quantity of timber for C.W. Thomas & Co. at Kevill & Co.'s dock this week. She is bound for Toronto.

On Thursday of last week the propeller *Ontario* with between 700 and 800 excursionists from Sarnia for Detroit ran aground at Stag Island and was detained



Propeller *Ontario*.

Dept. of Canadian Heritage: Fort Malden National Historic Site

till a tug from Sarnia came and pulled her off.

The scow *Rose*, loaded with timber from Thomas' mill, upset near the station on Monday and floated down to the Asylum Grounds, losing a good deal of the timber. She was towed down below Kevill's dock on Tuesday by the *Minnie Morton*, where she was righted up again.

The schooner *H.N. Todman* arrived down on Monday afternoon from Goderich and discharged 105 barrels of salt on Kevill & Co.'s dock for J.D. Burk and 200 barrels on Leggatt's dock for M. Twomey. She had previously discharged 100 barrels at Windsor. Coming down Lake Huron on Saturday night the schooner was caught in a stiff nor'wester and they were obliged to throw overboard 25 barrels of salt and the balance of the 400 barrels was so much wetted that a great deal of it leaked out and was lost. Many of the barrels when delivered were only partly filled and others were quite empty. As there was no insurance, Messrs. Twomey and Burk will be at considerable loss.

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September 1, 1876

On Monday the *Ada E. Allen* took a load of 1500 ties from Hackett's dock, Colchester to Point Edward.

A new tug has been built by Bell of Buffalo and it is expected she will be sent up here to help the *Smith* fight the association.

C.K. Dixon of Detroit reports the propeller *Africa* chartered for wheat from

Colchester and Leamington to Montreal at 8c., gold.

The steamship *Wenona* ran high and dry in the mud on Grassy Island last week and dredging had to be resorted to this week to get her off.

On her trip to Lake Superior last week the steamer *Sovereign* took fifty passengers and about 200 tons of railroad iron and a lot of miscellaneous freight.

B. Whitaker & Son report the following charters: Schr. *Gen. Worth*, pine deals, Alpena to Amherstburg, at \$1.50 on the rail; schr. *Young America*, pine deals, Port Crescent to Amherstburg at \$1.50 per m. on the rail; schr. *Danford*, pine deals, White Lake to Amherstburg at \$2 per m. feet.

The much vaunted Detroit steamer *Fortune* had a lively brush with the *Evening Star* crossing Lake St. Clair upward bound on Friday. The *Fortune*, says the *Port Huron Commercial*, made the challenge by waiting until the *Star* came along and, as Capt. Sloan says, "a man hardly ever waits for anything unless he gets it."

On Thursday evening August 24th the propeller *Dromedary* from Montreal discharged freight on Kevill & Co.'s dock and on Sunday last the *California* also discharged freight there. On Wednesday the propeller *Africa* took on spokes and bent stuff at Kevill & Co.'s dock for Scotland via Montreal. She then went down shore to load wheat on W. Borrowman's account.

The last trip of the Canadian propeller *Sovereign* was made memorable to Capt. McMaugh and the other officers of the vessel by the passengers (of which there was a large list) uniting in a series of resolutions of gratitude for the exceeding kind attentions they had received throughout the entire trip and for the thorough enjoyableness of their voyage from beginning to end.

A telegram from Sarnia says: - "On Saturday afternoon the Canadian tug *Hero*, Capt. McDonald, was seized by the United States Marshal while in Canadian waters for a debt of \$300 contracted in the United States. The *Hero* was passing down the river some four hundred feet from the Canada shore with a barge in tow when the American officers came on board the tug *Moore* and seized the *Hero* by force, tearing away her bulwarks the whole length of one side. Outrages like this have been very frequent of late and it is time they were put an end to. The matter has been placed in the hands of Mr. J.F. Lister of Sarnia, who will take immediate steps to have the *Hero* delivered up."

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September 8, 1876

The schooner *Atmosphere* unloaded coal at Windsor this week.

The steamer *Elmira* took 40 tons of coal at Mullen's dock on Monday.

The steamer *Riverside* has discontinued her daily trips from Detroit to Sugar Island.

S. Fraser's supply of wood for vessels now amounts to 2500 cords, stored in his own and A. Callam's yard.

The *Maggie McCrae* and *Young America* arrived at the Southern station last week with deals for Muskegon.

The schooner *S.F. Gale* arrived up from Cleveland on Wednesday with 75 tons of slack coal for J.G. Mullen & Co.

Four or five years ago the schooner *David Vance* was built at a cost of \$45,000. This week one-third interest in her was bought for \$3000.

The steamer *Ruby* now leaves Amherstburg for Detroit at 7 a.m. and 1 p.m. Her noon trip will be discontinued after the 11th of the present month.

Mr. George Cooke has a vessel loading at Toronto with lath and shingles for his yard here and another vessel loading with lumber in Georgian Bay.

The steam barge *City of Port Huron* foundered in about six fathoms of water in Lake Huron at noon on Monday. No lives were lost. She had a cargo of iron ore.

The *Princess Alexandra* brought a load of lath and shingles from Green Bay to Mr. Simon Fraser on Friday last. Mr. Fraser's stock is now complete for this year.

On Tuesday Mr. George Cooke shipped on the barge *Mary Rose* 15,000 feet of lumber and a quantity of lath and shingles to Sandwich for Mr. Daniel Meloche's new dwelling there.

The scow *Dawn* of Sandusky arrived up with 65 tons of coal on Wednesday evening, which she discharged on Leggatt's dock. She was leaking so badly that two pumps had to be kept constantly going to keep her from sinking.

The yacht *Ina* was sold in Chicago last week for \$1900 and the yacht *Mamie*, owned by W.H. Burk of Detroit, was also sold in the same city for \$2000. We believe the former owner of the *Ina* received the stake of \$800 put up in the race with the *Frolic* on his threatening to sue for its recovery.

Saturday night the tug *Torrent*, bound up the river with a tow, collided with the tug *Sweepstakes*, which was bound down. The *Torrent* had her rail and side somewhat stove in and damages variously estimated from \$400 to \$800 were sustained by her. On arrival of the *Torrent* in Detroit Sunday morning she was placed in dry-dock to receive necessary repairs.

September 15, 1876

The propeller *California* from Montreal discharged freight on Kevill & Co.'s dock last Friday night.

The *Ada E. Allen* brought up a load of spokes from Leamington for McFate & Co. on Sunday.

The schooner *Mary* went ashore near by the *Northumberland* at Wheatley but was easily pulled off on Wednesday morning.

The tug *Mystic* was laid up at this port for a couple of days this week, cleaning out and repairing. She was out again yesterday.

The steam barge *Mary Mills* has been chartered to carry deals from Sheboygan and Port Crescent to Amherstburg at \$1.75 per M, on rail.

The schooner *Rutherford* has loaded ties at Kingsville for Taylor, destined to Hamilton. The *Ida Bell* loaded ties at Kingsville for Safford, destined to Buffalo.

A telegram from Ottawa states that the Rond Eau Lighthouse has been accepted from the contractor and was put in operation on Thursday of last week.

It is reported that the brig *Northumberland* went ashore Saturday night on the Canadian shore about fifteen miles below Wheatley dock and went to pieces.

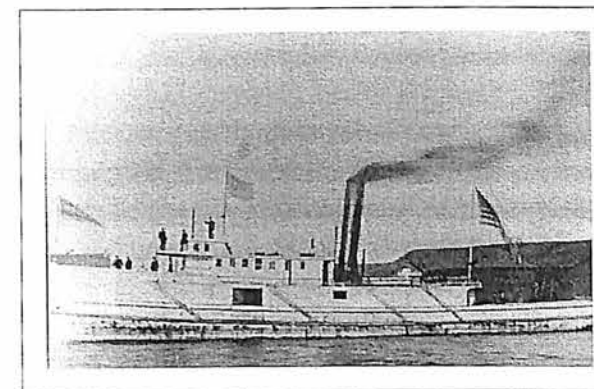
The *Sovereign* left for Duluth Thursday, prompt to time, carrying a full cargo of steel rails, general merchandise, etc. Her passenger list was somewhat lighter than usual.

The Detroit & Cleveland Steamboat Company has reduced the fare from Detroit to Cleveland to \$1 on Tuesday, Thursday and Saturday nights. This rate applies to the *Northwest* of the regular line.

The *Ida Bell* was over a fortnight making her last trip from Buffalo to Kingsville. She lost her main boom on her way down which, together with unfavorable winds, accounts for the length of time consumed in making the trip.

The tug *Andrew J. Smith* went down on Wednesday morning on a wrecking expedition after the *Northumberland*, ashore near Wheatley. The *Smith* returned to this port on Wednesday evening after the barge *Picnic* to be used as a lighter and took her down yesterday morning.

The schooner *Thistle*, one of the five vessels which left Quebec on the 17th inst. laden with deals from Schulenburg & Campbell of Windsor, arrived in Greenock, Scotland on Saturday last. The *Cambria*, one of the above fleet, with John Horn Sr. on board as a passenger, had not yet arrived at Leith, her destination, on Sunday last.



Tug *Balize*.

Dept. of Canadian Heritage: Fort Malden National Historic Site

The raftsmen on Lake Huron appear to have had a hard time of it during the past six or seven days. The tug *Vulcan* left the Sault on Wednesday of last week with a big raft, but the high winds obliged her to put into Tawas Bay. Here she remained until Monday night when she ventured out, but was obliged to put back again. On Tuesday night she tried her luck again and will probably get through safe this time.

The propeller *Ontonagon*, loaded with lumber and hoops for Buffalo, which passed this port on Sunday evening with several barges in tow, encountered the storm Sunday at midnight when about twenty miles from Colchester. Breaking her stern pipe, she began to fill and was taken in tow by the tug *Balize*, while the tug *Frank Moffat* took charge of the barges. The *Balize* headed for Colchester and when in about twenty feet of water the *Ontonagon* parted her line and sank. On Tuesday morning the tug *Winslow* passed down with a lighter and two pumps to raise the propeller.

The schooner *Harriet Ross*, which left Detroit last Friday night for Wheatley's dock below Point au Pelee to load staves, arrived at that port about midnight when she encountered the storm in its fury and, although both anchors were cast, she was driven ashore and, being light, was beached high and dry on the shore. She is owned by Thomas Collins of Buffalo. Shortly after the disaster to the *Ross*, the barque *Cecelia*, which had finished loading staves at Wheatley's dock and on the opening of the storm had beat out and cast her anchors, began dragging her anchors and was hurled by the wind and waves against the dock, damaging her quarter. Her bulwarks and cabin were washed away by the shifting of the staves and in order to

prevent further damage she was scuttled and sunk in nine or ten feet of water. The *Cecelia* is owned by Wm. Johnson of Chicago.

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September 15, 1876

The side-wheel steamer *Pearl*, which heretofore has plied between Cleveland and Put-in-Bay, began this week to run from Detroit to Cleveland in opposition to the *Northwest*.

The schooners *General Worth*, *Grace Amelia* and *C.G. Meisel* delivered cargoes of deals at the station this week. The schooner *Guelph* took on a quantity of stave bolts.

It is reported that Capt. Gifford is in the United States completing negotiations with a Syracuse gentleman for the purchase of the yacht *Countess of Dufferin*. The price is set down at \$20,000.

Some time during last Saturday night the red spar buoy on the Middle ground at the mouth of the Detroit river was carried away. The black spar buoy on the north end of the shoal has been broken in two and will have to be replaced. They were only lately placed in position.

The wrecking steamer *Monitor*, Capt. James F. Snow, has been engaged during the past few weeks in removing stone from the sunken vessels *Saxon* and *Wild Rover*, which were wrecked some six years ago in Lake Erie. The stone is of the finest description and 12,000 cubic feet has been raised and brought to Port Stanley, equal to \$2000 in value. One stone on board measured 120 cubic feet.

B. Whittaker & Son of Detroit report the schooner *Mineral State*, deals, Manistee to Amherstburg at \$2 per m; schooner *E.A. Nicholson*, deals from Oconto and Little Sturgeon Bay in Green Bay for Amherstburg at \$2 per m; schooner *H.A. Richmond*, one load plaster from Alabaster to Milwaukee at 55c per gross ton, free in and out, and one load of deals from east shore Lake Michigan to Amherstburg at \$2 per m.

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September 22, 1876

The tug *Vulcan* lost the greater part of her raft above Fort Gratiot Light during the storm on Sunday night last.

The schooner *Alpha* arrived down from Parry Sound on Tuesday with 200,000 feet of lumber and 150,000 lath for Mr. Geo. Cooke.

The propeller *Acadia* landed freight on Kevill & Co.'s dock on Friday evening,

September 15th and the *Scotia* on Saturday evening, 16th.

The barque *George Thurston* ran aground on Sunday night above the Grand Trunk dock at Port Huron. The tug *A.J. Smith* has a wrecking job at her.

The *Cecelia*, owned and being loaded by Scarth Bros., Toronto, which was driven ashore at Gorman's Landing near Wheatley and had the stern knocked out of her, was got off by the tug *Parker* last Friday and towed to Detroit.

The *Elgin*, *Young America* and *Acorn* discharged deals for Schulenburg & Campbell at the station here this week, and the *Laura* discharged at the upper slip. The *Elvina* went on to Buffalo to discharge her cargo of deals.

The propeller *City of Montreal* loaded oak timber at Thomas' Mill Tuesday and also took on some at the station for Van Allen. She went down the lake shore to finish her load for Quebec. The propeller *D.R. Van Allen* loaded oak for Quebec at the station on Wednesday.

The *Northwest-R.N. Rice-Pearl-John Sherman* fight was only a skirmish after all. Articles of agreement are now held by the parties interested, which stipulates substantially that each line shall keep its own well beaten track and the public can go to the Islands, Cleveland or any other place at the usual rates.

B. Whittaker & Son of Detroit report the schooner *Eveline Bates*, wheat, Detroit to Oswego, 4 $\frac{3}{4}$ c; schooner *Cape Horn*, lumber, Alpena to Chicago, \$1.50 per m. on the rail, and deals from Manistee to Amherstburg at \$2 per m. C.W. Norton reports the schooner *C.G. Meisel*, pine deals, Alpena to Amherstburg at \$1.50; schooner *Light Guard*, pine deals from Muskegon to Quebec at \$8.

The schooner *Northumberland*, which went ashore at Yellow Creek east of Point Pelee, was got off by the tug *Smith* on Saturday last after being lightened of some of her ties by the barge *Picnic*. She was brought to this port, where she was unloaded of over 5000 ties at Kevill & Co.'s wharf, the steam pumps being kept at work at her the whole time. She was taken to Detroit on Monday night by the tug *Hercules*. She is in the hands of the insurance companies.

The propeller *Ontonagon* went ashore near Colchester. Capt. Blodgett of Detroit owns her and has her insured for \$10,000 against total loss. She is loaded with shingles, hoops, lumber, &c. The *Winslow* abandoned her on Thursday night of last week and it was thought she would go to pieces. The *Roscius* secured a load of hoops from her and other portions of her cargo floated ashore and were secured. The Coast Wrecking Company undertook the job of raising her and on Wednesday morning the tug *Frank Moffatt* towed down from Port Huron the pontoons with

which she was to be raised. On Wednesday evening they got her up but she sank at Elliott's Point as she was being towed into the river.

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September 22, 1876

The *Mary Lydia* left Canfield's dock a few days ago with a cargo of wheat; also the schooner *Alexander*, Capt. Hunter, with timber on account of Mr. Simon Wigle.

The schooner *Michigan*, which passed here Friday in tow of the *River Queen*, had on board 1818½ tons of coal, the largest cargo ever taken out of Buffalo. She would have taken 2000 tons but the water was so low she could not do it.

The schooner *Maggie*, owned by Mr. H.J. Coulson of Leamington, which for nearly two months had not been heard from, the other day was at Port Sarnia. She has been trading up Lake Superior and Huron and is doing a good business.

A fire broke out in the hold of the propeller *Asia* on Thursday morning of last week while she was lying at her dock at the foot of Griswold Street, Detroit, for a time, but was easily extinguished with the aid of the pony engine. The flames were discovered near the boiler. Damage light. The *Asia* left later in the day for Duluth on regular time.

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September 29, 1876

Burning of a Steam Barge.-On Tuesday night of this week the steam barge *Lady Franklin* of Bay City, Capt. George D. Tucker, which has lately been engaged freighting lumber and towing on the Detroit River, brought down two vessels and then returned to Meisel's dock about two miles above this town to lay up for the night. The mate told all hands to turn in, as the captain, who was sick with chill fever, was moving about and the second engineer was on watch. It appears the second engineer told the captain he would pump her up⁴ and turn in, which he did, and the captain lay down in a cabin with his overcoat on and sent his father-in-law and a fireman for a doctor. Shortly after they were gone the captain smelled smoke and came out on the deck to see what was wrong. He made his way to the engine room but nothing. He managed to get back to the upper deck and partly fell and partly jumped from it to the dock, which is in a very bad state, striking on his head, cutting a deep wound in his forehead and stunning himself. He gave the alarm as

⁴fill the boilers with water

soon as he could. Meantime the second engineer had given the alarm and some of the crew were awakened and soon aroused all their companions, not, however, before some of them were badly scorched. There were 12 on board and all but five succeeded on getting on the dock. These five - the mate, two engineers, wheelsman and cook - were unable to get through the flames to the side of the vessel next to the dock, though they made several attempts, and were at last obliged to jump into the water, clinging to doors, fenders or anything that came handy. All succeeded in reaching shore with the assistance of Fortier & Ashwell's boat, which was tied nearby, but the mate, who threw a water tank over the stern of the boat and jumped in after it, but he had hardly reached the water when one of the crew saw him throw up a hand, cry out Save me! and sink. The fire must have broken out before three o'clock and it had been burning some time before it was noticed. Very few gathered and nothing could be done towards saving the boat, although Mr. W. Gatfield, with the assistance of the crew of the *Ada E. Allen*, got off her two yawl boats. The burning hull was allowed to float below and inside the dock to save it and the house thereon from being burned down. The boat is a total loss, machinery and all being destroyed, it being impossible to sink her. She burned well on into the afternoon of Wednesday, till the tug *G.H. Parker* went up and threw a stream of water on her and extinguished the flames. The *Lady Franklin* was originally a propeller and was built for the St. Joseph and Chicago trade at St. Joseph 15 years ago. She was cut down into a barge and rebuilt four years ago. She was valued at \$12,000. James White of Bay City had a three-quarters interest in her and Wm. H. Baxter of Detroit owned the other quarter. We interviewed Capt. Tucker, who was lying in bed at Mr. W. Fortier's residence where he had been conveyed, and obtained most of the above information. He was uncertain as to whether she was insured, but says an application for insurance had been made about four weeks ago when they began to burn wood instead of coal. He thinks the fire originated over the boilers where a fire had broken out the previous night but had been extinguished.

The mate who was drowned was named Richard Brown. He was about 22 years of age and hailed from Bay City, to which place word of his death has been sent.

George Cooke, the watchman, about 18 years of age, had his right arm, side and back badly burnt. He was taken to his home in Bay City by Capt. Tucker's father-in-law. The cook, Harvey Kraft, got his feet somewhat blistered, while several others sustained slight injuries. There were 50 life preservers on board but they could not be got at by the crew.

R.J. Scott, the American consular agent here, provided lodging for the destitute men and yesterday sent seven of them to their homes.

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September 29, 1876

The *Ontonagon* was finally raised and towed up last Thursday afternoon.

The tug *Mystic* was in the Detroit Dry-Dock this week to receive a new bedplate.<sup>5</sup>

H.J. Coulson last week loaded the *Guelph* and the *Athenian* at Leamington with ties.

The *Columbia* from Montreal discharged freight on Kevill & Co.'s dock last Saturday.

The *Cecelia Jeffrey* arrived here on Thursday night of last week with 500,000 shingles from Matchedash for Mr. Geo. Cooke.

The steam scow *A.N. Pike* arrived down on Saturday from Belle River with a load of hickory timber for McFate & Co.

The schooner *General Worth* arrived up from Cleveland on Monday with 189 tons of slack coal and 24 tons of Massillon for J.G. Mullen & Co.

The *Argyle* from Montreal on Saturday and the *Armenia* on Sunday discharged freight on Kevill & Co.'s dock for town and lake shore.

The *George Thurston*, which went ashore last week near Point Edward, was released on Thursday by the tugs *A.J. Smith*, *Bob Hackett* and *Clara* and towed to Detroit for repairs.

The *Laura* is discharging deals at the upper Canada Southern slip and the *Ada E. Allen* is loading ties at the same place. The *Fellowcraft*, *Dunford*, *Bailey*, *P. Alexandra*, *Acorn* and steam barge *Enterprise* are discharging deals at the station.

The schooner *C.H. Walker*, while bound from L'Anse to Erie with a cargo of iron ore, foundered about fourteen miles from the mouth of St. Clair River on Lake Huron at 2 o'clock on Tuesday afternoon. She was discovered leaking badly on Saginaw Bay that night. Capt. Crowley used his utmost endeavors to keep her afloat until she reached the river, but without avail. The *Walker* sunk in seven fathoms of water twenty minutes after the crew left her in the yawl boat. She lies in the direct path of vessels with her spars sticking out of the water.

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<sup>5</sup>engine floor or mounting frame

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October 6, 1876

The *Ida Bell* took a load of cord wood from Leamington to Sandusky last week.

Capt. Danger is still at work with the *Winslow* upon the *Harriet Ross*, ashore at Wheatley dock, Lake Erie.

Mr. W. Borrowman shipped 12,400 bushels of wheat on the *Armenia* from this town and lake shore ports last week.

The tug *Quayle* broke down opposite the Canada Southern station on Sunday afternoon and went to Detroit for repairs.

On Saturday last the schooner *J.R. Pelton* arrived up from Cleveland with 214 tons of Briar Hill and 15 tons of Blossburg coal for J.G. Mullen & Co.

H.A. Safford has finished shipping ties at Kingsville for this season. He still has a vessel load of ties and timber on the *Sydenham* and two cargoes on the *Thames* whither he will go in a few days.

This week there have been nine vessels discharging deals on the Canada Southern Railway wharf at the Amherstburg station: the *Alexandra*, *Bailey* and *Dunford*, whose arrival was announced last week, and the *E.A. Nicholson*, *C.G. Meisel*, *Skylark*, *Maggie McCrae*, *A.J. Dewey* and *Mineral State*, which have arrived since last Friday. The *Nicholson* is discharging at the upper slip. She has a load of 750,000 feet of deals which will load 120 flat cars.

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October 6, 1876

**The Lady Franklin Disaster.**-The body of Richard Brown of Bay City, the drowned mate of the *Lady Franklin*, was found about half-past eleven on Sunday forenoon by Messrs. Fortier & Ashwell. It was lodged on the edge of the river channel about 300 feet below where the steamer burned. No inquest was deemed necessary and the body was interred by the township authorities. The *Detroit Free Press* says: - "Six of the *Lady Franklin*'s crew are now in this city in destitute circumstances, having lost their clothing and effects in the late fire. John Shea, John Bond, John Anderson, Henry North, John H. Craft and Frank Ingraham are the names of the survivors now at this port. Capt. Geo. Tucker, who was quite sick at the time of the fire, is now confined to his bed and will probably be laid up for two or three weeks. John H. Craft, the steward, was badly burned and will suffer for some time from the injuries he received."



October 13, 1876

**Storm Tossed.** (*Detroit Free Press*)-Quite a storm prevailed on Lake Erie on Thursday night of last week and that body of water was also lightly shrouded with fog, rendering navigation exceedingly difficult. Among the craft out was the small two-masted scow *Diamond* of Painesville, Ohio, with a cargo of limestone bound for Detroit. Her crew consisted of Robert Fulham, the captain, Peter Dubois, John Kingston and a boy about thirteen years old named William Chadwick. When the *Diamond* was first struck by the storm Capt. Fulham says they were about five miles northwest of Point au Pelee Island. At first an effort was made to get under the lee of the island, but a portion of the rigging became hampered and the effort was of no avail. Then, depending almost entirely upon the rudder, a start was made for Kingsville and good headway was made for about twenty minutes, during which time the rigging had been freed and the *Diamond* was scudding under bare poles. At this juncture the rudder was wrenched away by a heavy sea and for a time the scow and her unfortunate crew were tossed recklessly over the lake at a rapid rate, always drifting nearer the mainland, however. So long as she held together, Capt. Fulham felt safe and busied himself in the construction of a sweep, which he used as a rudder. About three o'clock Friday morning, after several hours of wind and cold rain which drenched the crew throughout and washed away the small boat, Capt. Fulham sighted what he took for the Bar Point Light and, using his sweep as best he could, steered for the river. Not until it was too late did he discover his mistake, for in less than an hour the *Diamond* struck the rocks at the Colchester reef and beginning to fill, sunk decks to in the water. The crew took refuge in the rigging which, considering the fury of the storm, was very frail support. At last Peter Dubois, with spliced heaving-lines in his hands, jumped in the water and struck out for the shore about 100 feet distant, which he reached in safety. Thus, with one end of the line fastened to the mast and another end tied to a pile, a rope bridge was formed over which every member of the boat's crew was safely landed, not, however, without one startling incident. Young Chadwick was first to follow Dubois and had traversed the rope to within ten feet of safety when he was carried away by a heavy swell and would probably have been drowned had it not been for Dubois, who sprang into the water and rescued him.

Nearly frozen and considerably bruised, the crew started for Colchester village where, after refreshment and rest, they returned accompanied by four sailors to find the *Diamond* still pounding away on the rocks, but badly demoralized, her bow

having been completely carried away. Capt. Fulham, who arrived in Detroit Friday afternoon, says the experience of Thursday night was the toughest of his sailor life of about fifteen years and he has no wish to repeat it. It is thought that the scow and cargo will be a total loss.

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October 13, 1876

J.G. Mullen & Co. have sold 400 tons of coal in the past two weeks.

The steam barge *Trader* struck the pier at South Haven and sunk in shallow water.

The barge *Pelican* lay here several days waiting for her consort but finally went up without her in tow of the tug *River Queen*.

Owing to the rough weather prevailing during the past two weeks, the *Lake Breeze* has been unable to make her lake shore route regularly.

The *Pride of America* took on 110,000 feet of hardwood sawn timber for Quebec at Kevill & Co.'s dock last week. It was from the mills of Barrett & Rodd and Cox & Co. of Gesto.

Two accidents occurred on board schooners in tow of the *A.J. Smith* down Lake Huron last Friday night. A man named McManus was washed overboard of the *James Couch*. He belonged to Painesville, Ohio. August Peterson, a sailor on the *Elizabeth Jones*, had a leg broken by getting it caught in the turn of a tow line. He was taken to Port Huron for medical care.

The Association tugs succeeded in getting the schooner *Harriet Ross* off, and Thursday of last week the tug *Winslow* passed up with her for Detroit. The *Ross* was put in the upper dry-dock there. She was abandoned to the insurance companies by Tom Collins of Buffalo, the owner, and is now in charge of Fisher & Armstrong of that place, who act as agents for the insurers.

The schooner *Aldebaran*, while loading ties at Coatsworth's dock for H.A. Safford of Kingsville on Monday, October 2nd, was caught by the southwest wind that prevailed on that and the following day. During Monday night her timber heads gave way when the cables were fastened to the hull and carried around the dock, but they were also parted. She finally swung around, her stern striking the bank, when she slipped her cable and went ashore broadside on, some 200 yards above the dock. The vessel's hold contains 1200 ties. The vessel suffered terribly and she will likely become a total wreck, particularly as the hull is old and the ground she occupies very bluff - a bad "beaching" ground.


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October 20, 1876

**Foundering of the New York.**—The steam barge *New York* left Cove Island, Georgian Bay, Friday last with the schooner *Butcher Boy* and barges *Nellie McGilvray* and *A.J. Correy* in tow. Land was sighted at Point aux Barques Saturday forenoon. The sea was running mountains high when the *Butcher Boy's* tow line parted and separated her from the steam barge. Shortly after, the *New York* commenced leaking and every effort was made to get her into shoal water. Meanwhile the water was gaining fast and drowned out the fires. The propeller was then at the mercy of the waves, twelve miles from land between Port Hope and Sand Beach. A signal of distress was raised, which was not seen by a propeller and two large schooners which passed her. At 11:30 the crew, sixteen in number including one woman, embarked in the yawl boat, Capt. Michael Galvin being the last to get into the boat. Twenty minutes afterward the propeller went down. For five hours and a half the crew were at the mercy of the sea, which from all reports was the heaviest of the season. The boat was drifting helplessly into the lake, the wind being north-northwest. The weather was cold with frequent squalls and snow. The waves dashed over the [yawl] boat, which had a foot of water in her all the time. The crew were all benumbed and could not have survived another five hours, when the little schooner *Nemesis* hove in sight. She was commanded by Capt. Spence of Southampton, who with three others comprised her heroic crew. The *Nemesis* was wore around<sup>6</sup> twelve times at the immense peril of herself and succeeded in taking the crew of the *New York* on board, with the exception of W. Sparks, fireman, of Buffalo, who in climbing aboard fell between the boat and the vessel and was drowned. The *Nemesis* crew in their noble efforts are entitled to credit for one of the bravest actions on record. The little vessel lost nearly her entire deck load of tan bark in wearing around. Every comfort that their limited accommodations afforded was at the disposal of the shipwrecked crew, who arrived at Detroit at midnight Saturday night. The schooner *Butcher Boy* with the barges *McGilvray* and *Correy* in tow, both of which were waterlogged, arrived there about the same time. The barges have been pumped out and will be towed to Buffalo. Capt. Galvin deserves special commendation for saving the lives of the crew in the yawl boat.

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<sup>6</sup>turned about

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October 20, 1876

Seamen's wages now range from \$1.50 to \$1.75 per day.

The steam barge *Lincoln* passed up last Saturday and took freight from Kevill & Co. for Chicago.

The steamer *R.N. Rice* had her bulwarks stove in on her way to Cleveland on Saturday night through the violence of the storm.

The propeller *Commodore* of the Western line damaged her stern on the rocks at the Limestone [Lime-Kiln] Crossing last trip down.

Capt. McDonald of the schooner *P. Alexandra*, lying at the C.S.R. dock unloading deals, broke his arm by falling into the hatch of his vessel on Monday night.

The schooner *Mockingbird* filled and sunk near Long Point, Lake Erie last week and is a total loss. The lightkeeper saved the crew and the cutter *Perry* took them into Erie.

We have learned that the *T.C. Street*, Capt. Phipps, of Port Dover, the *Cambria*, the *Blake* and two other lake vessels arrived safe at Dundee, Scotland on the 23rd ult.

The tug *City of Alpena* got her tow line caught in her wheel at this port on Sunday morning last. It took considerable time and the line was badly injured before it was got out.

The iron tug *E.B. Ward Jr.* left for New Orleans on Tuesday of last week to engage in towing on the Mississippi. Her owner, Chas. Ward, claims to have cleared \$6000 with her so far this season.

There was quite a severe snow storm on Lake Huron Saturday night and the propellers *Wenona* and *Passaic*, which arrived at Detroit Sunday afternoon from above, had their cabins and decks enveloped with snow.

There has passed up during the past week or is now on the way up a fleet of nearly 150 sailing vessels, the largest fleet that has been on Lake Erie at one time this season. They have been kept back by the continued stormy weather.

Capt. A. Pollock has resigned the command of the *Alma Munro*, in consequence of some dispute with the proprietors about running the St. Lawrence Rapids. Her mate, Capt. J. McBride, will sail her during the balance of the season.

The steamer *Asia* of the W. & L.S. Line experienced very heavy weather on her last trip down, owing to which she was behind time. She started up on Tuesday

with a full load of freight; in fact she could only take one half of what was offered.

The tug *Minnie Morton* replaced the spar buoys on the Middle Ground Thursday of last week. She was also used in recovering the buoy which the American working party had placed near the station and which had been broken and sunk by the wheel of a passing propeller.

The schooner *Kate Winslow* arrived here in tow of the barge *Raleigh* on Saturday afternoon after beating about Lake Erie for some days. When taken in tow by the *Raleigh* she was off Ashtabula with her rudder, bowsprit, foresail and other canvas torn away.

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October 27, 1876

The schooner *Mockingbird*, ashore at Long Point, has gone to pieces.

H.A. Safford is taking his ties out of the schooner *Aldebaran* - the vessel that went ashore at Coatsworth's dock in the late gale.

Over 300,000 hoops have been secured at Colchester Harbor that were washed out of the *Ontonagon*, lately wrecked there.

The scow *F.L. Jones* arrived up from Cleveland last week with 200 tons of Massillon coal for J.G. Mullen & Co. It is all sold already.

The tug *Zouave* sunk in the Saginaw River a few days ago but has been raised and taken to dry-dock. A heavy lighter struck her in the side, cutting a hole six feet long.

The revolving light of the lighthouse at Rondeau harbor, lately erected, was destroyed Thursday night about nine o'clock by, it is supposed, the escape of oil. The whole apparatus was destroyed. By the aid of the crew of the *Sweepstakes* and *Marcus L. Sopet* the structure was saved, otherwise the consequences might have been more serious. The range light can only be shown at present.

The steam barge *Isaac May*, towing the *Muskoka*, arrived at Windsor last week from Parry Sound, Georgian Bay, with 1,000,000 feet of dry pine lumber for H.T.L. Pulford. These were the largest and finest cargoes of seasoned lumber ever unloaded there. They will return immediately to the Sound and will continue their trips until they have laid down 3,000,000 feet for Mr. Pulford.

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November 3, 1876

Mr. S. Fraser received another cargo of coal from Sandusky this week.

The steamer *Japan* aground below Ives' dock, Grosse Isle, on Sunday morning

and was pulled off by the tug *Quayle*.

The tug *Vulcan* passed down yesterday, towing a raft from Ecorse to Cleveland. On her return to Detroit she will lay up for the winter.

On Sunday last the *Torrent* arrived down with a raft for Toledo but had to lie here till Monday evening on account of the stormy weather.

At Windsor the past week the schooner *H.C. Winslow* from Cleveland discharged a cargo of coal and the schooner *City of Chicago* discharged a cargo of shingles.

The tug *Dunbar* arrived here on Monday night from Port Colborne with 800 pounds of nitro-glycerine for the work at the crossing. It has been stored on the west side of Sugar Island.

The *Philadelphia* arrived at this port on Saturday night with two valve stems broken. Middleditch's men worked at her all night and the next day and she was ready to start out Sunday evening at 6 o'clock.

As the *Torrent* was rounding to with her raft here on Sunday she crowded the tug *Moore* with her tow over towards Bois Blanc and the three-and-after *Bridgewater* sagged on the bank. The *Moore* and *Masters* pulled her off.

As the steamer *Commodore* was bound down on Saturday afternoon last she ran into the dredge at work on the Crossing, although warned to keep to one side, and disarranged all their preparations for work. The noise made by the *Commodore* as she several times struck the scow on her downward course sounded from the shore like a series of small explosions.

During last Friday night the steam barge *Antelope*, bound down with a tow of barges, carried away the light from the boat of the party at work on the crossing, ran into and carried away the head gear of one of the *Torrent's* tow and finally wound up by running her leading barge into the Bar Point Lightship, carrying away part of the head gear of the ship and causing both her anchors to drag together. The *Lake Breeze* went out on Sunday and assisted in putting everything in order.

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November 10, 1876

On Saturday last Mr. Thomas McCormick, on behalf of the residents of Pelee Island, presented a purse of \$50 to the officers of the steamer *Lake Breeze*.

The schooner *J.R. Pelton* arrived up from Cleveland on Sunday with 211 tons of Briar Hill coal for J.G. Mullen & Co. This firm sold over 700 tons here last month.



The party at work on the Lime-kilns are quite unfortunate. On Wednesday night their light was carried away by a steam barge and the night before it broke loose and came ashore.

Mr. W. Borrowman will not at present ship any more wheat to Montreal. He has sold what he has purchased at Leamington to Walker of Walkerville and will send it up per *Lake Breeze*.

The Association tugs carried their colors at half-mast on Wednesday, the reason of which was that Capt. Philo Wright of Detroit, the owner of the Association tug *W.B. Castle*, died the previous night.

On Monday night about 11 o'clock the four tow barges of the *Antelope* dragged in the storm and were beached about midway between Bar Point and Colchester Harbor. The *Minnie Morton* went down to their relief.

A fireman on board the steam barge *Antelope*, lying at this port on Tuesday afternoon, severely burned his hands while clearing burning soot out of the flues. Dr. Lambert and Mr. Whyte dressed the injured members. He went to the Marine Hospital in Detroit on Wednesday.

Vessels bound up are now availing themselves of the recent ruling of the U.S. Treasury Department in regard to the tonnage tax. The schooner *Geo. B. Sloan* cleared from Oswego to Chicago, light, and took on cargo of barley at a Canadian port en route without having to pay the tonnage tax. Mariners should make note of this.

The dredge *Gen. Meade*, used by the party at work on the Lime-kilns, had her dipper broken on Saturday and was towed down to Mullen's lower dock on Monday, where she was repaired by Mr. Geo. Middleditch. She also had some changes made in her machinery to enable her to back and work to better advantage.

The *Manitoba* of Beatty's Lake Superior Line of Steamers arrived at Sarnia with between sixty and seventy passengers, 1660 barrels of fish, 100 barrels of salt and a good load of general merchandise. The *Asia* of the Windsor Lake Superior Line also arrived down with a full cargo of wheat and fish and forty-five passengers. She unloaded the wheat at the Great Western Railway elevator at Sarnia.

Capt. Daniel Buie of the *Antelope* writes us as follows, under date of the 8th of November:—"I today saw an article in your paper of the 3rd in regard to the *Antelope* and her tow, which I would like to have corrected. If the parties at work on the Lime-Kiln Crossing will keep a light burning on their boat, particularly on dark nights, no doubt but we will keep clear of it. We did not run foul of the *Torrent's*

tow and although we got foul of the lightship it was not the leading but the third barge and was unavoidable at the time."

On Thursday the 2nd inst. the schooner *Rush* of Buffalo was loaded with elm stave bolts at the Buckhorn dock and, as the wind was blowing very hard from the south when the load was completed, she could not get underway and about ten o'clock that night the wind arose to a perfect gale, she parted her cable and lines and was driven on shore. She will be a total wreck. The insurance agent has visited her and ordered her to be stripped of all her rigging. The cargo will be saved, as the deck load was washed ashore that night and the rest will be taken off at once.

Shortly after two o'clock Saturday morning the tug *Clara*, which was lying at the foot of Hastings Street, Detroit, was discovered to be on fire, and on the [fire] engine's arrival her whole upper works were in flames. The fire originated in a pile of wood which was on the starboard side of the tug and is supposed to have caught from a spark from the fireworks let off Friday night. All of her upper works are gone and her engine frame and part of the engine is destroyed. The hull is reported to be sound and uninjured. The *Clara* is owned by Capt. W.P. Campbell of Detroit and was insured in the *Ætna* Company for \$3000. The damage was variously estimated from \$800 and \$1500.

The large barge *Boscobel*, which was ashore at the Rondeau for nearly three weeks, got off on Thursday evening of last week. The storm was so severe that the tugs could do nothing with her for 17 days, but when they did get at her they pulled her off in 56 hours. The tugs at work were the *Castle*, *Sweepstakes*, *Mocking Bird* and *Frank Moffat*, while the *Minnie Morton* did the dredging under the direction of Capt. Mark Swain of the *Sweepstakes*. The dredging was considerable of a job, as the barge was two feet above the level of the water, high and dry, and the bottom was very stony. While at work on the *Boscobel*, the crew of the *Sweepstakes* saved the whole east pier and the beacon at Rondeau from being burnt, as one night one of the lamps exploded and set fire to the woodwork and they had considerable trouble in extinguishing the flames.

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November 17, 1876

The propeller *Columbia* from Montreal discharged freight on Kevill & Co.'s dock on Saturday night.

The propeller *Asia* don't mean to take any more risks of being caught in the arctic regions and has made her last trip to Lake Superior.

Several of the boats that have been carrying deals this season are being stripped and laid up at the Canada Southern docks for the winter.

Notice is given in the *Gazette* that, owing to an accident to the lighting apparatus, the new revolving light at Rondeau Harbor, Lake Erie, Ontario, will be discontinued till further notice.

Mr. Simon Fraser has sold over 2500 cords of wood to tugs and steamers the past three months. A large portion of this has been burned by the Association tugs, which took 900 cords last month. Mr. Fraser has only about 500 cords now left on his docks.

Last week the *Minnie Morton* assisted the *Antelope* in releasing four of her barges ashore below Bar Point and they went on to Chicago. The fifth barge, the *Ajax*, was pulled off on Tuesday by the tugs *Sweepstakes* and *Winslow* but immediately sank and a steam pump was put on board.

The schooner *Athenian*, loaded with coal for Windsor, grounded on Stoney Island reef while sailing up on Monday morning. She filled with water and sank, and the tugs *Hercules* and *Tracey* with the barge *Picnic* [took] off her coal. She is insured. The *Athenian* was got off and towed to Detroit on Wednesday evening.

The Canadian Government have established a new light upon the pier at the Provincial Reformatory Penetanguishene, which is a fixed white Catoptric Light elevated twenty feet above water-mark and in clear weather should be seen a distance of eight miles. The tower is a square wooden building, eighteen feet high from top of pier to vane and is painted white.

Capt. Noah Chaney of Detroit, the master of the barge *Samuel Bolton*, fell through the hatchway of the barge while she was being towed out of the Ohio basin at Buffalo Saturday night and sustained injuries from which he died Sunday morning. His body passed through here to Detroit on the Canada Southern on Sunday evening.

We are informed that the beach on both sides of the harbor at Rondeau is being badly washed away, and unless something is done soon to prevent this, the immense expenditure of the Government at that place will have proved of no advantage. It is said to be unsafe now for any captain not acquainted with every part of the locality to take his vessel in there if she is drawing more than 8 feet of water, as he is sure to get aground.

The *Detroit News* says:-“The Thomas Cartier found in an insensible condition near the corner of First and Front Streets on the night of November 6th has turned

out to be Capt. Thomas Cartier, the keeper of the lighthouse at the mouth of the Thames River. He left there on the 6th inst. with \$50 in Canada money and a gold watch and chain worth \$150 on his person for the expressed purpose of visiting Detroit and purchasing a set of sails and rigging for a sloop. When found here in an insensible condition he had neither the money nor the watch. The latter was given him by the Canadian Government for bravery in rescuing the crew of a wrecked schooner which foundered in the ice at the mouth of the Thames last spring. It is thought that Capt. Cartier was drugged and robbed by some Swill Point roughs and on gaining his senses was so chagrined that he has either committed suicide, fled the country or fallen in with the thieves again and has been foully dealt with.”

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November 24, 1876

The water will be let off the Lachine Canal on the 4th of December.

The schooners *Sligo* and *Fannie Castle* have gone into winter quarters at Windsor.

The Bar Point Lightship will be brought into port and dismantled for the winter about the 25th inst.

Messrs. Long & Bro. of Collingwood have purchased a new steamer - the *Steinhoff* - for the Georgian Bay route.

The tug *A.J. Smith* with Capt. Thomas McGowan and steam pumps on board, is laying up in ordinary in Detroit.

The scow *F.L. Jones* arrived up from Cleveland on Sunday afternoon with 199 tons of Briar Hill coal for J.G. Mullen & Co.

The tug *Winslow* passed up with the barge *Ajax* in tow on Thursday evening of last week. The barge went into Detroit dry-dock for repairs.

All through Sunday and Sunday night a dense fog hung over the river and lakes and extending to the northernmost shores of Lake Superior.

The scow *Curlew* has been chartered to carry two loads of moulding sand, Kingsville to Wyandotte and Detroit, at \$140 for the two trips, free on board.

The propeller *Sovereign* arrived down this week with barley from Inverhuron for Detroit at 7c. She will load at Toledo and winter in the Welland Canal.

The light on the lime-kilns work was again carried away last week and drifted into the bay below town.

Here some person cut off the lamp and carried it away. Five lamps have been

lost from this place. They have also had two floats carried away.

It was reported that the G.W. R'y Company at Windsor had refused to accept the *Athenian's* cargo of coal, owing to its being damaged, as they claim, by water, resulting from her late mishap at the Lime-Kiln Crossing. They afterwards agreed to submit their differences to arbitration.

The tug *J.W. Bennett* went ashore Monday night of last week near St. Helena Island, Straits of Mackinac. On Tuesday morning five of her crew were smothered and scalded to death in a room over the boiler by steam escaping by the safety valve.

The two great depots on the Upper Lakes for grain are Chicago and Milwaukee. These cities, with Duluth, Toledo, Detroit and Cleveland, handled in 1874 173,103,195 bushels and in 1875 150,067,583 bushels, a falling off in the latter year exceeding 20,000,000 bushels.

The American bark *J.S. Austin*, with a lumber cargo from Muskegon, cleared at Quebec on the 30th October for Cork, encountering a heavy gale off Point Esquimaux during which she lost some spars and received other slight damage. She returned to Quebec for repairs.

Cash P. Taylor of Detroit had a chase last week after the propeller *Gordon Campbell*. He took the ferryboat *Excelsior* to run her down with and caught her at the Lime-Kilns. After listening to the federal ukase the bold skipper concluded to return and settle up, which was done.

Capt. Merryman is engaged in raising the ferry *Union*, which was burned at Port Huron last summer. A large quantity of iron has been taken out of the wreck. She will be raised and her engines and boiler taken out and the hull, which is almost intact, will probably be converted into a barge.

The *Jay Cooke* completed her last trip for the season and will now go into winter quarters at Clark's dry-dock. During the season the *Cooke* has received liberal patronage in the way of passengers, many of whom were bound for the Centennial and took passage on her.

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December 1, 1876

The *Lake Brèeze* will only run for a few days now and will make but one more trip down the lake shore.

The *City of Montreal* from Montreal landed freight on Kevill & Co.'s dock on Sunday for town and lake shore ports.

The steamers *R.N. Rice* and *Northwest* will continue to run between Detroit and

Cleveland as long as the river is navigable.

The *Minnie Morton* towed in the Bar Point Lightship on Saturday last and Thursday the *Lake Breeze* towed in the Colchester Lightship.

The steamer *Northern Light* leaves Quebec at the end of this week to take her place on the route between Picton and Prince Edward Island.

The steamer *Amazon* is being iron-plated with the intention of running her between Milwaukee and Grand Haven during the coming winter.

The steam barge *Ada E. Allen* arrived down from Sarnia on Sunday morning with 125,000 feet of first-class dry pine lumber for Messrs. Park & Borrowman.

The steamer *J.W. Steinhoff*, plying between Windsor and Chatham, made her last trip of the season Thursday. She will go into winter quarters at Wallaceburg.

The steamer *Asia* of the Windsor and Lake Superior Line arrived at Windsor last Saturday night from Duluth and upper lake ports on her last trip down of the season. She came to Amherstburg on Monday.

On Monday the *Lake Breeze* took 850 bags of wheat, 5 bags of beans and 13 bags of clover seed to Windsor on account of W. Borrowman. She took a further consignment of wheat on Tuesday from Kevill & Co.'s warehouse.

Distance does not seem to be any hindrance to the enterprising Blue-nose, provided he can get what he wants. A company of miners have just bought a little screw tug, which they bring from Collingwood harbor, Ont., for towing in Sydney harbor, 1500 miles away.

The *Guelph*, Capt. Job Malott, touched at Kingsville last week while on her way from Buffalo to Dresden, where she loaded again with bolts for the former place. In all probability she will yet take a load of bolts from Kingsville to Buffalo ere going into winter quarters.

The steamer *Ruby* made her last regular trip on Saturday and returned to Detroit on that night. She made a special trip to this port on Wednesday evening with freight and took up the engine of the old barge *Cayuga*, which Messrs. Cook & Wain of Detroit have purchased from Mr. Joseph White.

The steam barge *Barnum* got aground off the Bar Point Light on Saturday night. On Sunday she lighted part of her cargo of hard coal into the schooner *Wilcox* and succeeded in getting off by the aid of the tug *Urania*. The accident was owing to the buoys having been taken up. She took on her cargo again and proceeded on her way on Sunday night.

The bark *Alexander*, lying at Windsor, was boarded by burglars on Sunday

morning and a marine glass and a large quantity of clothing and the yawl boat stolen. One of the thieves, named Frank Ryan, was arrested in Detroit on Sunday, charged with taking stolen property into the United States. He was sentenced to the House of Correction for 90 days.

Capt. Thomas A. Burk, well known on the lakes, died in Cleveland on Sunday last. From his youngest days he was identified with lake marine and in his long career as a sailor has been regarded as one of the best of navigators. He has taken to Europe several vessels with valuable cargoes, one of them being the bark *Alice*, which was very successful. For the past two years he has been in command of the mammoth schooner *Michigan* and previous to that time was master of the schooner *Maria Martin*. He was forty-one years old.

A dispatch from New Orleans announces the arrival at that port of the tug *E.B. Ward Jr.* after a passage of twenty-two days and ten hours sailing time from Detroit. The *Ward* is a large iron tug. She left Detroit the latter part of October to try business in the South and it is probable [she] will find opportunity to prove her capacity in the trade between New Orleans and the Gulf. Her passage thither was via the Welland Canal, St. Lawrence River and the Ocean, a distance computed to be 3972 miles and abounding in dangerous ways and tortuous channels.

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December 8, 1876

The steamer barge *Isaac May* has been laid up at Fraser's dock for the winter.

The steamer *R.N. Rice* has made her last trip and laid up. The *Northwest* will soon follow suit.

The steamer *Lake Breeze* has made several trips to Windsor and down the lake shore this week.

The *Ada E. Allen* got fast in the ice in the Thames River on Monday and the ferry *Victoria* had to go up and release her.

A fire broke out in the hold of the steamer *Florence*, lying at the Canada Southern dock, at 7 o'clock yesterday morning. It caught from the fire box<sup>7</sup> but was soon extinguished with the aid of the crew of the *Transfer*.

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⁷boiler furnace

December 8, 1876

Heroine of Long Point.-Looking at the Government Chart of Lake Erie one sees the outlines of a long, narrow island stretching along the shore of Canada West, opposite the point where London District pushed its low, wooded wedge into the lake. This is Long Point Island, known and dreaded by the navigators of the inland sea which batters its yielding shores and tosses into fantastic shapes its sand-heaps. The eastern end is some twenty miles from the Canada Shore while on the west it is only separated from the mainland by the narrow strait known "The Cut." It is a sandy, desolate region, broken by small ponds, with dreary tracts of fenlands, its ridges covered with a low growth of pine, oak, beech and birch, in the midst of which, in its season, the dogwood puts out its white blossoms. Wild grapes trail over sand-dunes and festoon the dwarf trees. Here and there are almost impenetrable swamps, thick-set with white cedars, intertwined and contorted by the winds and broken by the weight of snow and ice in winter. Swans and wild geese paddle in the shallow, reedy bayous; raccoons and even deer traverse the sparsely wooded ridges. The shores of its creeks and fens are tenanted by minks and muskrats. The tall tower of a lighthouse rises at the eastern extremity of the island, the keeper of which is now its solitary inhabitant.

Twenty-two years ago another individual shared the proprietorship of Long Point. This was John Becker, who dwelt on the south side of the Island near its westerly termination in a miserable board shanty nestled between naked sand-hills. He managed to make a poor living by trapping and spearing muskrats, the skins of which he sold to such boatmen and small-craft skippers as chanced to land on that forlorn territory. His wife, a large, mild-eyed, patient young woman of some twenty-six years, kept her hut and children as tidy as circumstances admitted, assisted her husband in preparing the skins and sometimes accompanied him on his trapping excursions.

On that lonely coast, then seldom visited in summer and wholly cut off from human communication in winter, they might have lived and died with as little recognition from the world as the minks and wild fowl with whom they were tenant in common, but for a circumstance which called into exercise unsuspected qualities of generous courage and heroic self-sacrifice.

The dark, stormy close of November, 1854 found many vessels on Lake Erie, but the fortunes of one alone have special interest for us. About that time the schooner *Conductor*, owned by John McLeod of the Provincial Parliament, a

resident of Amherstburg, entered the lake from the river, bound for Port Dalhousie at the mouth of the Welland Canal. She was heavily loaded with grain. Her crew consisted of Captain [Henry] Hackett, a Highlander by birth and a skillful and experienced navigator, and six sailors. At nightfall, shortly after leaving the head of the lake, one of those terrific storms with which the late autumnal navigators of that "Sea of the Woods" are all too familiar, overtook them. The weather was intensely cold for the season; the air was filled with snow and sleet; the chilled water made ice rapidly, encumbering the schooner and loading down her decks and rigging. As the gale increased, the tops of the waves were shorn off by the fierce blasts, clouding the whole atmosphere with frozen spray or what the sailors call "spoon-drift," rendering it impossible to see any object a few rods distant. Driving helplessly before the wind but in the direction of its place of destination, the schooner sped through the darkness. A last, near midnight, running closer than her crew supposed to the Canadian shore, she struck on the outer bar of Long Point Island, beat heavily across it and sunk in the deeper water between it and the inner bar. The hull was entirely submerged, the waves rolling in heavily and dashing over the rigging to which the crew betook themselves. Lashed there, numb with cold, drenched by the pitiless waves and scourged by the showers of sleet driven before the wind, they waited for morning. The slow, dreadful hours wore away and at length the dubious and doubtful gray of a morning of tempest succeeded to the utter darkness of night.

Abigail Becker chanced at that time to be in her hut with none but her young children. Her husband was absent on the Canada shore and she was left the sole adult occupant of the island, save the lightkeeper at its lower end, some fifteen miles off. Looking out at daylight on the beach in front of her door, she saw the shattered boat of the *Conductor*, cast up by the waves. Her experience of storm and disaster on that dangerous coast needed nothing more to convince her that somewhere in her neighbourhood human life had been, or still was, at peril. She followed the southwesterly trend of the island for a little distance and, peering through the gloom of the stormy morning, discerned the spars of the sunken schooner with what seemed to be human forms clinging to the rigging. The heart of the strong woman sunk within her as she gazed upon those helpless fellow creatures, so near, yet so unapproachable. They had no boat and none could have lived on that wild water. After a moment's reflection she went back to her dwelling, put the smaller children in charge of the eldest, took with her an iron

kettle, tin teapot and matches and returned to the beach at the nearest point to the vessel; and, gathering up the logs and driftwood always abundant on the coast, kindled a great fire and, constantly walking back and forth between it and the water, strove to intimate to the sufferers that they were at least not beyond human sympathy. As the wrecked sailors looked shoreward and saw through the thick haze of snow and sleet the red light of the fire and the tall figure of the woman passing to and fro before it, a faint hope took the place of the utter despair which had prompted them to let go their hold and drop into the seething waters that opened and closed about them like the jaws of death. But the day wore on, bringing no abatement of the storm that tore through the frail spars, and clutched at and tossed them as it passed, and drenched them with ice-cold spray - a pitiless, unrelenting horror of sight, sound and touch! At last the deepening gloom told them that night was approaching, and night under such circumstances was death.

All day long Abigail Becker had fed her fire and sought to induce the sailors by signals - for even her strong voice could not reach them - to throw themselves into the surf and trust to Providence and her for succor. In anticipation of this, she had her kettle boiling over the driftwood and her tea ready made for restoring warmth and life to the half-frozen survivors. But either they did not understand her or the chance of rescue seemed too small to induce them to abandon the temporary safety of the wreck. They clung to it with the desperate instinct of life brought face to face with death. Just at nightfall there was a slight break in the west; a red light glared across the thick air as if for one instant the eye of the storm looked out upon the ruin it had wrought and closed again under lids of cloud. Taking advantage of this, the solitary watcher ashore made one more effort. She waded out into the water, every drop of which as it struck the beach became a particle of ice, and, stretching out and drawing in her arms, invited by her gestures the sailors to throw themselves into the waves and strive to reach her. Captain Hackett understood her. He called to the mate in the rigging of the other mast, "It is our last chance. I will try! If I live, follow me! If I drown, stay where you are!" With a great effort he got off his stiffly frozen overcoat, paused for one moment in silent commendation of his soul to God and throwing himself into the waves, struck out for the shore. Abigail Becker, breast-deep in the surf, awaited him. He was almost within her reach when the undertow swept him back. By a mighty exertion she caught hold of him, bore him in her strong arms out of the water and, laying him down by the fire, warmed his chilled blood with copious draughts of hot tea. The mate, who had watched the

rescue, now followed, and the captain, partially restored, insisted upon aiding him. As the former neared, the recoiling water baffled him. Captain Hackett caught hold of him but the undertow swept them both away, locked in each other's arms. The brave woman plunged after them, bore them, clinging to each other, to the shore and up to her fire. The five sailors followed in succession and were all rescued in the same way.

A few days after, Captain Hackett and his crew were taken off Long Point by a passing vessel and Abigail Becker resumed her simple daily duties without dreaming that she had done anything extraordinary enough to win for her the world's notice. In her struggle every day for food and warmth for her children, she had no leisure for the indulgence of self-congratulation. Like the woman of Scripture, she had only "done what she could" in the terrible exigency that had broken the dreary monotony of her life.

It so chanced, however, that a gentleman from Buffalo, E.P. Dorr, who had in his early days commanded a vessel on the lake, found himself shortly after at a small port on the Canada shore not far from Long Point Island. Here he met an old shipmate, Captain Davis, whose vessel had gone ashore at a more favorable point and who related to him the circumstances of the wreck of the *Conductor*. Struck by the account, Captain Dorr procured a sleigh and drove across the frozen bay to the shanty of Abigail Becker. He found her with her six children, thinly clad and barefooted in the bitter cold. She stood there, six feet or more of substantial womanhood - not in her stockings, for she had none - a veritable daughter of Anak, broad-bosomed, large-limbed, with great, patient blue eyes, whose very smile had a certain pathos, as if one saw in it her hard and weary life-experience. She might have passed for an amiable giantess or one of those much-developed maids of honor who tossed Gulliver from hand to hand in the court of Brobdignag. The thing that most surprised her visitor was the childish simplicity of the woman, her utter unconsciousness of deserving anything for an action that seemed to her merely a matter of course. When he expressed his admiration with all the warmth of a generous nature, she only opened her wide blue eyes still wider with astonishment.

"Well, I don't know," she said slowly, as if pondering the matter for the first time, "I don't know as I did more'n I'd ought to, nor more'n I'd do again."

Before Captain Dorr left he took the measure of her own and her children's feet and on his return to Buffalo sent her a box containing shoes, stockings and such other comfortable articles of clothing as they most needed. He published a brief

account of his visit to the heroine of Long Point, which attracted the attention of some members of the Provincial Parliament, and through their exertion a grant of one hundred acres of land on the Canada shore near Port Rowan was made to her. Soon after she was invited to Buffalo, where she naturally excited much interest. A generous contribution of one thousand dollars to stock her farm was made by the merchants, ship-owners and masters of the city, and she returned to her family a grateful and, in her own view, a rich woman.

When the story of her adventure reached New York, the Life-Saving Benevolent Association sent her a gold medal with an appropriate inscription and a request that she would send back a receipt in her own name. As she did not know how to write, Captain Dorr hit upon the expedient of having her photograph taken with the medal in her hand and sent that in lieu of her autograph.

In a letter dictated at Walsingham, where Abigail Becker then lived - a widow cultivating with her own hands her little farm in the wilderness - she spoke gratefully of the past and hopefully of the future. She mentioned a message received from Captain Hackett, who she feared had almost forgotten her, that he was about to make her a visit, adding with a touch of shrewdness, "After his second shipwreck last summer, I think likely that I must have recurred very fresh to him."

The strong lake winds now blow unchecked over the sand-hills where once stood the board shanty of Abigail Becker. But the summer tourist of the Great Lakes who remembers her story will not fail to give her a place in his imagination with Perry's battle-line and the Indian heroines of Cooper and Longfellow. Through her the desolate island of Long Point is richly dowered with the interest which a brave and generous action gives to its locality.

1877

April 13, 1877

The lighthouse on Bois Blanc was first illuminated this year on Friday night, April 6th.

The harbor of Port Stanley is open. The *Saginaw* will be placed again on the Cleveland route.

Capt. Scott of Tyrconnel is fitting out the *Alma Munro* at Port Stanley for the



Bois Blanc Lighthouse
Line drawing by M. Sfalcin

season's business.

The *Jay Cooke* is getting uneasy in her little bed and may leave for Sandusky Saturday or Monday.

Capt. Trotter and Allen are both in Milwaukee fitting out their respective craft for the season's business.

The schooner *Elgin* of Port Stanley is now fitting out at the C.S.R. dock and will go to Bay City for timber for Kingston.

The *Northwest* passed this port on her first trip down this season about 7 o'clock on Tuesday morning last. She took on some fuel at Fraser's dock on her way down.

The *Lake Breeze* is now making regular trips, having gone down as far as Pelee Island on Tuesday. She found no ice and will run over to Put-in-Bay on Saturday.

The scow *Emma* arrived down from Windsor last Friday afternoon with 150,000 shingles for Mr. Geo. Cooke and a quantity of blacksmiths' coal for Mr. J.H. Leggatt.

The St. Clair River line will, as heretofore, consist of the *Evening Star* and *Milton Ward*, both of which boats are ready to commence their trips on the opening of navigation.

The opening of the Welland Canal is not looked for within two weeks; but the canal is reported clear of ice between Welland and Port Robinson, and dredging has commenced on section 25.

The barque *Fellowcraft* of Port Burwell, Capt. Dan. Foster, is at present loading with oak plank at the C.S.R. Dock for Quebec. She has been painted this spring and is now white bottom and black top.

The *Ruby* was advertised for an excursion trip from this town to Detroit last Tuesday evening to accommodate those wishing to attend the Bauer-McLaughlin wrestle, but there was too much ice and the trip was abandoned.

The boats of the Northwest Transportation Company are the *Quebec*, *Ontario*, *Manitoba*, *Sovereign* and *Asia*. *Manitoba* and *Sovereign* will run from Windsor in place of the *Sovereign* and *Asia* as last year. *Asia*, *Quebec* and *Ontario* will start from Sarnia.

The steam tug *Ontario*, which was sunk at Chatham owing to the ice settling away from the hull and drawing out the oakum and thereby admitting the water, is now completely submerged to the depth of 7 feet. The ice floe carried off her wheelhouse and smokestack but they are both secured.

The wheat-carrying capacity of the vessels now at Chicago is placed at

5,758,000 bushels; last year it was calculated at 3,720,000. An engagement was made last week of the schooner *Ætna* for 31,000 bushels [of] wheat from Chicago to Port Colborne at 4c. Two other vessels made engagements for corn to Buffalo at 3c.

The *Algoma Pioneer* says:-Mr. W. Van Abbott has just returned from a visit to the eastern port of Lake Superior and reports the ice to be of a very trifling character. From Mi Mas upward the lake is open and the ice in the bays is very thin. A few days of the fine weather we are now getting will remove a great portion of it. With the main body of the lake free from ice and fine weather at the upper end, a very early visit of the steamer to Thunder Bay may be reasonably expected.

Tug Captains.-The appointments of tug commanders are not quite complete, but so far as yet made are as follows: The *Winslow*, Capt. Mart Swain; *Mocking Bird*, Capt. Frank Danger; *River Queen*, Capt. Byron Inman; *Oswego*, Capt. Ed. Tormey; *McClellan*, Capt. Dan McKenzie; *Balize*, Capt. Low Cook; *Brockway*, Capt. Chris Moore; *Kate Williams*, Capt. Josh B. Markee; *Moore*, Capt. Allen Fick; *Owen*, Capt. Frank Welcome; *Clark*, Capt. Daniel Meisel; *Goodnow*, Capt. John Miner; *Johnson*, Capt. Sol. Rummage; *Livingston*, Capt. Alex Rattery; *John Martin*, Capt. Gatfield; *Merrick*, Capt. Phil. Young; *Frank Moffat*, Capt. John Cornwell; *Niagara*, Capt. James Mellen; *Prindiville*, Capt. Cyrus St. Clair; *Torrent*, Capt. W.H. Rolls; *Crusader*, Capt. Ballentine; *Gladiator*, Capt. Charles Hughes; *J.H. Martin*, Capt. Curtis; *Sampson*, Capt. Finley; *Vulcan*, Capt. Thos. Hackett; *Andrew Smith*, Capt. Thos. McGowan. The names of the skippers for the *Hector*, *Castle*, *Sweepstakes*, *Brady* and *Kate Moffat* are not yet announced, nor is it known positively whether these last-named crafts will go into commission or not.

The "Ruby".-The *Ruby* got off the bar at Wyandotte with the assistance of the *Lake Breeze* on Thursday evening of last week, the only damage sustained being the breaking of a couple of stanchions and a small piece of the port bow. She began her regular trips between here and Detroit on Friday morning. She leaves Amherstburg every morning at 7 a.m. Detroit time and arrives in Detroit about 9:30. Returning she leaves Detroit at 4 p.m. and arrives at Amherstburg at 6 p.m. Kevill & Co.'s dock at the foot of Gore Street is where she calls at this port this year. Having been freshly painted, grained and garnished throughout, refurnished, newly carpeted and upholstered, the *Ruby* is now in splendid trim for the season's work and will undoubtedly enjoy a much larger freight and passenger business than ever before. Her machinery has also been greatly strengthened. Capt. Henry Hackett of the *Ruby*

will reside in Amherstburg this year and Mr. A. Botsford's stone house on the river bank is being fitted up for him. The fare for the round trip to Detroit and return will be 75 cents, the *Ruby* owners and the Canada Southern Company having made an agreement to each charge that fare during the season.

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April 20, 1877

The *Jay Cooke* made her first trip to Put-in-Bay and Toledo on Monday.

The propeller *Van Allen* left Windsor for Chatham on Wednesday to load lumber for Quebec.

The schooner *Thomas R. Merritt*, the first vessel from the Welland Canal this season, passed up Sunday.

Capt. Thomas Honnor will command the tug *Castle* this season and Capt. D. Girardin the tug *Hector*.

Capt. John Duncanson left for St. Catharines on Tuesday to fit out his steam barge *Lincoln*, now lying at that port.

The *Ruby* towed the barge *Joseph* from this port and the *Emerald* from Wyandotte to Detroit on Saturday evening.

The steamer *Armenia* will sail from Sylvester Bros. wharf, Toronto, about the 1st May for Sydney, C.B., bringing back coal.

It is reported that a charter has been made with a Canadian vessel for a cargo of oil to some port on the Mediterranean at \$1.50 per barrel.

B. Whittaker & Son of Detroit report the schooner *W.Y. Emery*, oak ties, Amherstburg to Port Colborne, at 8c. gold per piece, on rail.

The steam barges *Ada E. Allen* and *Rouge* and the scow *Hugh Coyne* have loaded with stone at T.B. White's dock, the former for Windsor, the two latter for Detroit.

Captain Pollock of Port Stanley leaves for Hamilton next Monday to take command of the *Lake Erie*, one of the Lake and River Steamship Company's boats.

The first steamer of the season for Duluth and Prince Arthur's Landing will leave Windsor about the 1st of May or sooner if the St. Mary's River and canal are opened.

The steamer *Swallow*, Capt. James Chase, is being fitted out at Trenton, across the river. Capt. John Duddleson of Trenton will command the propeller *Nashua* this season.

The scow *Mary Lydia* ran aground near the head of Bois Blanc on Thursday



morning and was pulled off by the *Minnie Morton*. She is on her way down the shore to load ties.

The tug *Admiral Porter* called here on her way to Quebec on Wednesday afternoon. She struck Kolfage's dock while coming around and damaged it about \$20 worth. She now belongs to Hewitt & Co. of Quebec.

At Windsor the schooner *Fanny Campbell* has been fitted out for the timber trade and will load at Toledo. The schooners *McRae*, *Laura* and *Sligo* are also fitting out for the timber trade and will load at Saginaw Bay for Kingston.

The tug *Andrew J. Smith* is now being fitted out for service and will be the first of her class to go nosing around for vessels this season. She in connection with the tugs *Crusader*, *Gladiator*, *Brockway* and *Frank Moffat* are going to pool their earnings this season.

The ferry *Excelsior* arrived down on Monday night from Port Huron and took her position on the route between Detroit and Windsor next day. On her way down she passed the steamers *J.W. Steinhoff* and *City of New Baltimore* and the wood barges *Coral* and *Island*, fast in the ice at the Flats, about two miles above the canal.

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May 4, 1877

The *Mary Battle* has left the Welland Canal to load ties at Wheatley.

The N.T. propeller *Nashua* and *City of New York* wooded at Kingsville on their way up last week.

The schooner *Sasco* has loaded 3500 ties for Safford at Hackett's dock. The schooner *Erie Stewart* also loads ties at Hackett's.

The schooner *Theodore Perry* arrived up from Cleveland Thursday night of last week with 160 tons of Massillon coal for J.G. Mullen & Co.

The low water on the lime kilns is already causing trouble. The steamers *Montana*, *Waverly* and *Arabia* all scraped their bottoms on their way down last Monday.

The steam barge *Lincoln*, Capt. J. Duncanson, called here Thursday of last week on her way to load timber at Bay City. Four horses were hoisted on board here.

Mr. Wm. Sanders of Trenton has the frame of a third-class yacht completed at that village. The dimensions of this craft will be 26 feet over all, 8 feet 3 inches beam and 28 inches depth of hold.

This week Mr. Thomas Ouellette loaded 3000 ties on the schooner *W.Y. Emery* for Port Colborne for the Grand Trunk Railway. She receives 8 cents a tie and will

carry another cargo at the same.

Mr. Battle of Thorold had an offer of chartering the *Mary Battle* with a load of timber from Windsor to Great Britain at \$6400. He refused it, however, there not being a return cargo guaranteed.

The tug *Wilcox* of Toledo, while following a dredge to Pelee Island on Sunday night, struck on the reef near Gibraltar and sank. All the crew managed to get on the dredge, from which they were rescued by some parties from the island.

It was so stormy on Lake Erie on Monday night that the *Lake Breeze* did not leave Put-in-Bay till quite late and did not arrive at Amherstburg till 10 p.m. She did some slight damage to her bulwarks by striking against Leamington dock on her upward trip.

The barge *Frank Perew* arrived up on Tuesday and was towed over to Gibraltar by the *Minnie Morton*, there to load the two large gates for the Sault Ste. Marie Canal, constructed by Messrs. Linn & Craig. The *Morton* brought her back to this port on Wednesday afternoon and she was taken in tow by the steam barge *D.M. Wilson*.

The steam barge *Van Allen* received part of her load at Chatham last week and then came down to the Canada Southern dock where Mr. T. Ouellette put some oak timber on board. She left for Quebec on Tuesday towing the schooner *Grace Amelia*, which had been loaded at Thomas' mill and the C.S. dock. The *Grace Amelia* has been chartered for four trips at \$12 per thousand.

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May 11, 1877

The Lachine Canal is now open for navigation.

The schooner *Golden Rule*, now discharging coal at Detroit, will load here with ties for Safford.

On Saturday the scow *Emily & Eliza* arrived up from Cleveland with a cargo of 127 tons of Blossburg coal for J.H. Leggatt.

On Saturday morning the scow *Belle Eliza* arrived up from Cleveland with 213 tons of Massillon coal for J.G. Mullen & Co.

On Thursday night of last week the scow *E.K. Kane* arrived up from Sandusky with 132 tons of coal for the *Ruby*, which she discharged on Kevill & Co.'s dock.

The steam barge *R.J. Hackett*, Capt. C. Allen, passed up on Wednesday, she and her consort, the *McGregor*, having just delivered 2400 tons of iron ore at Cleveland.

The schooner *Morning Star* got ashore on the upper end of Grosse Isle on



Saturday morning. She succeeded in getting off the same afternoon with the assistance of the tug *Oswego*.

The steamer *Eighth Ohio*, Detroit, purposes [sic] to carry passengers between Windsor, Detroit and points up the river, commencing her regular sailings in about two weeks. Scott and Brown, owners.

This week the schooner *Fellowcraft* loaded at the station and at Kevill & Co.'s dock here with about 150,000 feet of oak timber for Quebec from Messrs. T. Ouellette, M. Barrett, E. Dunstan and Cox, Campbell & Co.

The River St. Clair is still jammed up with ice and boats cannot get either up or down. Over seventy vessels are caught by the blockade, which has never in the memory of the oldest lake captains continued so late in the season.

The tug *Minnie Morton* sprang a leak on Saturday night and they were obliged to keep the pumps going all the time till Tuesday, when they ran her on the beach near Fraser's and found the leak to be from a worm hole in the plank, which was easily stopped up.

The steam barge *Raleigh* and her consort, the *Kate Winslow*, both grazed the lime-kiln rocks on their way down about 7 o'clock Tuesday evening. The *Winslow's* steering gear was damaged and they came in to Mullen's dock and were put in order on Wednesday.

The schooner *Huron*, the first vessel with stone from Pelee Island, arrived on Tuesday morning of last week at Lawson's wharf, Thorold, and commenced unloading on Wednesday. She carried about 200 yards of stone, which is to be used on Lobb, Dawson & Murray's section 12 on the Welland Canal.

The Bar Point Lightship was placed in position on the 2nd inst. On the day previous the spar buoys were located on the shoal at the same point. Heavy draught boats should pass midway between the striped and black buoys, where there is good water. On no account should large ships pass eastward of the black buoys, as there is only 13 feet of water there.

The schooner *Wm. S. Crosthwaite*, loaded with coal for Milwaukee, ran aground on the southwest point of Bois Blanc on Saturday forenoon. The tug *Minnie Morton*, with the schooner *Fellowcraft* as a lighter and a gang of men, went to her assistance and got her off on Sunday morning after lightering [sic] over 100 tons of coal. She was brought to Mullen's dock, where the coal was reloaded.

The Northern Transit Company have contracted to transport 7000 tons of railroad iron from Oswego to a Lake Superior port on the Canada shore, the iron

being intended for the Canadian railroad in course of construction. But further still, the line propose putting on the propellers *City of New York*, *Maine* and *Milwaukee*, not only to transport the iron, but to engage in the passenger and freight traffic to Lake Superior ports.

The schooner *Brightie*, bound up under full sail at noon on Saturday last, ran too close to the U.S. contractors' dredge at work on the lime-kilns and struck and carried away one of the dredge's spuds with her anchor. The *Brightie's* bowsprit also swept over the dredge, knocking down her smokestack and doing other damage, while the collision caused the other spud to give way. The damage to the dredge will amount to fully \$600, which will be collected from the *Brightie*.

The Vessel Owners' Association of Detroit have sent invitations to vessel owners at every port on the Lakes, Canada included, urgently requesting them to send one or more delegates to the convention at Detroit on Wednesday the 16th, to consider the feasibility of any plan of relief from the present ruinous competition amongst themselves of carrying freight at less than cost and to ask the co-operation of the marine underwriters in securing a more thorough and equitable classification for their vessels.

On Sunday morning about 7 o'clock the large four-masted schooner *G.W. Adams*, in tow of the steam barge *Graves*, bound for Buffalo, ran on the rocks at the lime-kilns about the same place the *Pelican* was on, and was out fourteen inches at the stern and nine forward. She was loaded with 84,000 bushels of corn. Two lighters were obtained from Detroit and on Tuesday morning, after some 17,000 bushels of grain had been taken out of her, she was pulled off by the tug *Winslow*, undamaged, and brought to the docks here to receive her lighterage back. The *Adams* left for Buffalo Wednesday evening.

The large schooner *Pelican*, in tow of the steam barge *Egyptian* and loaded with 55,000 bushels of wheat for Buffalo, struck the works at the lime-kilns on Friday morning last about 2 o'clock and ran hard on, swinging directly across the channels. Pending the settlement of the disputed location in Canadian waters, she lay there till the steam barge *Cormorant* went to her assistance on Saturday morning and lightered her and, the water having risen, she was got off with little damage. She was brought to the dock here, received her cargo and proceeded on her voyage.

A disastrous collision took place on Lake Huron Monday night, resulting in the total loss of a fine bark, the criping of one of the finest steamers of the lakes and the loss of at least two lives. The steamship *David W. Rust*, bound up, coal laden, and



the bark *Francis Berriman* collided at about 10:30 when about 20 miles southeast of Thunder Bay. The blow given the bark was a terrible one and she sank in 15 minutes in very deep water. Two lives were lost, presumably those of the schooner's crew. They were Andrew Halcrow and Charles Meyers - both of Milwaukee. Eight men were saved by the *Rust*. The latter craft is in a terribly shattered state and barely succeeded in getting into East Tawas, where she is in a sinking condition. The lost bark was laden with 40,000 bushels of wheat and the *Rust* was coal laden. The officers of the latter have sent for pumps and a tug to help her. The *Francis Berriman* was a splendid craft and was valued even in these times at perhaps \$30,000, though she must have cost twice that amount.

About three o'clock on Friday morning, as the propeller *Colorado* was proceeding down the St. Clair River and when at the southeast bend, she collided with the schooner *R.J. Gibbs*, bound up. The bow of the propeller struck the schooner forward of the main rigging on the starboard side, tearing a large hole in her, through which a large quantity of corn rushed out, thus for a few minutes preventing the schooner from sinking. On the collision of the two vessels the captain and crew of the schr., thoroughly alarmed, clambored aboard the propeller, and the schooner, with all canvas spread, sailed off in the darkness like a phantom ship. Her run, however, was short, for inside of eight minutes from the time of the collision she lurched to the starboard and sank in about twelve feet of water. The *Colorado* proceeded on her way and when a short distance below the scene of the accident she met a propeller bound up, the officers of which were warned to look out for a schooner that was sailing wild with no one at tiller or rope. A jacket was constructed over the bows of the propeller, which had suffered some damage, and at about seven o'clock she entered the Detroit River and stopped just below Windsor, where the crew of the schooner, together with a Maltese cat that had escaped from the same, were landed. Divers were set to work on her immediately after the arrival of the propeller, that she might make an early departure for Buffalo. The *Gibbs* is owned by Fred. L. Wells of Port Huron and she was loaded with 8100 bushels of corn and was bound from Toledo to Sarnia. On Saturday at noon the *Colorado* passed this port on her way to Buffalo.

**The Lime-Kilns.**-On Monday the *Detroit Free Press*, in order to have a fling at the Canadian Government, assumed that the work on the lime-kilns was not being properly carried on. As it is, the American and not the Canadian Government, who are doing this work, the blame if any must attach to the former. It says:-"About two

weeks ago the engineers under charge of the Canadian Government began operations at the Lime-kiln crossing for the purpose of improving that passage. To obtain an increased depth of water, blasting of the rocks was resorted to. This was well and good, but as it is reported that the loose rocks obtained by blasting have been dumped and left directly in the centre of the channel, on a line of the range lights and in the pathway pursued by all vessels, vessel men complain that this has increased the dangerousness of the passage and formed a serious obstacle to navigation."

Mr. H.A. Leavitt, who has charge of the operations here on behalf of the American Government, furnished the following explanation in reply to the assertions of the *Free Press*:-

The blasting and dredging operations are conducted at a point directly abreast of the Canada Southern Railroad wharf and at a distance of 360 feet from it. The space occupied in blasting and dredging is about sixty-five or seventy feet in width and 140 feet in length. During the day a dredge is constantly at work there and at night a float with lights is placed directly over the rocks below the surface. The water around the boulders is fully 16 feet in depth. A clear passageway of ample depth can be found on either side. The inner side is preferable. By giving the dredge or float a clearance of twenty-five or thirty feet, a safe passage can be easily made. To avoid all danger, downward-bound vessels should not haul up in coming in range of the Bois Blanc lights, as the boulders lie in a direct range with them, but continue on until abreast of the lower end of the Canada Southern wharf. If the weather is favorable the operations will be completed in six or seven weeks.

On Wednesday morning Capt. Al. Briggs, commodore of the Anchor line, Capt. W.D. Robinson, insurance inspector, and Mr. O.J. Jennings, one of the contractors for the work on the crossing, arrived in Amherstburg for the purpose of inspecting the channel at the crossing and taking soundings on both sides of the work in order to report upon the most desirable course for deep draught vessels to take so as to avoid the dangers at the crossing.

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May 18, 1877

The schooner *Ayr* has loaded with timber at Ruthven.

Mr. S. Wigle has loaded the *Northia* of Hamilton with timber at Colchester.

The scow *Ida Bell* took a load of wood from Kingsville to Cleveland last week.

The Colchester Lightship has been in position now for nearly three weeks on the

reef off Oxley.

The schr. *H.A. Lamars* of Black River from Cleveland with a cargo of coal for Mr. C.J. Mills arrived in Windsor on Tuesday evening.

The propeller *Riverside*, which ran between Detroit and Sugar Island last summer, has gone to Lake Michigan to run between Chicago and Grand Haven.

The ice jam at the St. Clair Flats gave way on Monday afternoon, and all day Tuesday the river was as full of steam and sailing craft as at any time during the busy seasons of 1872-'73.

The schooner *Golden Rule* arrived here last Friday morning and loaded with 6040 ties for H.A. Safford at Kevill & Co.'s upper dock. She gets 7c. a tie for carrying them to Buffalo.

The *Mary Rose* of Windsor took a cargo of saw dust from Thomas' mill on Monday to Windsor, to be used in packing the walls of Messrs. Girdlestone, Orris & Co.'s new pork packing house at Walkerville.

The barque *Menominee* will be converted into a barge for the purpose of carrying lumber between Saginaw and Lake Erie ports. In the shape of a barge the *Menominee* will carry 300,000 feet of lumber.

Mr. W. Scott has loaded the *Erie Queen* at Kingsville and Leamington with stave bolts for Buffalo, and the *Guelph* with 4500 ties from Leamington and Ruthven on account of Mr. R. Taylor of Buffalo.

A new iron steamer is being built at Buffalo and it is said there that it is intended to put her on the route between Toronto and Niagara in connection with the Canada Southern Railway. The steamer is not launched yet.

The *Europe* arrived up from Montreal on Saturday morning, the *Scotia* from the same port on Wednesday afternoon and the *Alma Munro* on Thursday all discharged freight on Kevill & Co.'s dock for merchants in town and along the lake shore.

Joseph McCracken has loaded three vessels with square timber within the past few days - one at Leamington, one at Wheatley and one at Buckhorn. The timber at Buckhorn averaged 100 feet to a stick and will be among the finest shipped to Montreal this season.

The schooner *Theodore Perry*, bound down with staves, got on the rocks at the southwest end of Bois Blanc at noon on Saturday. The *Minnie Morton* with the scow *Idea* went to her assistance on Saturday night and, after lightening her, pulled her off on Sunday forenoon.

Scow *Hugh Coyne* of Cleveland, with a cargo of building stone for Detroit,

sprang a leak near the North Harbor on Tuesday night of last week and sank. The crew of three men arrived here in an exhausted state after being forty-eight hours in their small boat without food.

The schooner *Dunford* ran aground at the lower end of Fighting Island in Canadian waters on Wednesday morning. The American tug *J.H. Martin*, in disregard of the regulations, pulled her off, although the *Morton* was ready to do the work. Trouble is brewing for somebody.

The steamer *Keweenaw* of Ward's Line, Detroit, passed up on Sunday morning from Buffalo, having on board a large party of Mennonites just arrived from Europe, who are *en route* for Manitoba. They had with them a very large stock of house furniture, horses, cattle, pigs, fowl, &c., &c.

Last week Mr. H.A. Safford loaded several vessels with ties along the lake shore. At Ruthven the *Young America* took 4000; at Canfield's dock, the *Telegraph* took 3300; at Hackett's the *Erie Stewart* took 4000; and the *Garibaldi* took 2200; and at Kingsville the *D. Freeman* took 3200. All are shipped to Gordon of Buffalo.

Mr. Alex. Crawford has associated himself with Messrs. Campbell & Schulenburg in the towing and wrecking business and the steam tug *Prince Alfred* has been secured for the business. With her and the *Geo. H. Parker* the company are now enabled to attend to all the wrecking and towing operations that may come within the jurisdiction of the Dominion on the upper lakes.

The Americans never fail to compel Canadian craft to comply with their regulations. Captain Moreland of the Canadian barque *Arabia* has been fined at Chicago \$20 for not reporting at Sheboygan in the straits as required by law. The Captain says it would have been unsafe for him to attempt landing with a small boat at Sheboygan to report and besides he had only stone ballast on board.

As the large schooner *David Vance* was sailing down the lake near Point Pelee on Tuesday night about 9:30 she struck the barge *Brunette*, in tow of the *Wetmore*. The result was that considerable damage was done to the *Brunette*, while the port bow of the *Vance* was stove in. The *Vance* came in here and made temporary repairs, after which the tug *Castle*, Capt. T. Honors, towed her to Buffalo.

Three thousand pounds of nitro-glycerine, brought to Oswego in wagons from North Adams, Mass., for shipment to Port Colborne, was shipped recently in the schooner *Mowbray*. It is estimated that this amount of glycerine has sufficient explosive power to blow up the city of London. 1500 lbs. is to be used for blasting purposes in the Welland Canal and 1500 pounds is to be used on the lime-kilns at

Amherstburg.

The *Detroit Tribune* says:-"The masters of vessels which last season landed cargoes of deals at Amherstburg on clearances for Gibraltar did not act intelligently and may be assessed for tonnage tax. In order to successfully evade the tax, vessel-masters having cargoes for a Canadian port must clear for some American port beyond and after discharging the foreign cargo must at least go into the American port cleared for."

On Friday afternoon about three o'clock, as the tug *Crusader* was bound down the river with a tow of five vessels, two of her tow, the *Owasco* and *Our Son*, struck the drills of the party at work at the lime-kilns and bent them considerably and caused a suspension of work, several of the men on the dredge jumping on the tug and the vessels. The *Owasco* lost an anchor in mid-channel and she and the *Our Son* received other slight damages.

At Port Huron Sunday the tug *River Queen*, while towing the schooner *Bridgewater*, caught fire over the boiler and was badly damaged. Her deck and upper works off the Captain's room were entirely destroyed. The loss is estimated at \$1000. The tug was owned by Capt. S. Grummond and Martin Swain and valued at \$10,000. She was insured for \$3500 in the Detroit Fire & Marine Insurance Company of Detroit. Capt. Thos. Allen and Maurice Barrett of the *River Queen* were both slightly burned around the face.

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May 25, 1877

The *Ida Bell* brought to Kingsville from Cleveland a partial load of stoneware for the village merchants.

Over 300,000 cubic feet of ship timber has been forwarded to England via Kingston from Toledo since the opening of navigation.

The building of the new wharf at Crawford's dock, Windsor, for the use of the Northwest Transportation Co. is being energetically pushed forward.

The schooner *Iosco* on Saturday last discharged 700 barrels of land plaster for G.W. Girdlestone & Co. at the Great Western Railway dock, Windsor.

The steamer *Quebec* of the Northwest Transportation Company's line left Windsor on Friday last and Sarnia on Saturday with a full load of passengers and freight for Duluth and Prince Arthur's Landing.

The propeller *Arcadia* from Montreal discharged freight on Kevill & Co.'s dock here on Sunday morning and then proceeded to Windsor with 15,000 fire-brick,

manufactured in Scotland, for the Windsor Gas Works.

The steamer *Ruby* caught fire in the engine room while lying at the foot of Wayne Street, Detroit, about two o'clock on Saturday afternoon. The fire was discovered before it had made much headway and extinguished with the pump and buckets. The wood work was badly blistered. Loss about \$50. Two of the crew - Hiram Kirtley and Richard Wilson - lost their coats.

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June 1, 1877

The *Ida Bell* has taken a cargo of spokes from Leamington to Sarnia.

The tug *Frank Tracey* came out last week in a new coat of paint, with cabin of greenish hue.

The propeller *Canada* from Montreal discharged freight on Kevill & Co.'s dock Thursday of last week.

Mr. J.C. Thompson has placed topmasts in the little schooner *Star* and is fitting her out very completely.

The yacht *Cora* has been fitted out and is now on her first cruise for the season to the St. Clair flats.

The steam barge *Oakland* struck a rock at West Sister Island and lies sunk in eight and a half feet of water.

On Monday last the schooner *Pierrepoint* arrived here from Sandusky with 209 tons of coal for Mr. S. Fraser.

The steam barge *Van Allen* from Montreal discharged freight on Kevill & Co.'s dock on Wednesday evening.

The propeller *Wissahickon* ran aground on Grosse Isle on Monday morning. The tug *Oswego* pulled her off.

The scow *Lydia Mac* arrived up from Cleveland on Monday morning with 160 tons of Massillon coal for J.G. Mullen & Co.

Mr. T. Ouellette loaded 3000 ties on the schooner *W.Y. Emery* for Port Colborne at the Canada Southern and at Cooke's dock this week.

The *Young America* with 500 tons of coal, the *White Cloud* with 510 tons and the *Star* with 422 tons, all from Black River, discharged at the G.W.R. dock, Windsor, this week.

The American steamboat inspectors at Detroit are going to begin early this season to rigidly and thoroughly enforce the government regulations relating to overcrowding ferry and excursion boats.

The *Princess Alexandra* of Montreal, with a cargo of lumber from Lake Superior, owned by Messrs. Campbell & Schulenburg, arrived down on Saturday morning. She made the trip in three days.

The schooner *H.A. Richmond* delivered 300 tons of coal from Charlotte to Girdlestone & Co. of Windsor last Friday. On the same day the schooner *Picton* with 325 tons of coal from Sandusky and the *Star* with 432 tons from Black River discharged at the G.W.R. Co.'s dock.

A Sarnia, Ont., dispatch says the officers of the *Quebec* report that the Union propeller *Pacific*, ashore on the reef near Portage Lake, has her back broken. She is fast amidships, with stem and stern in deeper water. Those who have seen her think she will be a total loss, the dispatches say.

A wood-scow was burnt on Lake St. Clair Wednesday morning between Belle River and Stoney Point. The fire was witnessed by the passengers of a Great Western Railway train and it is reported that one of the crew was burnt to death. Neither the name of the man nor scow could be ascertained.

The steamer *Manitoba* arrived down from Lake Superior on Tuesday on her first trip this season. She has been thoroughly overhauled and newly painted and presents a splendid appearance. She brought down this trip over \$50,000 worth of furs. She again sailed on Wednesday with mails, passengers and freight.

The *Eighth Ohio*, now lying at Windsor, has undergone an almost complete transformation since last season. She has been housed in, had an upper cabin put on, with state-rooms and other accommodations for passengers. Her hull has been painted black, her upper works white, and she presents a very handsome appearance. She is expected to leave on Saturday to take her place on the route between Collingwood and the Sault, where she will run in connection with the Northern Railroad. Her name will be changed to "*Midland*" and a Canadian registry obtained.

The *Banner*, from Ruscom River with sand, arrived in Windsor on Saturday. She was considerably damaged by the gale on Tuesday last. By reason of the same gale the scow *Mary Alice* from the Ruscom threw overboard 10 cords of wood; the *H. Wood* had her deck torn up; the *Mary Jane*, loaded with sand, was compelled to throw it overboard; the *Golden Arbor* went ashore at Pike Creek; the *Julia Minor*, loaded with sand, was compelled to heave it overboard; the *Florence* sprung a leak and threw her cargo of sand overboard; the captain of the *Willis* was nearly drowned: while going aboard, his yawl capsized and he was thrown into the lake.

He would have been drowned had not the men of the *Banner* put out and rescued him.

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June 8, 1877

The schooner *Picton* of Picton, from Bing Inlet with lumber for Mr. Fox, arrived in Windsor Tuesday.

The schooner *S.H. Foster* of Cleveland, with 1200 tons of coal for Chicago, passed up last Friday morning.

On Wednesday night J.G. Mullen sold 100 tons of coal to the tug *Relief* and 17½ tons to the barge *Coffinberry*.

The scow *Ina* arrived up from Cleveland yesterday afternoon with 238 tons of Massillon coal for J.G. Mullen & Co.

The tug *Pringle* was burnt to the water's edge the other night in the St. Clair River, the crew barely escaping with their lives.

The schooner *New Dominion* of Toronto, from Georgian Bay with lumber for W.J. McKee, arrived at Windsor on Tuesday morning.

A three-masted, full canal-sized schooner, named the *St. Louis*, was launched from Shickluna's shipyard, St. Catharines, a few days ago.

The steam barge *W.S. Ireland* from Chatham, with 75,000 bricks for the Windsor Gas Company, arrived in Windsor Wednesday morning.

The steamers *Armenia* and *Prussia* sailed from Windsor on Tuesday for Green Bay to load with deals for Quebec for Campbell & Schulenberg.

The schooner *A. Bradley* arrived up from Cleveland on Sunday evening with 220 tons of Briar Hill coal and 40 tons of slack for J.G. Mullen & Co.

The N.W.T. Company's steamer *Ontario* brought down to Detroit on Tuesday 60 barrels of silver ore from the Duncan mine, Thunder Bay. She sailed from Windsor the same afternoon.

The schooner *Wm. Home*, in tow of the tug *McClellan*, ran aground at Wyandotte on Wednesday while the tug was bound in to take the schooner *Jane Bell* in tow. The *Home* was lightened off.

Lake Huron, by the engineers of the Michigan State Survey, is reported at 578 feet above the level of the sea and its average depth 1000 feet. Soundings have been



made in the lake as deep as 1800 feet without touching the bottom.<sup>8</sup>

The schooner *Golden Rule* from Black River, with 776 tons of coal, arrived at Windsor on Saturday and the schooner *J.G. McGrath*, with 427 tons from Sandusky, arrived there on Sunday. Both cargoes are for the G.W.R. Co.

The scow *Mary Lydia* has taken a load of heading<sup>9</sup> from Kingsville to Cleveland; the schooner *Neelon* has loaded timber at Cedar Creek and the barque *Alexander* at Oxley; the schooner *Erie Queen* has loaded bolts at Ruthven.

The tug *Winslow* arrived down Monday having in tow the Union propeller *Pacific* which was pulled off the reef near Portage, Lake Superior. The *Pacific* is not injured half so much as has been reported. She went on to Buffalo in tow of the *Winslow*.

The *Seaman* from Algonac discharged 250 tons of coal at Girdlestone & Co.'s dock in Windsor last week, while the steamer *N.C. West* discharged 220 tons of Cleveland coal for the N.W.T. Company. The schooner *White Cloud* from Black River discharged coal at the G.W.R. dock.

The steamer *Manitoba* sailed from Windsor last week for Lake Superior ports with between 30 and 40 passengers, among whom was Rev. Mr. Thompson of Sarnia, mails and a large cargo of general merchandise. Among other things she had a large shipment of provisions from the Victoria Packing House for the Hudson Bay Company. Mr. Bell of Hamilton shipped 14 horses on her for the northwest.

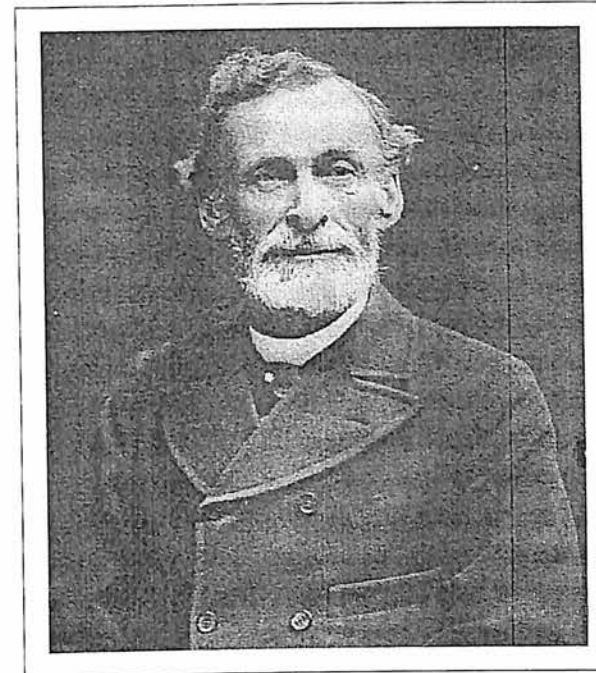
The C.P.R. Rolling Stock now at Point Edward is to be sent forward to Thunder Bay by the *Sligo*, a vessel owned by Mr. George Campbell of Windsor, which has been chartered by the North-West Transportation Company for the purpose. She will begin loading up in a few days. There are two locomotives and twenty cars to put on board, which, however, it is expected can be taken at one trip.

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June 15, 1877

The schooner *Guelph* arrived here yesterday to load ties for R. Taylor for Buffalo.

⁸According to Land of the Inland Seas (Wm. Donohue Ellis, published 1974 by American West Publishing Co.), Lake Huron is 578 feet above sea level, but its greatest depth is only 750 feet.

⁹likely barrel heads or material for making them



Capt. Francis B. Hackett.
Marsh Collection Society, P1275

At noon yesterday the steamer *Chief Justice Waite* passed here with a full load of excursionists from Toledo for Detroit.

Government Inspector of Steamboats Risley was at this port on Tuesday and inspected the *Minnie Morton* and *Transfer*.

The schooner *Gen. O.A. Gillmore* arrived up from Cleveland on Tuesday with 90 tons of Massillon coal for J.G. Mullen & Co.

Vessel masters report that the stakes in Grassy Island channel and at Wyandotte are set wrong, being several yards out of their proper position.

The schooner *Jessie Drummond* arrived in Windsor last week from Charlotte with 420 tons of coal for Girdlestone, and the schooner *Amaranth* arrived from Black River with 515 tons for the G.W.R.

The schooner *John G. Kolfage* of Amherstburg arrived here on Tuesday with 100 barrels of salt for M. Twomey and 100 barrels for J.H. Leggatt from Goderich. She discharged part of her cargo at Windsor.

The steamer *R.N. Rice* took fire at her dock in Detroit about 9:30 Sunday

evening and received \$35,000 damage, mostly internally. Insured for \$25,000. The *Pearl* will take her place for two months, when she will be repaired.

A sailor named Callary was sentenced to Sandwich gaol for two weeks on Friday by the Windsor Police Magistrate for disobeying the orders of Capt. Taylor of the schooner *J.G. Worts* while that vessel was in Canadian waters.

A private letter received from Quebec says that Messrs. Dobell & Co. of that city are now loading, all at once, forty ships for Europe with pine deals and oak timber. The same letter says there are now at Quebec 300 sail of English and other foreign ships, upper lakers and gulf coasters.

On Tuesday the schooner *Twilight* was loaded here with 200,000 feet of sycamore and balm lumber, shipped from here to Buffalo on account of Van Allen by Mr. George Cooke and by Mr. Ball of Chatham. She also took on some lumber at Thomas' mill in Anderdon.

The *Manitoba* arrived at Sarnia from Lake Superior on Saturday evening with a full load of freight, including five hundred bags of wheat and ten thousand dollars worth of furs from Hudson Bay. The *Asia* arrived Monday night with four hundred barrels of flour and twenty passengers. The captain reports foggy and stormy weather on the down trip.

The Western Transportation Company's propeller *Montana* on her passage down to Buffalo last week struck upon the rocks at the Lime-Kiln Crossing and suffered damages, which caused her to leak slightly. After discharging her cargo she was placed in dry-dock, when about six feet of her keel were found to have been carried away and one of her garboard strakes¹⁰ and a bottom plank broken.

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June 22, 1877

The steamer *Saginaw* will go on the Cleveland line in place of the *R.N. Rice*.

Mr. Simon Fraser has sold over 600 tons of coal to steam craft since the opening of navigation.

The actual damage to the *R.N. Rice* is \$42,000. Rumor has it that she will not be rebuilt, but will become a lumber barge.

A report was circulated about town last week that the tug *Goodnow* had blown up. She has passed up and down the river this week.

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<sup>10</sup> a continuous line of planks forming a hull shell; garboard strake, a plank forming part of the first strake.

The Northern Transit Co. has contracted to carry 2000 tons of freight from Oswego to Duluth. Supplies for the Northern Pacific railway.

The navigation of the Welland Canal was obstructed, the gates of number twenty-one lock having been carried away Monday morning by a passing vessel.

The propeller *Argyle* arrived at Windsor last week from Quebec with a cargo of Liverpool salt for Girdlestone, Orris & Co., which was discharged at their Walkerville premises.

The propeller *Alma Munro* passed up last week and discharged with G.W. Girdlestone & Co. about 40 tons of freight for Manitoba, to go by Ward's Lake Superior Line of boats to Duluth.

The tug *Andrew J. Smith* passed down Monday afternoon with the schooners *P.S. Marsh*, *John O'Neal*, *Annie M. Peterson*, *Oak Leaf* and *H.A. Richmond*, which she had towed from Lake Superior.

On Saturday evening about 6 o'clock, as the *Gladiator* was bound down the river with a tow of seven vessels, they began to swing in towards the dredge on the lime-kilns when a short-distance above the work, and the tow-line between the first and second vessels parted. The dredge was rapidly worked in towards shore while the tug *Isham* took hold of the vessels left behind by the *Gladiator* and got them safely over the crossing, thus narrowly averting a serious disaster.

On Monday forenoon an exciting race for a load of passengers took place between the ferryboats *Excelsior* and *Victoria*. The propeller *Lake Breeze*, with her load of excursionists, whistled on arriving at Sandwich for a ferryboat, to which she desired to transfer her passengers to avoid paying a fee for touching at an American port. In answer to her whistle the *Victoria* and *Excelsior*, which were lying at Windsor, started out together at full speed. The *Victoria*, however, was the first to reach the propeller and in return secured the passengers.

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June 29, 1877

The schooner *D.H. Keyes* took a cargo of moulding sand from Ruthven to Detroit last week.

Capt. Frank Hackett, with the *Minnie Morton*, is down at Eagle Harbor this week, fishing for anchors.

A deck hand on the *Cormorant* at the Sault got his leg caught in the bight of a line and was fearfully crushed.

The barque *Alexander* last week took a load of timber from Wheatley to



Ferry Victoria.

Dept. of Canadian Heritage: Fort Malden National Historic Site

Quebec. It was shipped by Scott & Coulson.

The *Lake Breeze* went into dry-dock at Detroit on Friday to have her shaft fixed and to have some other necessary repairs made. She came down again on Tuesday.

The steamer *Saginaw* grounded on Hickory Island while trying to land an excursion on Sugar Island Wednesday, and had some difficulty in getting off.

The *Ida Bell* has brought down from Georgian Bay to Leamington the lumber for a fine residence Mr. Lewis Wigle proposes to erect in that village.

The red buoy at the lime-kiln crossing was carried away about ten o'clock on Wednesday morning. As there is not sufficient money of the appropriation left to purchase a chain, the American authorities do not propose to replace it.

On the night of the 20th an unknown schooner ran into the Bar Point Lightship and caused her to drag her anchors together. The vessel, when hailed, refused to give her name. The tug *Prince Alfred* went down on Tuesday morning and put everything in order.

On Monday the propeller *Argyle* began loading 80,000 feet of oak and ash plank at Kevill & Co.'s upper wharf. It is being shipped to Quebec by Mr. M. Barrett for George Campbell. The *Argyle* also loaded 90,000 feet of oak and ash plank at Chatham and Windsor and 70,000 spokes at Chatham.

The tug *Tracy*, owned by Kevill & Co. of this town, has been chartered by Messrs. C.C. Barker & Co. of Syracuse, the contractors for the U.S. government work at Sand Beach, Lake Huron, and at Sault Ste. Marie. The *Tracy* left for Sand Beach last week. It is very probable she will be purchased by the above-named

contractors.

In reply to an enquiry made by A.R. Schulenburg of Windsor, Assistant Secretary of the Treasury French writes from Washington:—"Vessels ashore in American waters pass into the hands of U.S. customs authorities and cannot be taken possession of by alien wreckers." The same rule applies to vessels in Canadian waters, but it does not appear to have been generally observed by our neighbors across the line.

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July 6, 1877

On Tuesday last Mr. George Cooke loaded the schooner *Three Belles* with 70,000 feet of balm lumber for Buffalo.

Mr. S. Fraser sold 110 tons of coal to the steam barge *Isaac May* on her upward trip last week.

The steamer *Ruby* went down to Monroe last Friday morning, having been chartered to carry an excursion from that town to Put-in-Bay. There were so few to go that the *Ruby* returned to Amherstburg at noon, having accepted half her charter money. The *Excelsior* made the *Ruby*'s morning trip. The Lafayette Band, which went to Monroe with the *Ruby*, remained over here all Thursday night and furnished our citizens with considerable music.

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July 13, 1877

The scow *Maggie* arrived up from Sandusky last Friday afternoon with 74 tons of coal for the steamer *Ruby*.

The schooner *Fellowcraft* arrived here on Wednesday and will be laid up until a cargo of plank is made up for Quebec.

The schooner *Cape Horn* has been chartered to carry sycamore lumber from Amherstburg to Buffalo at \$1.25 per thousand.

The Messrs. Kirby of Wyandotte are now making drawings and specifications for a new iron boat to take the place of the *R.N. Rice* on the Cleveland line.

On Wednesday of last week Mr. T. Ouellette shipped 700 ties from Cooke's dock and 500 from the Canada Southern on the schooner *Sam Amsden* for Port Colborne.

On Wednesday of this week the steam barge *Ada E. Allen* took 200 ties from Cooke's dock and 400 from the Canada Southern, shipped by T. Ouellette to Point Edward.

The schooner *A. Bradley*, laden with coal from Cleveland and bound for Detroit, went ashore at Grosse Isle Sunday night. The *Hercules* got her off on Monday afternoon.

The steamer *Excelsior* has ascertained that the channel at Sugar Island is sufficient depth to permit her to land there and hereafter she will carry excursion parties to that place.

The schooner *Telegraph* took 700 ties from Kevill & Co.'s upper dock here yesterday to Buffalo on account of H.A. Safford. She had previously picked up about 3000 along the shore.

Mr. W.J. McGregor has been succeeded in the position of clerk of the steamer *Lake Breeze* by Mr. Henry Reaume of this town, who began to discharge the duties of the position on Tuesday last.

Last week the schooner *Grace Amelia* of Port Burwell took 150,000 feet of oak timber to Quebec from Thomas' Mill, the Canada Southern dock and Kevill & Co.'s upper dock. It was shipped by Messrs. Van Allen and Ball of Chatham.

The rate per ton to be paid by steamboat owners in Canada has been reduced from seven cents per ton to four cents per ton from the 1st of July, such duty to be paid once in every calendar year, to be in addition to the inspection fee imposed on the owner or master.

The steamer *Milton D. Ward* ran on the bottom at the head of Sugar Island last Friday evening while attempting to land for an excursion party which the *Jay Cooke* left there for her. The steamer *Ruby* went to her assistance that evening but did not get her off, and next morning the *Minnie Morton* went over but could do nothing on account of low water. The water rose on Saturday afternoon and about 7 o'clock the *Morton* again pulled on her and had little trouble in releasing her. Fortunately the excursionists had been taken off the island by the *Excelsior* before the *Ward's* arrival.

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July 20, 1877

The scow *S.B. Conklin* arrived up last Saturday from Sandusky with 122 tons of coal for the steamer *Ruby*.

This week H.A. Safford shipped 1700 ties and 308,000 hoops on the schooner *Picton* from Romney to Buffalo.

The schooner *Cape Horn* took 150,000 feet of sycamore lumber from the Canada Southern station to Buffalo last Saturday.

The propeller *City of St. Catharines*, now lying at Port Dalhousie, is to be sold by public auction on the 2nd of August next.

The schooner *Fate* arrived down from Inverhuron yesterday morning with 50 tons of hemlock bark for Mr. J.G. Kolfage's tannery.

Mr. George Cooke shipped 120,000 feet of cottonwood lumber on the *Fellowcraft* to Toronto from the Canada Southern station this week.

The propeller *Gordon Campbell* is about to undergo the pangs of transformation and will come out as a schooner or "three-and-after," it is said.

The schooner *New Dominion* of Toronto arrived here on Tuesday evening from Parry Sound with a cargo of 150,000 feet of pine lumber for Park & Borrowman.

On Sunday evening the schooner *Heather Bell* arrived here from Kincardine with 130 tons of hemlock bark for J.G. Kolfage, which she discharged on the dock at his tannery.

While the propeller *Asia*, from Sarnia, was nearing Goderich on Saturday last, a deck passenger, name unknown, fell overboard and was drowned. The body has not yet been recovered.

The elegant steam yacht *Orizabi*, owned by Commodore Howard of Buffalo, called here on her way up the lakes last Saturday on a pleasure excursion. She is over 100 feet long, is almost entirely housed in and cost \$25,000.

The U.S. government steamer *Haze* came up here on Friday last from Cleveland to render Major Leavitt all necessary assistance in locating the buoy on the lime-kilns. This done, she returned to Cleveland. It is hoped that all vessel men will be careful and not foul it or carry it away. All deeply laden vessels should keep within 200 feet of the C.S.R. dock before straightening up for Bois Blanc Ranges.

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July 20, 1877

The steamer "**Lake Breeze**" seized at Put-in-Bay by the U.S. steamer **Fessenden**! The steamer *Lake Breeze*, which plies between Windsor, Amherstburg, Leamington and Put-in-Bay, did not make her usual trip up on Monday last and there was considerable inquiry as to the cause, which was partially explained by a telegram from Capt. Laframboise to his family that they had gone to Sandusky. It was supposed that they had taken an excursion party over there from Put-in-Bay. The real reason, however, was apparent when the following telegram appeared in the *Detroit Free Press* of Tuesday morning, dated Sandusky, July 16th:-

"The steamer *Lake Breeze* was seized at Put-in-Bay today by the Government

steamer *Fessenden* for alleged violation of the revenue laws. She did not have proper clearance papers and had considerable brandy on board without a manifest for it. She was brought to this port and turned over to the Customs officers."

At the time of writing (Thursday noon) no more definite particulars of the matter have been obtainable in any quarter, either here, Detroit or at Windsor.

Some explanation of the manner in which the seizure was made may be gleaned from the following. About the 19th of June last a stranger registered himself at the Park House¹¹ here as W.H.H. Timmons of Cincinnati and remained here with the exception of occasional short absences till Saturday last. During the time he was here he made himself familiar with everybody, spent money freely and seemed to have no particular business. To one or two, he was in the U.S. secret service, but hinted his special business here to no one but the American Consular agent, Mr. Baxter. He made several trips down the shore on the *Lake Breeze* and seemed on intimate terms with all her officers and crew, all with the object, no doubt, of detecting any illicit traffic with the people of Put-in-Bay and bringing down the American authorities on the boat, with what success the action of the *Fessenden* has shown. If it can be proved that the *Breeze* has been engaged in smuggling in any way, it is probable she will be confiscated and sold, although there is a chance of her escaping with a heavy fine.

There was a rumor in Detroit yesterday that some of the officers were in prison and some restraint must have been placed on their liberty, as none of the crew have yet come up from Sandusky.

The man Timmons, referred to above, drew his salary regularly while here by drafts on the Collector of Customs at Sandusky. Should he have laid a trap for the *Lake Breeze*, as many suppose, it would not be advisable to show himself again in this neighborhood, or the feelings of the people might find vent in a coat of tar and feathers or some other summary means of dealing with such spies.

The *Toledo Blade* says:-"The propeller *Lake Breeze* was tied up in Put-in-Bay Saturday by the officers of the revenue cutter *Fessenden* for running from Canadian ports without having the necessary papers. It is thought by the officers that she has been engaged in smuggling, and a thorough investigation is to be made."

Capt. Goldsmith of the *Jay Cooke*, when bound down yesterday, stated that the

Breeze was anchored out in Sandusky Bay and none of those on board were permitted to leave her.

Great interest is taken in this matter by the people of this town, as her captain is the principal owner and all her officers and crew hail from this port.

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July 27, 1877

The propeller *Argyle* arrived here yesterday morning to take a load of oak and ash timber to Quebec.

The steamer *Ruby* took an excursion party from Wyandotte out on Lake Erie on Wednesday evening.

The *Ruby* will not make her noon trip to Amherstburg tomorrow, owing to the regatta at Grosse Isle.

The propeller *Lake Erie* delivered the season's supplies on board the Bar Point Lightship and for the Bois Blanc Lighthouse on Friday evening of last week.

The schooner *Twilight* will take 200,000 feet of sycamore lumber to Buffalo from the C.S.R. station. It is shipped by T. Ouellette on account of Van Allen and Ball of Chatham.

As will be seen by advertisement, the steamer *Lake Breeze* now leaves Leamington at 6:30 a.m. and Amherstburg at 11 a.m. on her upwards trips, arriving at Windsor about 1 p.m.

A rowing and sailing regatta is to take place at the Alexander House on Saturday of this week. Three silver cups are to be competed for. H. Kolfage of this town is one of the committee of management.

It is understood that the steamer *Rothsay*, lately running in opposition from Montreal to Quebec, is to be run in connection with the Canada Southern Railway from Montreal to Toronto after undergoing some slight alterations.

*Au Sable News* says: Daniel Bates, mate of the schooner *Laura*, was imprisoned at that place on Saturday a week ago last for an attempted rape, and that he broke gaol on Monday with the aid of some of his fellow sailors and probably went off on board that schooner.

At Windsor last week the schooner *Berlin* from Black River discharged coal for the G.W.R.; the schooner *St. Joseph* from Cleveland discharged 200 tons of coal for Girdlestone & Co.; the steamer *Canada* for Montreal took over 50 tons of freight brought down from the Northwest by Ward's line of steamers, among which were over 2000 buffalo robes.

<sup>11</sup> T.J. Park's hotel, later known as the Lake View

**Tug-boat on the "loose".**-A telegram from Toledo, dated the 20th inst., says:-  
"The strange and exciting scene of a tug skimming across the water without captain, wheelsman or engineer is what a sailor claims to have seen when the *Belle King* was stranded in Put-in-Bay. A terrible storm was raging and the tug was about to go under when the crew, to save their lives, jumped overboard and were saved by another boat. Sailors who were passing that way in still another vessel stated that the tug, when deserted, immediately righted and, wheeling short about, shot out into the lake, as her engines were still working when the crew left her. Suddenly she disappeared from view, although in the storm it was impossible to tell whether she sank or ran away out on the waste of waters. It may be, although there are some grounds for doubt in the matter, that she is still skimming the blue waters of Lake Erie, running hither and thither as suits her fancy, with no heavy vessels to tow at murderously low rates, with no wheelsman to boss her around and no other cargo than occasionally a pleasure party of mermaids."

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July 27, 1877

Seizure of the "Lake Breeze." On Friday evening last Captain Laframboise of the steamer *Lake Breeze* arrived in town, and from him we learned that an officer from the U.S. revenue cutter *Fessenden* had boarded his boat while lying at Put-in-Bay about 2 o'clock on the morning of Sunday the 15th inst., and demanded to see his papers, which were found to be all correct. The officer then stated that they were charged with carrying contraband goods on board the *Lake Breeze* and searched her from stem to stern, but found nothing of the kind. Capt. Laframboise was then taken on board the *Fessenden* and closely questioned by her commander, who finally informed him that no charge had been established against him on the present occasion, but he would have to take the *Lake Breeze* to Sandusky and turn her over to the customs authorities to be held, pending investigation of a charge from last year of a number of trunks having been landed from her at Put-in-Bay without a proper entry being made.

Accordingly, on Monday morning the *Fessenden* towed the *Breeze* over to Sandusky where she was put in charge of an officer of customs and part of her machinery removed to prevent a sudden departure. All her officers and crew were permitted to remain on board and given full liberty to go and come as they pleased. They sent no word home, as they were in daily expectation of being permitted to leave with the boat.

Capt. Laframboise visited Cleveland on the morning of Tuesday the 17th and interviewed the Deputy District Attorney there, who referred him to U.S. District Marshal Lee of Toledo. The latter gentleman informed the captain that he would have to give a bond of \$1000 to appear in Sept'ber in answer to a suit instituted in the United States District Court of Northern Ohio to recover a penalty at \$400 for the above alleged violation of the U.S. customs regulations. Capt. Laframboise immediately came to Detroit and on Saturday Collector of Customs Bell and Hon. Wm. A. Moore of that city became his bondsmen.

The captain went down to Sandusky early last Sunday morning and the *Breeze* was allowed to leave there at noon, when she ran over to Pelee Island and resumed her regular trips on Monday last.

All those on board assert that Timmons, referred to in our last, incited the commander of the *Fessenden* to seize them, but his plan to catch them - if he had any - sadly miscarried. He went with them no farther than Pelee Island on the trip when they were seized, but left the island in a small sailboat a few days after. Capt. Laframboise afterwards met him in Sandusky, when he offered to shake hands, but the captain refused. Timmons then said that he would prove to him he had nothing to do with the capture, but it is likely he will never see him again.

In reference to the charge now brought against the *Breeze*, Mr. Joseph King, who was clerk last year, says he had permission from the officer at Put-in-Bay to land the trunks on the occasion referred to. In this case it would seem that the owners of the *Lake Breeze* would be able to bring a good charge of demurrage¹² against the authorities, who thus apparently detained their boat without any just reason.

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August 3, 1877

The yacht *Oriole* from Toronto passed up on a cruise to the upper lakes on Tuesday afternoon.

The schooner *Mary Hattie* from Cleveland discharged coal at the G.W.R. dock, Windsor, on Wednesday.

The schooner *Picton* from Buffalo arrived at Windsor on Tuesday with 1000 barrels of cement for W. Rolff.

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<sup>12</sup> the detention of a vessel beyond the time agreed upon



The schooner *Thomas Overton* from Waubashene arrived at Windsor on Sunday with a cargo of shingles for H.T.L. Pulford.

On Saturday, while coming down Lake Huron with a raft, the tug *A.J. Smith* broke her shaft. Capt. McGowan obtained a tug at Port Huron and was towed to Detroit for repairs.

At a meeting of the Detroit River navy held last week, a ten-oared barge race was ordered for the navy's championship flag, now held by the Wyandotte club, to take place August 4th.

Last week the schooner *Anna Foster* from Goderich discharged a cargo of salt at Windsor for Rolff & Co.; the schooner *Jura* from Black River also discharged a cargo of coal for the Great Western Railway.

The tug *Bob Hackett* was sold by United States sale in front of the Detroit post office at noon Saturday. The bidding was spirited and she was finally knocked down to D. Bethune Duffield for \$1500. There is a Canadian mortgage on the boat for \$2200.

The wrecking tug *Prince Alfred* went into Detroit dry-dock for the purpose of getting a new and larger wheel.

The Beaver Line, composed of steam barge *Isaac May* and four tow barges, all first class craft, have been lying at Windsor for four weeks - an evidence of dull freights.

The steamer *Argyle* passed down Monday evening bound for Quebec. She had a number of excursionists on board. She also had in tow the schrs. *Maggie McRae* and *Princess Alexandra*, both loaded with lumber and timber for Quebec.

The scow *Louisa* arrived up from Buffalo on Wednesday with 100 barrels of water-lime for Mr. J.H. Leggatt. As she had cleared for Port Huron without mentioning the water-lime in her clearance in order to avoid her tonnage dues, and having no cargo for Port Huron, Mr. Anderson refused to allow her to land the lime. The captain made off with both boat and cargo on Wednesday night.

The dimensions of the steamer to take the place of the *R.N. Rice*, when completed, will be: Length, 235 feet; beam, 36 feet; extreme width, 64 feet; depth of hold, 14 feet; tonnage, 1300 tons; freight capacity, 600 tons. The boat, in comparison with the *R.N. Rice*, will have more deck-room and have about 200 tons less capacity. The *Rice's* engines will be put into the new craft. She will be built at Wyandotte.

On Monday last there was a collision of the steamers *Fortune* and *Hope* which

might have been very disastrous in its results, as both boats were well laden at the time with women and children; as it was, however, no one was injured and very little damage was done to either of the boats. At the time of the collision the *Hope* had left her dock at Detroit and was following close on the *Essex*, while the *Fortune* was going in; the *Hope* whistled twice and the *Fortune* replied, giving her the right of way, but at the same time kept on her course without slacking speed and in consequence ran into her just aft of the paddle box, breaking the rail and some of the stanchions. The passengers were considerably frightened but the accident did not necessitate either of the steamers laying off the route for repairs.

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August 10, 1877

The steam barge *Mary Mills* now plies as a ferry between Marine City, St. Clair, and Courtwright.

Harry McAllister of Cleveland was lost overboard from the barge *M.B. Spaulding* off Point au Pelee on the night of the 2nd.

The steamer *Cumberland* of the Collingwood line ran ashore at Isle Royal, Lake Superior, about ten days ago and is likely to be a total wreck.

The steam barge *Fay* went ashore near the Grassy Island light on Tuesday evening. The tug *Moore* went to her assistance with a lighter and worked her off.

The schooner *Grace A. Channon* of Chicago was sunk by the propeller *Favorite* on Lake Erie last week. Loss, \$22,000; insurance, \$12,000. The owner's little boy was lost.

The buoy at the Lime-kilns has again disappeared and it seems to be a hopeless task to try to keep one there while vessel men make no effort to avoid carrying it away almost as soon as it is placed in position.

The schooner *John M. Hutchinson*, on her last trip up with a load of coal, struck against a snag of some sort in the Detroit River near here and was leaking so badly when she reached Chicago that she was obliged to go on dry-dock.

All next week at Detroit is to be occupied in boat racing. The annual meetings for 1877 of the North-Western Rowing Association, the National Amateur Association and the Detroit River Navy all come off at that city next week. The best rowers from all parts of the United States are expected to be present.

The *Buffalo Courier* notices an improvement in marine business generally, and the better feeling that exists between all those dependent thereon for a livelihood. An unusual quantity of grain is being handled in the harbor and things have picked

up wonderfully. The increased rates have caused some laid up craft to come out.

The race for the barge championship of the Detroit River at Detroit on Saturday evening was contested by the Wyandotte, Centennial, Restless, Detroit, Chattanooga and Wah-wah-tah-see (of Ecorse) clubs, the boats being placed in the order named, the Wyandottes being on the outside and the Ecorse boat nearest to the American shore. The distance was a mile and a half straight away, the finish being at the *Excelsior* boat house. The following is the official time: Wyandottes, 7:22; Ecorse, 7:28; Chattanooga, 7:34; Centennial, 7:42; Restless, 7:44; Detroit, no time taken. The umpire, J.M.L. Campbell, awarded the champion flag to the Wyandottes. This is the second year [they have won the race] and if they are victors next year the flag becomes their own property.

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August 17, 1877

The scow *Emma* brought 550 cedar posts from Detroit for Mr. George Cooke on Wednesday morning.

Last Saturday the scow *C. Rich* brought 10,000 bricks from Detroit for use in the completion of Kolfage's new block.

Mr. Gates of Chatham this week is shipping on the schooner *Garibaldi* at the Canada Southern dock 175,000 feet of sycamore lumber for Buffalo.

One of the few orders for new boats which have been given in the past two years was received a few days ago by Linn & Craig of Gibraltar from Chicago parties. The order is for a large schooner to be finished in time for the fall trade.

A deck hand on the propeller *Benton* fell from one of her arches to the dock and broke his left shoulder blade as she was lying at Mullen's wharf on Wednesday morning. The boat waited here till Dr. Lambert examined the break but did not set it, as it was deemed best to await his arrival at Detroit hospital before doing so.

The steam yacht *W.J. Gordon*, Capt. Boys, with an excursion from Cleveland for Detroit, lay over here all Wednesday night. It carried members of the Beta-Theta-Pi Society from Cleveland and other parts of Ohio to the annual meeting at Detroit. The yacht *Restless* from Sandusky, also with a party for Detroit, lay over here the same night. They had it pretty rough outside.

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August 24, 1877

Freight rates on grain from Chicago to Buffalo, 4c. on corn, 4½c. on wheat.

The propeller *California*, from Montreal, discharged freight on Kevill & Co.'s

dock on Tuesday morning.

The coal business heretofore carried on at this port by Messrs. J.G. Mullen & Co. will hereafter be conducted by Mr. John Mullen of Cleveland.

The new Milan schooner *Chas. Foster* passed up Friday night in tow of the tug *Goodnow*. She had 1600 tons of coal on board and was drawing less than 13 feet.

The owner of the Detroit yacht *Amy* has challenged the owner of the Sandusky yacht *Restless* for a long race from Marblehead light to Cleveland, stakes to be from \$100 to \$500.

On Wednesday morning Mr. George Cooke put 40,000 feet of cottonwood lumber on the schooner *Ben Franklin* for Buffalo. The *Franklin* had obtained a partial load of wheat at Detroit.

The large schooner *Adams* passed down on Monday evening in tow of the steam barge *Graves* with 140,000 bushels of oats from Chicago to Buffalo at 3 cents per bush. Total freight \$4200. This is equal to about seven full-sized canal schooners.

Shipping rates keep about the same as last reported and even if they do not advance, vessel men will make a good months' sailing yet and if freights are abundant at present rates the owners will have reason to be content. It is still to be noticed that in western ports, vessel owners are all ready or getting ready for a large supply of freight that will want moving.

The U.S. lighthouse authorities give notice that, instead of the light heretofore exhibited on a cluster of piles at the mouth of Thunder Bay River, Lake Huron, Mich., a fixed red light will, on and after August 18, 1877, be shown from an open frame tower, painted white and standing on a crib on the north side of the mouth of the river. A catadioptric apparatus of the 6th order, lighting 180 deg. of the horizon, has been substituted for the hand lantern formerly in use. The focal plane is 58 feet above the level of the lake.

Steamer Burned at Windsor.-On Sunday morning about two o'clock the hands of the tug *Prince Alfred* discovered a fire in the bow of the old propeller *Eighth Ohio*, which was lying at Fox's dock, Windsor. They gave an alarm and soon the fire department and the transit steamer *Michigan*, assisted by a large number of volunteers, had several streams of water playing on the flames, which, however, could not be subdued until it had burned almost to the water's edge. It is supposed that the fire was kindled by an incendiary. The boat was insured about two weeks ago for \$12,000 by Alfred Lovett of Detroit, the present owner. It is claimed that the loss exceeds this amount considerably. The *Eighth Ohio* was built about 15

years ago and since then has run on nearly every river in Michigan and Ohio. She has frequently changed hands. About a year ago she passed into the hands of Alfred Lovett, who took her for debt and laid her up in Windsor, where she has since been. Early this spring the Midland Railroad Company of Canada made a contract to purchase her from Lovett and began at once to refit and repair her for use as a ferry at St. Clair. The repairs on the boat amounted to \$2000 and were completed only a few days since. The company had re-christened her as the *Midland* and were to take her away when the agreement should be signed. For some reason or other the company has since then refused to stand by the contract and it has been declared void. In consequence the boat passed back into the hands of Lovett, who has been compelled to pay the expense of the repairs. Sunday morning, while still on fire, she was cut loose from her mooring and drifted down to a point nearly opposite Bourk's distillery, where she sank. The tugs *Bob Anderson* and *L.L. Lyon*, which were lying alongside of her at the time of the fire, were both considerably damaged, the former to the extent of \$500 and the latter about \$200.

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August 31, 1877

The schooner *C.B. Benson* is back on the lakes, having been on salt water for the past three years or more.

The schooner *H.F. Merry* arrived up from Sandusky on Monday with 370 tons of coal for Mr. S. Fraser.

The bark *Louisa* has been chartered to carry sand from Ruthven dock, Lake Erie, to Detroit at 30c., free in and out.

The schooner *M.P. Barkalow*, with 245 tons of coal from Cleveland for Mr. S. Fraser, arrived up last Friday morning.

The schooner *Mediterranean* arrived up on Monday with 480 tons of Massillon coal from Cleveland for Mr. John Mullen.

It takes four days to discharge an ordinary cargo of coal at Windsor and the vessel captains doomed to lie there for that time do considerable growling.

The tug *Prince Alfred* collided with the schooner *Hippogriff* in Lake St. Clair on Friday. Each party blames the other and both were badly knocked up.

The tug *Frank Tracy* sprang a leak at Mullen's lower dock and sank on Friday night. She was raised on Monday with the assistance of the *Minnie Morton*.

The *Minnie Morton* went to the rescue of three Hickory Islanders who upset in the river last Saturday afternoon and righted them and sent them on their way

rejoicing.

The propeller *Benton* coaled here on her way to Cleveland on Monday. She had on board a party of Knight Templars bound for their grand gathering at that city, who "did" the town while she lay here.

The *Marquette Mining Journal* says that the steamer *Eighth Ohio*, recently destroyed by fire in Windsor, had been purchased to take the place of the steamer *Ivanhoe* between L'Anse and Houghton.

The *Detroit News* says:-"Stupid Buffalo captains (and of all stupid cattle a real, downright stupid Buffalo sailor is the most stupid) persist in dragging away the buoys at the Lime-kilns crossing, or going through "broadside on, like a hog going to fight," and of course their heavily-loaded crafts come to grief. Then the skipper wells up a wail and the *Commercial Advertiser* of that place echoes the wail and roundly curses the government. Some folks would curse the government because vessels cannot sail on land, if any one would listen to them."

**Drowned.**-On Saturday afternoon last, about one o'clock, Frederick Brandon of the steam barge *Snook* was walking along the rail of that craft shortly after she had passed the Canada Southern station, upward bound, when the boom swung round and knocked him overboard. Although apparently stunned, he did not at once sink, but before either the boats from the barge or Mr. W. Gatfield's boat could get close enough to save him, he sank for the last time. Deceased was a young man about 18 years of age and was formerly a marine reporter for the *Detroit Free Press*. His relatives reside in England.

**The Shipment of Wheat.**-On Wednesday Mr. Wm. McGregor began loading the propeller *Europe* at Colchester with wheat, which was being brought in faster than it could be received. Mr. McGregor expects to obtain a full load of 16,000 bushels for the *Europe* at Colchester alone, and has sent the schooner *Cecelia* to Ruthven and the other shore ports for a load of 20,000 bushels. A boat will not likely be here till next week. All the wheat is being shipped through by Messrs. Norris and Neelon, for whom it is purchased. The *Cecelia* obtained 5 cents a bushel to Kingston. We expect to hear of over \$100,000 being paid out for wheat within a month in South Essex alone.

**The St. Clair River Tragedy.**-At the inquest held in the township of Clinton, Newcombe County, Mich., last week on the body of Mrs. Soop of Chatham, who met her death in presence of her husband under tragic circumstances in St. Clair River, the jury found that "Mrs. Eleanor Soop came to her death by drowning, Mr.

Soop asking his wife to jump with him from their boat into the water from fear caused by the steam barge *Lewis Gilbert*, which at that time had the appearance of running them down, but did not do so. Had they remained in their boat they would both have been saved. That the captain of the barge was negligent in not making an effort to recover the body and is deserving of censure. That Mr. Soop acted from the best of motives and did all in his power to save his wife from drowning."

**Proposed New Boat.**-There have been a number of rumors about the steamer *Ruby* being taken off her present route and sent to some other point - one being that she was to be purchased by some parties who intended to take her to Lake Superior and run her on Portage Lake between L'Anse and Houghton, which route was recently left vacant through the burning of the steamer *Ivanhoe*, by which Capt. Frome Guoin was so seriously scorched. It seems now, however, to be settled that the *Ruby* will not go to Houghton but will remain on her present route the remainder of this season. Next year, however, it is more than probable that her owners will put her somewhere else, and the question of building a fast steamer to take her place on the Amherstburg and Detroit route is now being agitated. The proposition is to organize a stock Company to build a boat especially suited for the route, in the very best style, and that would make 14 or 15 miles an hour. It is estimated that such a boat of suitable size could be built for \$25,000, and would be sure to pay if speed can only be obtained. We understand that one gentleman from Wyandotte has already subscribed \$2000, and others in Amherstburg and elsewhere have promised to subscribe for stock.

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September 7, 1877

The barge *Alexander* loaded timber in Leamington last week for H.J. Coulson.

The schooner *New Hampshire* arrived up on Tuesday morning from Sandusky with 61 tons of coal for the steamer *Ruby*.

The schooner *Garibaldi* cleared from the C.S.R. station on Saturday last with 160,000 feet of sycamore lumber, shipped to Buffalo by Gates of Chatham.

The steamer *Mystic* ran aground at the foot of Bois Blanc at four o'clock yesterday morning. The *Minnie Morton*, with the assistance of Kevill's lighter, got her off about 9 o'clock.

Private dispatches were received stating that the schooner *Samana*, which loaded 16,600 bushels of wheat at Detroit Sunday for Kingston, had struck the rocks on Tuesday in entering the canal and had been towed to Port Colborne in a leaking

condition. Ten thousand bushels of her cargo is reported wet.

Messrs. D. McEwen & Son of Kingston are putting the large iron tanks in the three-masted schooner *Fanny Campbell*, which has been bought for the coal oil trade. The schooner will not likely do anything in the new line of business this year. She will trade directly between Sarnia and Montreal, being loaded and unloaded by steam. At Montreal a tank is being built sufficiently large to hold a vessel cargo of oil.

Among the passengers who were saved from the propeller *Argyle*, which sunk at Port Burwell last Friday afternoon, were Mr. George Campbell's family of Windsor; Misses Eliza and Sarah Murphy of Detroit; Mr. Colin Monroe of Windsor; and Mr. James McEwan, deputy sheriff of Windsor. They all arrived home Sunday. The kindest attentions were rendered by the hotel proprietors of Port Burwell and the officers of the propeller *Dominion*, which gallantly came to the rescue. The shore and piers were lined with crowds who anxiously watched the *Argyle* as she commenced to sink.

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*September 14, 1877*

The tug *Mystic* was sold for \$1570 at an auction sale on Saturday last.

On Wednesday night the steam barge *Schnoor* arrived here from Buffalo with 200 barrels of water-lime for Mr. J.H. Leggatt.

The barque *T.C. Street* has arrived back from Europe with a general cargo for Toronto. This is a lake vessel that went home with timber last summer.

Mr. Gates of Chatham shipped 189,000 feet more of sycamore lumber to Buffalo on Saturday by the schooner *Garibaldi*. She loaded at the C.S.R. dock.

The steam barge *Isaac May* and the barge *Severn* have gone into dry-dock at Detroit, and as soon as they come out they will be loaded with corn and oats for Ogdensburg.

The steam barge *Enterprise* and the schooner *J.G. McGrath* arrived down from Collins' Inlet yesterday morning with 440,000 feet of pine lumber and a quantity of lath for Mr. S. Fraser of this town.

It is reported that a fleet of nearly a hundred grain-laden vessels are on their way down from Chicago and Milwaukee and that there are twenty-seven tugs awaiting them at the entrance to the rivers.

On Saturday the schooner *Russia* took 80,000 feet of sycamore and balm lumber to Buffalo for Mr. George Cooke. She had previously taken on 66,000 feet of oak



lumber at Thomas' mill for the same port.

The steamer *Lake Breeze* broke one of the buckets of her wheel by striking a log near Pelee Island a short time ago, and on Sunday morning last, after making her usual down trips, she returned here to have it repaired by Mr. George Middleditch. It was finished by Monday night and she resumed her regular trips on Tuesday.

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September 21, 1877

H.A. Safford has loaded the *Cecelia Jeffrey* with ties at Wheatley.

The schooner *Nonesuch* from Goderich discharged a cargo of salt at Leamington last week.

M.W. Scott has loaded the schooner *Guelph* along the lake shore with wheat for Howland & Spink of Thorold.

The new schooner now being built at Gibraltar is to be completed on the 20th of next month and will be called the *R.B. Hayes*.

The schooner *Fellowcraft* was chartered to carry sycamore lumber from the Canada Southern wharf here to Buffalo at \$1.75.

On Saturday last Mr. M. Barrett shipped 50,000 feet of oak plank at this port on the schooner *Grace Amelia* for Quebec on account of Van Allen & Co. of Chatham.

The yacht *Cora*, formerly owned by K.C. Barker and which was sold to Munger of Chicago, has arrived at the latter port and is highly praised by the press of that city.

H.J. Coulson has loaded the barque *Mary Jane* at Leamington with square timber consigned to J. Waters at Collins Bay; also the schooner *Ayr* with square timber consigned to Mr. McAllister at Collins Bay.

It is said that more vessels passed down the river on Monday forenoon last than passed down during the same length of time any day this season. The tugs reaped a rich harvest from these fore-runners of the grain fleet.

The schooner *D. Freeman* obtained 7600 bushels of wheat at this port and left for the lake shore on Monday evening, where she completed her load of 12,000 bushels. She was loaded by W. Borrowman for Mr. McGregor.

Last week the steamer *Van Allen* completed her load here for Quebec by taking 20,000 feet of oak timber from Mr. George Cooke. She had previously loaded quantities of oak and ash at Leamington, Thomas' Mill and the Canada Southern Railway.

The *Wyandotte Courier* says:-"Mr. Frank Kirby has completed drawings for the

new river steamboat, and she is a pretty craft indeed. He estimates the cost of her hull at \$8000; engines and boilers at \$10,000; her upper works at \$4000; her furniture, fixtures, etc. at \$3000. The figures on the hull are for a composite hull. If built with wood it will cost \$2000 less.

On Monday afternoon the tug *W.T. Robb* called here with the steamer *Chicora* in tow. She is taking the *Chicora* to Buffalo, where she will be cut in two, and will then be taken to Toronto through the Welland Canal. It is intended to fit her out to go on the Toronto and Niagara route next season. Most of the upper works of the *Chicora* have been removed, and when she passed here both her wheels¹³ were out.

The schooner *Willie Keller*, loaded with coal from Ashtabula, went hard aground on Stony Reef just below the railroad wharf at the Lime-Kiln crossing on Sunday morning. The schooner was attempting to sail up when she went on. The tug *River Queen*, a steam pump and two of Captain Grummond's lighters began working on her Monday afternoon. To all appearance her back was broken, as her spars are inclined from each other.

On Sunday last the steamer *Lake Breeze* took an excursion party from Amherstburg, Sandwich and Windsor to attend the meeting of the Baptist Association at Chatham. The *Breeze* left Amherstburg shortly after 3 o'clock in the morning with about 30 passengers and obtained about 100 more at Sandwich and Windsor, leaving the latter place at 7 o'clock in the morning. She arrived at Chatham at noon and left there on her return at 9 p.m.

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September 28, 1877

Last Friday the scow *Mary Amelia* from Sandusky discharged 171 tons of coal on Kevill & Co.'s dock for the steamer *Ruby*.

The barque *Alexandria* has loaded ties for Thomas Ouellette at White's dock and also at Kevill's and Cooke's docks and will finish up down the lake shore.

The Canadian tug *Prince Alfred*, ex-railroad ferry and ex-gunboat and well known around here for a dozen years or more, has been sold to a Kingston party for \$7500.

The tug *River Queen* hauled the schooner *Willie Keller* off the Stony Island reef Thursday afternoon of last week and towed her to Detroit, where she went into the

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<sup>13</sup>paddle wheels

upper dry-dock. She was damaged \$3000 worth.

As the steam launch *Coral* was coming down the Trenton Channel to Amherstburg on Tuesday evening with the Masonic party on board, her smokestack struck the Canada Southern bridge and broke off short, and some other slight damage was done.

The scow *Lydia Mac*, owned by Berry Bros. of Port Stanley, was lost in Lake Erie last Saturday night. She left Cleveland in the morning with a cargo of coal, bound for Port Stanley, and when but a short distance at sea sprung a leak, but made water so slowly that moderate use of the pumps kept her all right till about ten o'clock at night. One of the pumps having given out at this time, the water steadily gained and about 5 o'clock in the morning the crew (5 in number) abandoned the boat when within 20 miles of Port Stanley. A few minutes later she went down in 50 feet of water and, the lake being calm, the men made for the Port, which they reached at 6:30 o'clock Sunday morning. The *Lydia Mac* was insured for \$1600.

**Seized.**-On Monday morning last the steamer *Ruby* was seized by a Deputy United States Marshal on her arrival at Detroit on a foreclosure of a mortgage of some \$20,000 on herself and the barge *Shawnee*, which also belongs to the Western Transportation and Coal Company and which was seized at Windsor on Monday. On being seized the *Ruby* was taken to Clark's dry-dock, where she now lies and may remain for some time. On Monday evening and next morning her trips were made by the steam yacht *Mamie* on Tuesday evening and Wednesday morning the steamer *Clara* made her trips and since then the steamer *George S. Frost* has been leaving Amherstburg at 7 a.m. and Detroit at 4 p.m. and will continue to do so till some other arrangement is made.

**A collision.**-On Monday morning last, shortly after nine o'clock, the tug *Leviathan* with the schooner *Lottie Wolf* in tow undertook to come into Mullen's coal wharf and endeavored to get the schooner round so as to lay her alongside while she coaled. The current, however, caught the schooner and brought her against the wharf almost head on, so that her jibboom raised a corner of the roof of Mullen's office and then tore a hole in the upper corner of Kevill & Co.'s brown warehouse, damaging it about \$20 worth. The vessel's jibboom was badly damaged and as she had already lost the best part of two of her spars in a storm in Lake Michigan, she presented a rather dilapidated appearance. The *Leviathan* towed her

from the South Manitou. Two spiles<sup>14</sup> were also broken off, which it will be expensive replacing.

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October 5, 1877

Capt. Williams is busy raising the tug *Mystic* at Windsor, under contract for the sum of two hundred dollars. He expects to have her afloat in a few days.

The schooner *George Ouel* this week took 70,000 feet of sycamore from Thomas' mill, and Mr. T. Ouellette loaded 230,000 feet of sycamore on her at the C.S.R. station.

The Canada Towing and Wrecking Co., Windsor, at a cost of \$3500, have just received one of the best Wrecking Rotary Pumps on fresh water. It was manufactured at Seneca Falls, N.Y.

On Friday night last the schooner *Pride of America* got aground on Fighting Island. The steamer *Hope* came down next day and, after lighting the vessel, pulled her off and towed her to Amherstburg for the reasonable charge of \$45.

This week Mr. T. Ouellette shipped 100,000 feet of oak timber on the schooner *Russia* at Cooke's dock and the C.S.R. It was shipped to Quebec on account of Brownlee & Co. She had previously taken on 30,000 feet at Bear Creek.

On Wednesday night the schooner *Mineral State*, wheat laden and bound for Buffalo, suffered a collision with the propeller *Argyle* off Point au Pelee. The schooner was considerably damaged forward and slightly hurt aft. The *Mocking Bird* took her to Detroit for repairs. The *Argyle* is now at Windsor.

It has been stated that a block of grain eastward bound already exists at Kingston and grain dealers became anxious for its transport. On the other hand, it is denied by our forwarders that the Canadian tonnage is insufficient for the occasion. Meantime some American barges visited Kingston on speculation, in the hope that the Navigation Laws might be waived in their favor. Protests were thereupon telegraphed to Ottawa by Toronto vessels owners against the granting of permits to these to carry grain thence to Montreal.

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October 12, 1877

Linn & Craig of Gibraltar will launch their new vessel on Tuesday next.

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<sup>14</sup>dock pilings



All parties taking possession of lumber drifting ashore from wrecks should remember that they are liable to be prosecuted for larceny.

The propeller *Tioga* was burned off Point au Pelee on Friday night last. She was valued at \$15,000 and insured for \$12,000. No lives lost.

No boat has yet taken the *Ruby's* place and it will not be known definitely whether any boat will this season, till after the *Ruby's* sale next Monday.

Monday night a wreck drifted ashore at J. Lockhart's farm in Malden. Nobody was on board and her name was not ascertained. She was loaded with lumber.

The Canadian Wrecking Co. of Windsor has made arrangements with the insurance companies interested to raise the old steamer *Eighth Ohio*. The wrecking tug *Prince Alfred* will go at work.

The bark *British Lion* of Kingston, loaded with coal from Black River, Ohio, bound for Brockville, went ashore at three a.m. on Thursday of last week on Long Point, Lake Erie. All hands saved.

This week Mr. W. Borrowman has loaded the schooner *Fellowcraft* with nearly 15,000 bushels of grain - wheat, oats and barley - for Montreal. He paid \$1.08 for wheat, 80 cents for barley and 25 for oats.

The schooner *Overton*, loaded with bolts for Detroit, stranded above Kingsville dock on Tuesday night of last week and had not got off on Monday last when the storm drove her high and dry on the shore, and she is now broken up and a total wreck.

The people in and about Port Lambton are very anxious that an effort should be put forth to have the Local Government dredge out Running Creek all the way through to the St. Clair. The matter is very important to both Wallaceburg and Port Lambton.

The schooner *Nettie Weaver* of Cleveland went down in a gale on Lake Huron Thursday evening of last week. Birch, a passenger from Buffalo, and Emery Robertson, a seaman from St. Catharines, were lost. The captain and five men sailed five miles to Kincardine in the yawl boat.

Owing to the severe storm on Monday last, a large fleet of steam and sail lay to at Amherstburg to wait for its abatement and did not venture out till night. On Wednesday this was again the case. The steamer *Lake Breeze* has been unable to make her regular down lake trips this week. Quite a number of marine mishaps are reported owing to the storms of this week.

A telegram from Colchester Wednesday evening says:-A terrific gale has

prevailed all day from the southwest, hourly increasing in force. The scow *Mary Lydia* is ashore high and dry. The crew are safe. A quantity of lumber and portions of a wreck have also come ashore. Several vessels and barges at anchor are dragging towards the beach. A large brig, name unknown, is ashore between Colchester and Kingsville.

The schooner *Maggie* of Montreal ran aground opposite Park & Borrowman's factory on Saturday morning. She floated off on Monday morning, but shortly afterwards got on again and the *Parker* went to work at her. She was got off and brought to one of the docks here. The American tug *Gladiator* undertook to pull her off on Saturday, but desisted when warned to do so by Customs Officer Hamilton. The Detroit papers published an invented story about the *Gladiator* carrying off the Collector of Customs, when as a matter of fact no officer ever went aboard of that tug.

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October 19, 1877

Since the late storms, the beach of Lake Erie is strewn with lumber from Bar Point to Point au Pelee.

The tug *Vulcan*, Capt. T. Hackett, broke her crank shaft on Lake Erie Monday, but managed to go on her way.

The schooner *Argo* arrived up from Cleveland on Saturday night with 240 tons of Grove Massillon for John Mullen.

The scow *Iosco* arrived here on Monday morning with 400 barrels of land plaster and 50 barrels of stucco for J.H. Leggatt.

The tug *Prince Alfred* passed up on Saturday night with the schooner *H.P. Murray*, which had been ashore at the west dock, Pelee.

The tug *Andrew J. Smith*, Capt. T. McGowan, with a complete wrecking outfit, will take the place of the tug *Prindiville* in the straits.

On Monday last the *Minnie Morton* placed in position two new spar buoys on Bar Point shoal, two having been carried away by some vessels during last week.

On Saturday last the steamer *Benton* landed 300 kegs of nails at the Canada Southern dock here for Mr. S.L. Lauler. She brought them direct from Cleveland.

A Bay City insurance man would not insure the ill-fated barge *C.P. Williams*, saying: "I wouldn't insure her cargo unless she was loaded with rats and the rats were web-footed."

The schooner *Canton*, which went ashore at Point Mouillee Tuesday of last

week, was got off by the tugs *Quayle* and *Niagara* on Friday night and towed to Detroit by the *Niagara*. Over 3000 feet of line were used in releasing her.

The steam barge *Ada E. Allen* was sold at Detroit at noon on Wednesday by U.S. Marshal Matthews for \$2500. The purchaser was Thomas Adair of Bruce County, Ont., who proposes to use her as a Lake Huron coaster in the fish and tanbark trade.

The tug *Parker* passed up on Friday afternoon with the schooner *W.Y. Emery*, which ran ashore three miles east of Colchester. The *Emery*, which was light, was scuttled to prevent her from pounding, and with the exception of her canvas has sustained no serious damage.

The propeller *Russia*, which passed down Thursday afternoon of last week, laden with grain, is reported to have struck a rock at the Lime-kiln Crossing, and as she passed Amherstburg she was pumping out wheat. As she did not turn back it is thought she was not badly damaged.

Capt. Joiner of the propeller *Portage* reports that while crossing Lake Erie Saturday night the 13th inst. he had great difficulty in making Point au Pelee, as the light did not flash and was so dim that it was not distinguishable from a vessel light. He found his position only by throwing the lead.¹⁵

The tug *Prindiville*, while going to rescue a vessel near Presqu'Isle last week, burst her steam-pipe and ran on a sandy bottom and has become a total wreck. The crew got off in a small boat. She was valued at \$15,000 but was uninsured. George E. Brockway of Port Huron owned her and Capt. Cyrus Sinclair commanded her.

The schooner *Eliza R. Turner*, from Detroit to Buffalo loaded with wheat, went ashore on Long Point opposite Port Rowan on Wednesday night of last week. Capt. Hearn and the cook, Mrs. Scott, were washed overboard and drowned. About ten minutes after she struck, the crew took to the riggings and were rescued Friday morning. The mate, Thomas Boyle, and seven of the crew were saved. All the crew of the *Madeira* of Oswego, which went ashore at the same time and place, were saved.

An important mortgage sale of vessel property and coal securities belonging to the Western Transportation and Coal Company took place in front of the Detroit post-office at noon Monday. Five certificates representing 1082 shares of the

¹⁵a heaving line marked off in fathoms with a lead weight attached to the bottom

end

Newark Company's stock of Newark, Ohio, par value \$100 per share, were sold for \$13.50 per share. The barge *Shawnee*, which cost \$33,000 when completed four years and a half ago, was knocked down, after some spirited bidding, for \$12,000. The purchaser in both cases was James Stewart of East Saginaw. The sale of the steamer *Ruby* was postponed till the 30th inst., same time and place.

Three bold landmen - Thomas Boyle, George Taylor and Joseph King - left this town on the tug *A.J. Smith* on her last trip down and arrived at Cleveland safe and sound. They left there Tuesday morning of last week, anticipating a pleasant trip homeward, but had hardly got out of Cleveland before they were overtaken by a storm and fear came to their hearts, and for a time they hardly knew whether they were on their heels or their heads. Capt. McGowan ran under Point Pelee for shelter and they lay there for two days, with several feet of water in their hold and fires nearly out, before the storm abated. They vow nevermore to leave the bosoms of their families to venture out on deep water.

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October 26, 1877

The schooner *Mattie Cooper* has been resting on Grosse Isle several days.

Colin Fox has brought the schooner *Seabird*. She goes into the cedar trade.

The steamer *Riverside* has returned to Detroit from the Chicago and South Haven route.

Constant complaints are made by vessel men of the Point au Pelee light not being visible. How is this?

The propeller *Asia* of the Northwestern Transportation Line is at Sarnia having her boiler thoroughly repaired.

The schooner *Ben Franklin* arrived up from Cleveland yesterday morning in tow of the tug *Champion* with 287 tons of Grove coal for Mr. John Mullen.

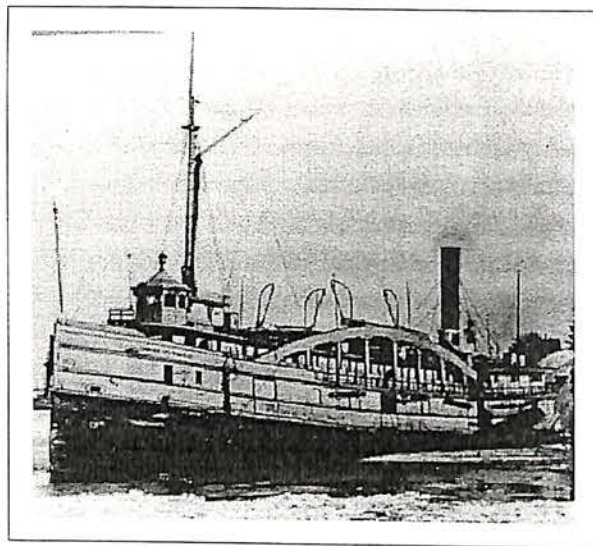
During the late gale 80 vessels sought shelter in Pigeon Bay,<sup>16</sup> Lake Erie, and 40 were at Port Huron and thereabouts, thus fortunately escaping much trouble and danger.

There seems to be no doubt about a wreck off Point au Pelee. The captain of the *China* says that vessels passing down should steer for 40 miles one-half point north or south of east to avoid her.

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<sup>16</sup> Pigeon Bay is located immediately west of Point Pelee.





**Propeller *Fountain City*.**

*Dept. of Canadian Heritage: Fort Malden National Historic Site*

The schooner *Craftsman* of Port Burwell arrived here this week and will take on a load of 260,000 feet of sycamore lumber at Cooke's dock, the C.S.R. dock at Kingsville and at Leamington for Buffalo on account of Northwood of Chatham.

Yesterday the new schooner *R.B. Hayes* was launched at Gibraltar, just across the river. This craft has been built by Messrs. Linn & Craig of Gibraltar for W.T. Baker of Chicago. She is 170 feet keel, 34 feet beam and 15 feet depth of hold. She costs about \$45,000 and is 1400 tons burthen with about 45,000 bushels grain capacity, is a three-master and will be an "A 1" craft in every respect. Her outfit is all aboard and she will be ready for service soon.

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November 2, 1877

The new schooner *R.B. Hayes*, launched at Gibraltar last week, is going to Sandusky to load coal.

The tug *Oswego* a few days ago picked up at Point au Pelee the anchor and hawser left there by the propeller *Fountain City* when she was aground recently.

On Saturday last Mr. John Mullen received two cargoes of coal from Cleveland. The schooner *H.R. Hine* brought up 275 tons of Massillon and the scow *Clara* brought up 135 tons of slack for the use of the tugs *Moore* and *Balize*.

The steamer *Ruby* was sold at Marshal's sale in Detroit on Tuesday last and was

purchased for the mortgagees for the sum of \$4300. She will not likely be brought out this fall and there is now little prospect of a boat for the Amherstburg and Detroit route till next season. There is a rumor, however, that the *Riverside* will run on the route this fall.

The sidewheeler *Manitoba* of the Canadian Lake Superior Line left Windsor Saturday on her last trip this season. She will not go all the way at that, but only to Sarnia, where her freight and passengers will be transferred to the propeller *Ontario*. The *Manitoba* is likely to go into winter quarters at Sarnia, but the propellers of the line will run as long as business offers and ice permits. At the moment the line has its capacity fully taxed, while the mild weather prevailing gives indications of a late season.

The United States Chief of Engineers in his report has the following concerning the improvement of the Detroit River at the Lime-Kiln Crossing:-"The work was begun in the latter part of September, 1876, at the shallowest portion of the Lime-Kiln Crossing, directly in front of the Canada Southern Railroad dock, and 2632 cubic yards of rock excavated, when the funds were exhausted. The work which has been done leaves this spot in a more dangerous condition than it was before, because it has, of course, left high rock projections in the edges of the excavation. The officer in charge believes that \$200,000 additional will give a channel 300 feet wide and 20 feet deep across the dangerous shoal, if the money is appropriated at one time, and he recommends that this be done.

July 1, 1876, amount available.....	\$21,440 10
July 1, 1877, amount expended during fiscal year.....	21,446 10
Amount (estimated) required for completion of existing project.....	200,000 00
Amount that can be profitably expended in fiscal year ending June 30, 1879.....	200,000 00

About three o'clock Tuesday morning the tug *Champion*, with five vessels in tow, bound for Lake Erie, arrived at the Lime-Kiln Crossing. The lead vessel of the tow was the schooner *Erastus Corning*, commanded by Capt. George Clark. Clark, it is stated, desired the *Champion* to tow him over the Crossing alone, but whether he notified Capt. Littleton of the *Champion*, or the other vessels of that fact is not known. Nevertheless, on arriving at the Crossing at the hour stated, the anchor of the *Corning* was suddenly cast over and the [two words missing from original] brought up together with great force in what is termed by the mariners a "chassey." Had the anchor of the *Corning* not broken, the damage would have been much greater. As it was, the *Corning* lost her anchor, had her small boat smashed and her stern stove in. The schooners *Brightie* and *J. O'Thew* were more or less damaged,

the nature of which could not be ascertained, and they, together with the *Corning*, were obliged to engage the *Champion* to take them through to Buffalo. One of the tow, name unknown, escaped with light damages and sailed on. The schooner *John P. March* was the worst sufferer of the five. She had her starboard side stove in and starboard rigging carried away, and was towed back to Detroit by the *Satellite* and entered Clark's dry-dock for repairs.

The propeller *Scotia*, with merchandise from Montreal, arrived here on Wednesday morning and landed it on Kevill & Co.'s dock.

The schooner *Nemesis* arrived down from Goderich on Wednesday morning with 300 barrels of salt for Mr. M. Twomey, which she discharged on Leggatt's dock.

The propeller *Acadia* arrived up from Montreal on Saturday last with merchandise from Amherstburg and lake shore ports, which she discharged on Kevill & Co.'s dock.

The body of Capt. Hearn of the schooner *Eliza R. Turner*, who was drowned on the 10th of October, was found on Long Point, nine miles below the wreck, on Friday.

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November 9, 1877

The steam barge *Enterprise* from Georgian Bay discharged a cargo of lumber at Windsor last Saturday.

The schooner *H.F. Merry* arrived up from Sandusky on Wednesday morning with 340 tons of coal for John Mullen.

Yesterday morning the scow *F.L. Jones* arrived up from Cleveland with 193 tons of Massillon coal for John Mullen.

The steam barge *Swallow* ran ashore at Port Stanley during the late gale and the *Prince Alfred* has been at work on her all week.

This week the schooner *Lady Dufferin* arrived up to take on 16,000 bushels of wheat for McGregor from Colchester and other lake shore ports.

The schooner *Eagle Wing*, Capt. John Hutton, passed up on Wednesday morning with 16,000 bushels of corn from Toledo for Hiram Walker of Walkerville.

The N.W.T. Company's steamer *Quebec* sailed Wednesday for Lake Superior ports with freight, mails and passengers on the last trip up for this season.

The United States revenue cutter *Perry* has received instructions to proceed to the sunken wreck east of Point au Pelee and endeavor to remove that obstruction to

navigation.

Owing to the stormy weather of last week, the propeller *Lake Breeze* was obliged to remain at Pelee Island from Thursday to Sunday morning. She passed up on Sunday night and resumed her regular trips on Monday.

The propeller *Ontario* of the North West Transportation Line took from Detroit this week one hundred barrels of whiskey and ten barrels of flour for Prince Arthur's Landing. The "staff of life" appears to be rather in small demand as compared with the spirit.

The vessel which ran ashore near Port Colborne during the late gale turns out to be the schooner *Hartford* of Oswego, loaded with 18,000 bushels of white wheat from Detroit for Oswego, consigned to Hastings & Dowdle and Irwin & Sloan, and insured in the Phoenix and Aetna companies. The captain and crew are all right. The vessel has two feet of water and will have some of the cargo damaged.

The schooners *New Hampshire* and *W.J. Suffel* and scows *Starlight* and *Helen* sought safety by running on the beach near Leamington during last Friday's storm. The tug *Parker* got the *Suffel* off on Monday morning and brought her to this port, where she left part of her load of lumber, and then proceeded to Detroit to go on dry-dock. The schooner *New Hampshire* and scows *Starlight* and *Helen*, all of Detroit, were loading lumber that had been washed ashore from the wrecks a few weeks ago and were bound for Wyandotte, Mich., and the schooner *Suffel* of Port Burwell was loading lumber for Toronto.

**Low water.**-Last Friday the high winds from the southwest caused the water in the river here to go down as low as ever it has been known, being over three feet below the average. None of the larger class of vessels dared venture to cross the lime-kilns either up or down, and had to lie to here and at Detroit to wait for a rise. About ten o'clock that morning the *Transfer* got aground as she was backing out of the slip at Stoney Island and lay there all day, no trains being ferried across and the passengers being carried back and forth by the little steamer *Dahlke*. The tug *Prince Alfred* brought down a line to her about ten o'clock that night, but the water had then raised so far that she was enabled to work herself off.

**Wreck and loss of life.**-During the storm on Lake Erie early last Friday morning, the small steam barge *Young Hickory*, loaded with wood, sprang a leak and sank between Colchester and Bar Point. The engineer and a boy became excited and jumped overboard and the former was drowned. His name was Wm. McAlpine and he hailed from Sheridan, Ohio. It is said he was an unmarried man

and the sole support of a widowed mother. McAlpine was a good swimmer, but the water was very cold and he could not keep afloat, having been chilled to the bone. After a hard fight with the winds and waves the crew were picked up by the schooner *Porter* and afterwards transferred to the tug *Satellite*, and by her landed in Amherstburg. They went from here to Detroit.

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November 9, 1877

Did she want to drown herself? Extraordinary conduct of a Windsor girl. William Forbes is the name of the stout, good-natured man who nightly pulls a sturdy oar in his business of night ferryman between Windsor and Detroit, and he has seen some queer scenes, and wild ones, while on duty.

One among the most singular affairs in the history of his night ferry happened on Thursday night, when about half-past eleven o'clock a young lady of Windsor stepped into Billy's boat at the foot of Woodward Avenue, Detroit. She was the only passenger after half an hour's waiting, and the small craft was headed towards Her Majesty's dominion.

When about half-way across the river, the young lady, who had been chatting sensibly and agreeably, suddenly remarked: "Do you know what I've a great mind to do?" and when Forbes replied that he had not the slightest idea, she continued, "I've a notion to jump into the river," following the remark with a merry laugh. The ferryman jokingly said:—"Oh, yes! You've got three notions. One to jump in the river and two to stay in the boat." The conversation had been in a purely joking manner and Forbes had no more idea that his fair passenger thought of taking a midnight bath than that his boat would take a nocturnal flight in the clouds.

No sooner had he given his last reply than the girl arose and with "Here goes the first notion," jumped overboard. William is ordinarily a very self-possessed person and as he expressed it, seldom gets "rattled." But on this occasion he was fairly paralyzed with astonishment and only awoke to a full realization of the situation when he saw the floating female gradually drifting away from him, without making the least effort to help herself. The girl's skirts prevented her from sinking immediately and gave Forbes a chance to put his boat about and row to her rescue. With the same singular nonchalance, the girl was perfectly passive when Forbes caught hold of her and lifted her back into the boat, and, after being again in safety, utterly refused to offer any explanation as to her strange leap, at the same time promising to behave herself while in the boat.

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She kept her promise and when she left Forbes at the Windsor landing, shaking and chattering with cold, she said:—"It's all right, Mr. Forbes, but be careful how you accuse a woman of having notions." And Billy says he will be careful in the future.

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November 16, 1877

The St. Catharines schooner *Magellan* has been wrecked off Two Rivers, Lake Michigan, and her whole crew of eight men are believed to be lost.

The scow *L.C. Larnard* passed up last Thursday with her rudder gone and a portion of her deadwood carried away by striking the rocks at Point au Pelee.

The steam barge *D.R. Van Allen* from Montreal discharged freight on Kevill & Co.'s dock on Saturday night for merchants in town and for lake shore ports.

A Cleveland paper says that two large steamers are being built at Quayle's shipyard at that city, each to cost \$100,000 or more. The Pennsylvania Railroad Company is to own or control them and run them on the Chicago, Cleveland and Buffalo route.

The steam barge *V.H. Ketcham* and her barge passed up from Buffalo for Chicago on Monday afternoon. She had on board 1700 tons of hard coal and her barge had on 1500 tons of the same. She took on 220 tons of soft coal for fuel at John Mullen's coal dock.

The schooner *Berlin* of Buffalo was driven on a reef near Grindstone City on Thursday evening of last week. The cook and one of the crew were washed overboard and drowned and the captain's son died lashed to the rigging. Two of the crew were rescued, nearly dead from exposure.

The tug *Prince Alfred* succeeded on Monday in raising the burned steamer *Midland*, better known as the *Eighth Ohio*. The burned steamer was towed to Clark's dry-dock, Detroit, where it is said the insurance companies interested propose rebuilding her. Her engine and boiler have escaped serious injury.

The schooner *Star* of Mill Point, while loading oak plank at Thomas' Mill, Anderdon, last week, got aground and was pulled off by the *Minnie Morton* and *Bob Hackett* on Saturday afternoon. She completed her load of 150,000 feet at Cooke's dock on Monday and then left for Quebec.

The schooner *Morwood* left Windsor three weeks ago Sunday to go to Collingwood to bring lumber back. According to a telegram received Monday, she was still at Collingwood and in need of a tug. Her centreboard got broken when on her first effort to come hither she ran on Christian Island. She got off that place and

was towed into Collingwood.

The *Riverside*'s flags were at half-mast Wednesday in respect to the memory of George Hackett, and the tugs *Oswego*, *River Queen* and *Winslow* had their colors at half-mast as a mark of respect for James H. Strachan. Mr. Strachan was well known in social and business circles in Detroit and especially among the tug and vessel owners, etc. He owned a half-interest in the tug *Hector* and one-third interest in the tug *Castle* and was business manager for both boats.

The tug *Prince Alfred* passed up with the steam barge *Swallow* on Saturday morning, the *Prince Alfred* and *Parker* having pulled her off the beach at Port Stanley the previous afternoon. Three thousand foot line had to be used owing to the shallow water and this was parted three times through an eight inch hawser. A steam pump was at work on the *Swallow* as she passed here, her bottom having been badly chafed and her stern and decks sprung by striking the pier at Port Stanley.

The steamer *Ontario* arrived at Sarnia on Sunday morning at eleven o'clock. She encountered the most severe weather known for many years on Lake Superior. She had nearly one hundred passengers and a full load of freight, consisting of flour, wheat, linseed oil and beans. She reports passing the steamers *Sovereign* and *Francis Smith* at Pic, bound up. She left again Monday evening with a load of general merchandise, &c. This is the last trip of the season to Lake Superior. This line of steamers have made this season more trips to Duluth than has been known before.

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November 16, 1877

**Wrecking in Canadian waters.**-As some of the American tug owners seem to be in doubt as to whether Canada has any right to make laws in regard to her own country and her own waters, which in the slightest interfere with their desire to prevent Canadian tugs from doing any wrecking business, it would be well for our Government to teach them a lesson by seizing any of their tugs caught wrecking in Canadian waters and detaining them till they make reparation for the violation of our regulations. The Americans have done this in different instances on their side, in fact whenever they have even suspected Canadian craft of the slightest violation of their coasting laws, and therefore can have no reason to complain if we mete out the same measure to them. The latest way of trying to get round our regulations is the plan adopted by the tug *Winslow* in rescuing the schooner *Almeda* ashore near

New Glasgow. She took a lighter along a Canadian bottom and on it placed a pump which was then transferred to the *Almeda* with the idea that the lighter would act as a "disconnecter" (as a Detroit paper puts it) between the tug and the wreck, having a tow-line to each and doing the pulling through her. This is altogether too flimsy a method of trying to evade our laws, and a seizure of the *Winslow* the next time she enters a Canadian port and her detention there till she settles for her violation of the law would teach the Americans that we have a Government that is as watchful of our marine interests as theirs can possibly be. The outcry made by some small sheets to the east of us, subsidized by Americans for that purpose, that there are no Canadian tugs suitable or available for wrecking, is entirely false, as has been proved by the success which has attended the *Prince Alfred* and *Parker* in a number of jobs of wrecking in which they have been engaged, and they have always been ready to proceed wherever their services were required. If, during the short time that our inland coasting regulations have been enforced, the number of tugs now engaged in the business have been fitted out especially for wrecking purposes, it is certain that their continued rigid enforcement will increase that number, and the Americans will soon find it necessary to relax their stringent regulations in regard to Canadian bottoms. We hope our authorities will take immediate action on this matter.

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December 7, 1877

The Welland Canal was closed for the season on Wednesday.

Capt. Foster has laid up the schooner *Fellowcraft* at Port Burwell for the winter.

The schooner *R. C. Crawford* has arrived at Walkerville from Milwaukee with a cargo of wheat.

The steamer *Lake Breeze* has made her last trip for the season and is now laid up at Leggatt's dock.

The three-masted scow *Mary Lydia* passed down on Wednesday for Kingsville, where she will lay up for the winter.

The *Lake Breeze* took 1100 bushels of barley from Kevill & Co.'s warehouse on Monday to Walkerville. It was shipped by W. McGregor.

O.J. Jennings of Dunkirk was in town on Tuesday. He expects to be at work on the lime-kilns again next year with a larger force than ever.

The latest exchanges from Chicago state that navigation is practically closed and that no more vessels are likely to leave that port for below this season.

Another ineffectual attempt has lately been made to recover the machinery of the exploded propeller *Brooklyn*, lying in the river some six miles above this town.

Capt. Robertson of the steamer *Ontario* was presented with a handsome gold watch previous to his last trip by the people of Prince Arthur's Landing, Lake Superior.

Capt. C.C. Allen was home on Tuesday, having left the *R.J. Hackett* at Grand Haven. He expects to run the *Hackett* on the Grand Haven and Milwaukee route all this winter.

The fleet of propellers bound from Chicago to Buffalo, which were obliged to lay to at Detroit on Sunday on account of the low water on the Lime-kilns, all passed down on Tuesday morning.

A despatch from Leamington says:-The schooner *Ida Bell* of Kingsville was driven ashore near Point Pelee about 12 o'clock on Sunday night by the strong gale. She was loading lumber for J.T. Hurst of Wyandotte, Mich.

Capt. Frome Gouin was in town on Tuesday. His eyes are still somewhat affected by the terrible scorching he received last summer when the *Ivanhoe* was burnt to the water's edge at L'Anse. The *Ivanhoe* is now being rebuilt at Detroit.

The Colchester Lightship was brought in by the *Morton* on Friday but it was so rough outside that they had to let go her chains. It was so windy in the beginning of last week that the *Morton* could not safely reach her and when she did get hold of her it was found that the provisions of Wright, the keeper, had run out and he had been living on beans for three days.

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December 14, 1877

The steamer *Dove* is to be thoroughly rebuilt this winter at one of the shipyards of Detroit.

The *Ida Bell*, having been again got afloat after stranding at Point au Pelee, now lies "under the bar" at Kingsville.

The tug *Vulcan* was laid up at Detroit on Saturday and Capt. T. Hackett returned to the bosom of his family for the winter on Monday last.

Thomas H. Austin, for 30 years a captain on the lakes and well-known in this vicinity, dropped dead very suddenly Sunday afternoon at Erie, Penn.

The steamer *Kershaw*, commanded by Capt. W.O. Harrison of Detroit, was nearly wrecked in Saginaw Bay a few days since, and the captain was swept overboard and drowned.

A strange story comes from the lakes. Capt. Jerry Harrington of the schooner *C.P. Merrick* (of St. Catharines) and all hands assert that they saw a steamer run down the *Magellan* - they heard the shouts of men - a tremendous crash followed, together with the flaring of torches. Then all was still, the steamer backed off and went calmly on her way.

The tug *Andrew J. Smith*, Capt. T. McGowan, arrived at the Canada Southern dock on Tuesday afternoon and will be stationed there, ready for work at any time during the winter. The gallant commander is delighted with the prospect of wintering at home. The tug *Wright*, Capt. H. Hackett, arrived from Buffalo on Sunday week and will be at all times ready to co-operate with the *Smith*.

**Shipyard News.**-The *Wyandotte Courier* says:-"It is not known definitely when the launching of the new steamer will take place, depending largely upon the weather. It will probably be within a month, however, although she will be kept on the stocks as long as possible. Half the planking and caulking are done and the guards are well under way. The "gallows," or engine frames, are now in process of construction. They are not to be of wood, as is generally the case, but of iron, and will thus be of great strength. They will weigh forty tons. Artists were down here Wednesday taking views of the boat as she stands. Other views will be taken when her cabins are on, and again when she is completed."

**The Wrecked Lumber.**-The lumber which was lost from the American barge *Goodrich* of Saginaw and driven ashore at Bar Point and Big Creek was purchased by James McBride from Capt. A.R. Manning, representing the Insurance Companies, for the sum of \$60 and Mr. McBride, having communicated with the Department of Customs through the Collector here, was by them permitted to take possession thereof on payment of the duty. The lumber, of which there was 40,200 feet, was valued by Messrs. Gott and Campeau at \$241.20 on the beach.

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December 28, 1877

Abigail Rory, who rescued Capt. H. Hackett and the crew of the *Conductor* off Long Point, Lake Erie, about 20 years ago, is still living at Walsingham, Ont. Shortly after that event a subscription was started and a farm of 200 acres was presented to her and her children. Besides this, a gold medal was struck and given her with a suitable inscription and this is thought highly of by the family. At present

she is about fifty years of age and is remarkably fine looking and strong.¹⁷

The tug *A.J. Smith*, Capt. McGowan, took about one hundred gentlemen from this town and vicinity over to Wyandotte to witness the launch last Saturday afternoon. The launch came off at 4 o'clock and was very successful. The new steamer will be furnished with the engine of the burned *R.N. Rice*. The following are her dimensions:-Length, 250 feet; beam, 36 feet; over-rail, 65 feet; hold, 14 feet 6 inches. The two boilers are of steel. The cabin will be 20 feet [*sic*] in length and will have 75 state-rooms. The new boat will be one of the swiftest in the waters of the west and will be furnished with all the modern improvements and conveniences. She will receive her engine and cabins at Detroit.

Wreck and Wreckers.-The *Buffalo Commercial Advertiser* joins in the censure levelled at the Canadian Government for issuing an order to Collectors of Customs to allow no foreign tugs to engage in "wrecking" along the Canadian shore. The indignation of those who are so free with their denunciations is entirely misplaced. It should, in order to do any good, be directed against the United States Government, which is primarily responsible for the present state of the "wrecking" law on both sides of the lakes. It may seem to the *Commercial Advertiser* a small matter that the United States tugs should be allowed to come over and earn salvage money under the very noses of our Collectors, but it is a matter of great importance to Canadian tug owners. Even if the statement that Canadians "have not a single tug that is fit to go to sea in heavy weather" were true, it would not alter the case, for so long as Canadian vessels are prohibited from "wrecking" on the United States shore while United States vessels can compete with them on their own ground, it is not at all likely that the owners will go to the expense of providing suitable vessels. We cordially endorse the *Commercial Advertiser's* hope that the United States Government "will lose no time in taking the proper steps to secure a settlement of this controversy" and its aspiration after "free trade in wrecking operations." This is exactly what we want, and we have no doubt that any proposals in this direction will meet with a favourable response from Ottawa.-*Globe*.

¹⁷ see pages 57 to 61 in this issue

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Indexed by Jennifer MacLeod



Glossary

**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.

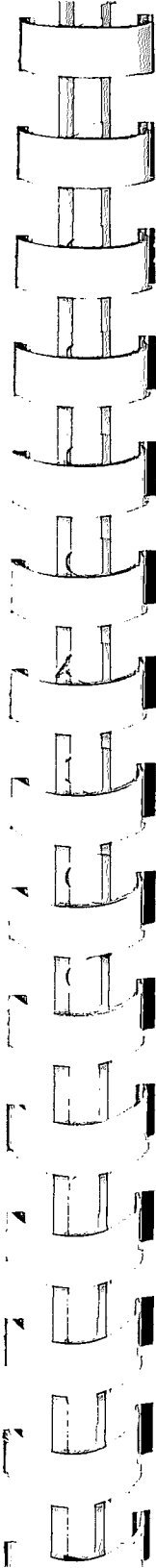
**centreboard** small, shallow-draft sailing vessels used a centreboard which could be lowered below the keel for stability. This board or plate swings vertically from a pivot through the centre line of the keel and is adjustable. It is still used in some modern sailboats.

**deadwood** 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.

**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.



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

**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 lights 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** flat-bottomed vessel of shallow draft. Schooners 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 river bed 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.

## Waterfront of Amherstburg 1876



It is difficult to locate the docks of specific individuals, as contemporary documentation usually does not describe exact locations, probably because it was common knowledge at the time. As seen on the map at left, steamboat wharves took up most of Amherstburg's waterfront during the 1870s. Most of the docks mentioned in the "Marine News" columns would have been located in this area. Assessment rolls for 1876 and 1877 indicate that the following individuals had dock space there (1877 figures in brackets):

Theodore J. Park, 716 feet (646 ft.)  
 John Mullen, 156 ft. with Angus Kevill (176 ft. with T.J. Park)  
 John Leggatt, 80 ft. with M. Twomey (80 ft.)

John G. Kolfage and Peter Laliberty had 60 feet and 200 feet of dock, respectively, at Part Riverfront Lot 3. (This was also the location of Kolfage's tannery.)

## Waterfront of Amherstburg and Surrounding Areas 1876

