



Echo SOUNDINGS

MARINE NEWS OF 1911-1912

Excerpts from the Amherstburg Echo

Volume IX 2006



A publication of the Marsh Collection Society Amherstburg, Ontario





Echo SOUNDINGS

MARINE NEWS of 1911-1912

Excerpts from the Amherstburg Echo

Volume IX 2006



continued from Vol. VIII

July 7, 1911

The Hawgood steamer *Umbria*, coal-laden, struck hard on the *Grecian* shoal, Colchester, on the way up Saturday morning and was released Sunday night after lightering about 1200 tons. When the steamer arrived at Hurley's coal dock, Detroit, her master, Capt. George Robarge, received a message from A.H. Hawgood, Cleveland, one of the managers of the vessel, directing him to turn over his command to Capt. Dorian Elliott of Bay City, Mich.

A glass cupola has been erected on the Lake Carriers' house at Duff & Gatfield's, Texas Landing, above Lime-Kilns. Depths of the recently opened shallow-draft east channel over Ballard's Reef will be posted on the glass of the cupola in black letters by day and illuminated by lanterns at night. The depths for the Lime-Kilns and the regular Ballard's Reef channel will be shown as heretofore. The new service was inaugurated Monday night.

Capt. Alex. Cunning, wrecking master of the Great Lakes Towing Co., has completed building a cofferdam around the starboard side of the steamer *E.L. Fisher*, which is sunk below Mamajuda Light, Detroit River, and has the cofferdam constructed along two-thirds of the vessel's port side, where the work is more difficult owing to the wreck lying with a list of about five feet to port. Unless some accident now unforeseen occurs to delay the work, Capt. Cunning believes he will have the *Fisher* tied up alongside a Detroit dry-dock by next Saturday night.

The Great Lakes Dredge & Dock Co., Chicago, was the lowest of six bidders whose proposals for construction of concrete masonry for the new third American lock at Sault Ste. Marie, Mich., were opened Thursday afternoon in the office of Col. C. McD. Townsend, Engineer Corps, U.S.A., in charge of Detroit district. The company makes a price of \$1,054,795 for the work. The amount is \$208,700 lower than was asked by the next lowest bidder, the Bates & Rogers Construction Co., Chicago, and \$392,080 below the figures of S. Pearson & Sons, New York, the highest bidder. The totals for the various bidders are:- Great Lakes Dredge & Dock Co., \$1,054,795; Bates & Rogers Construction Co., \$1,263,600; Breakwater Company, Philadelphia, \$1,266,460.25; McArthur Bros. Company, Chicago, \$1,343,835; W.J. Newman Company, Sault Ste. Marie, \$1,423,340; Pearson & Sons, New York, \$1,447,875. The work is required to be done 700 days after the date of acceptance.

The schooner *E.L. Nielsen* of Port Huron was sunk in collision with the steamer *Wyandotte* 11 miles off Pointe aux Barques, Lake Huron, early Monday morning. Her crew of five was saved. The vessels came together in a heavy fog. The *Wyandotte*, a steel steamer owned by the Wyandotte Transportation Co., Detroit, was bound from Alpena to Wyandotte with a cargo of stone. Within a few minutes after the collision the *Nielsen*, which was a small wooden craft, filled and sank, giving Capt. William Young, her master, and his crew barely time to get off in their small boats. They were taken aboard the *Wyandotte* by Capt. C.L. Atkinson, who brought his ship about to pick them up, and were carried down the lake to Port Huron. The damage sustained by the *Wyandotte* was very slight. Capt. Atkinson was mate of the str. *Columbia* two years ago and is well-known in Amherstburg.

But for the quick work of Capt. B.W. Bongard, the steamer Turbinia with her 1500

passengers might have sunk Dominion Day off Burlington lighthouse, Lake Ontario. As it was, Mrs. Edward H. Shepherd, an occupant of the sailing skiff that caused the trouble, was thrown into the water and drowned when the *Turbinia*, striving to escape running into the cement buttress of the lighthouse, swung out and ran down the little sailing craft.

STIR IN SHIPPING.-The Year 1910 Was a Record One in Canadian Marine Circles.The records of the Marine & Fisheries Department show that the year 1910 was a record one in Canadian shipping circles. The actual figures for the years between 1902 and 1910, both inclusive, including those vessels which came into the port¹ from the lakes and other sources as well as from the other side of the ocean, are as follows:-

Year.	Number.	Tonnage.
1902	758	1,541,272
1903	802	1,890,904
1904	796	1,833,853
1905	833	1,935,867
1906	820	1,977,534
1907	749	1,932,236
1908	747	2,154,613
1909	948	2,190,756
1910	1075	2,562,876
COLUMN DESIGNATION OF APPLICATION		4,504.070

Out of the total of 948 for 1909, there were no fewer than 636 which had come from ports on the other side of the water, while in 1910 of the total number of craft of all kinds which entered the port, there were 719 actual sea-going vessels.

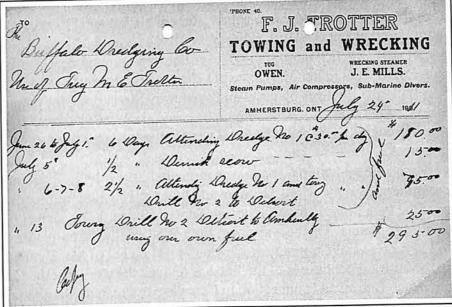
July 14, 1911

The steamer *John Mitchell* was sunk in collision with the steamer *W.H. Mack* seven miles above Whitefish Point, Lake Superior, at midnight Sunday night. Three of the *Mitchell*'s crew were lost. The steamers came together in a heavy fog. The *Mitchell* was struck a little forward of amidships on her port side by the *Mack*, which was on her way down, light and without cargo. At the point where the *Mitchell* sank the lake is about 175 feet deep. Those of the *Mitchell*'s crew who were lost were:-Archie Causley, second mate, Detroit; Al. Clemens, steward, Rochester, Ind.; George Austin, watchman, who shipped at Cleveland. Of the survivors, Mrs. Clemens, wife of the steward, is the only one seriously injured. Her right leg was broken and she is now in the hospital here, as is also her daughter who collapsed after her heroism had saved six lives. Capt. George H. Burnham of Toledo, master of the *Mack*, refused to give any details of the accident beyond stating the *Mitchell* has been sunk and three of her crew lost.

The Buffalo Dredging Co.'s dredge No. 1 was in Sunday, making repairs to her dipper. Breymann Bros.' dredge No. 3 was also in for minor repairs.

Adam Kiyoshka, the marine diver on the wrecker *Mills*, and his son Capt. Harry Kiyoshka have taken the contract to overhaul all the derrick scows and the stake driver of the Wm. Menzies fleet. The work will be done in the slip below the mill.

Duerson Gatfield found a pocket book floating in the river opposite the coal dock on Friday



Bill from Trotter Wrecking Co. to Buffalo Dredging Co., July 24, 1911, including services of tug *Trotter* in towing drillboat *No. 2* to Detroit.

Trotter Wrecking Co. Papers, Marsh Collection Society

last and after fishing it out discovered that it belonged to Captain Lewis Unbehoun, drowned from the tug *O.M. Field* the day before. Besides a number of valuable papers it contained \$62 and it was turned over to James Sutton. The body was shipped to his home in Green Bay on Friday night and the tug *Field* left on Saturday for the Welland Canal.

The first explosion of the season on lower Detroit River works, occurred Friday night when drillboat No. 2 of the Buffalo Dredging Co.'s fleet working on the west side of Bois Blanc, touched off a leftover charge of dynamite but escaped with only minor damages while of the crew only Alex. Duff was at all shaken up. The drill is of steel with compartment construction. A couple of steam pipes were broken and in order to have permanent repairs made she was taken to Detroit on Saturday by the tug Trotter, which was the first tug to the drill after the explosion.

"One year from today the commerce of the Detroit River will be using the Livingstone Channel," declared Col. C. McD. Townsend, United States, engineer in charge of the river improvements, Tuesday. "The work has been progressing rapidly this season; there has been practically no delay and indications are that the work on the section of the channel within the cofferdam will be completed by January. Though the channel will be completed soon after the close of navigation this season, it will be impossible to remove the dams protecting the upper and lower ends of the cofferdam until the opening of navigation in 1912. I expect to be able to open the channel to the lake fleet by July of next year. Though the sections below the cofferdam will not be all complete, the work can go on after the channel is opened to navigation. The section above the cofferdam will be completed before the end of the present season."

July 21, 1911

The Buffalo Dredging Co.'s powerful dredge No. 7 had her dipper handle strengthened when

¹ It is unclear to which port the article refers.

she was in Sunday.

Harry Carlson of the tug *Shaughraun* cut an artery in his left hand Thursday with a jack knife and had to have two stitches put in. He is off duty.

The big steel str. *Francis Wilder* of the Becker fleet ran aground near Bar Point on Saturday morning. The tug *Rooth* went to her assistance but she released herself.

One of the Ballard's Reef gas buoys is on the Murray Street dock for repairs. An unknown steamer struck it.

The Buffalo Dredging Co.'s drillboat No. 2 went to work again Friday after being in a Detroit dry-dock nearly a week.

The Pere Marquette system in Canada was inspected Friday by D.B. Hanna, vice-president of the Canadian Northern, also the wharf facilities and other railway appointments at Port Stanley. President Cutler of the Pere Marquette and Division Superintendent W.K. Tasker of the Canada end of the line were with Mr. Hanna. On the way down from Walkerville the party met General Manager A. Leslie of the Lake Erie Coal Company at Kingsville. The visit of Mr. Hanna and his apparent interestedness in the outward conditions of the line has revived the story that the Canadian Northern is seeking an entrance to Detroit and connection in Canada over the Pere Marquette and making Port Stanley a point of distribution for the product of the coal fields in Eastern Pennsylvania.

Alphonse Cote, engineer on the Southeast Shoal lightship, is home for a few days' visit with his family, Rankin Ave.

The tug *Kennedy* broke down while going over the crossing Thursday morning and the tug *W.A. Rooth* had to tow her and her oil barge to Detroit.

The str. *Empress* of Midland broke her steering gear Friday morning above Duff and Gatfield's and would have gone on the rocks but for the quick assistance of the tug *Rooth*.

The yacht *Venture* of the Menzies fleet is being overhauled and repainted at the head of Bois Blanc.

The Trust tug Abner C. Harding (Capt. Thos. Hagen) is towing oil barges for the Standard Oil Co. The tug blows a salute every time she passes this port. The crew are all anxious to get back here.

The Buffalo Dredging Co.'s big dump scow No. 3 is at their dock having her pockets re-lined with heavy oak timber.

Fay Jones, watchman on the steamer *Castalia*, who has been visiting in town for a week, left Tuesday to take his place on that steamer.

The Pittsburgh Coal Co.'s employees are putting new planks in the broken spots on the dock at the foot of Murray and Richmond Streets.

The tug *Leroy Brooks* (Capt. John McQueen) with a lighter is hauling stone from the dredges at Ballard's Reef, lower Detroit River, to the new Colchester dock.

Capt. James Hancock, Roy Richard, Hector Barron, C. Colborne and Albert Turton were home Sunday and left Tuesday for Cleveland to ship on the Great Lakes Dredge and Dock Co.'s drillboat *No. 4*, which is going to Boston to work on a big contract.

The wooden steamer *Maine*, upbound with a cargo of coal, caught fire shortly after 10:30 o'clock Sunday night off the Michigan salt block, Marine City, and members of her crew had a narrow escape from death in the flames, which spread rapidly. She was run on the Canadian shore and burned out. The *Maine* was an old-timer and one of the twenty-odd "N.T. Co." steamers that

traded through the Welland Canal about forty years ago. They formed a bustling line in their day and carried passengers as well as freight.

Capt. Lewis Unbehoun of the tug O.M. Field, who was drowned on Thursday July 6th at the dock here, was insured for \$3000 in Iron Gate Council, No. 545, Royal Arcanium, Green Bay, Wis.

The Steel Trust² freighter *John W. Gates* was in collision with the wooden boat *Tampa* in the river just off Walkerville at five o'clock Tuesday morning, the latter being rammed and sunk in 20 feet of water. The *Gates* was not seriously damaged.

At a total cost of \$1,500,000, the Detroit & Cleveland Navigation Co. is having another new passenger steamer built at the plant of the Detroit Shipbuilding Co. as an addition to its great fleet of freshwater boats. Barring unforeseen difficulties, the new leviathan will come out in June, 1912, for service on the Buffalo-Detroit route as sister ship to the City of Detroit II. The new steamer will give the D. & C. Line eleven steamers and this new marine marvel will be by far the finest and largest side-wheel vessel in operation on fresh water. The new boat will be christened City of Detroit III. She will be 470 feet long, 26 feet longer than the City of Cleveland and 93 feet wide. The carrying capacity will be 4500 passengers. There will be 600 staterooms, 25 parlors, with both shower and tub baths all to be supplied with hot and cold running water, washed air and telephones.

July 28, 1911

A son of the late Capt. Unbehoun of Green Bay, Wis., arrived in town on Friday to pursue some enquiries touching the tragic death of his parent, who it will be remembered was drowned from the tug O.M. Field a couple of weeks ago. Green Bay authorities incited by local gossips had allowed themselves to become greatly excited over the possibility of Capt. Unbehoun's death being due to foul play; they claimed to be have found bruises and lacerations on his body, which they said without examining it hadn't even been embalmed. Stuffed with such irresponsible gossip the son struck town, but after interviewing those most directly concerned both with the finding of the body, the embalming and shipping, he went away perfectly satisfied that his father's death was accidental and that all care had been exercised in connection with it so long as it was in charge of local authorities.

The high wind Sunday midnight set two of Dunbar & Sullivan's scows adrift at Ballard's Reef immediately in front of the big passenger str. City of Cleveland which was coming down under a full head of steam. There was great danger of a serious mix-up for some time, but the steamer checked up until the scows floated across her bows. They came up on Grosse Île later in the morning. Around Sugar Island Monday the effect of the wind was such on the water that a drop of fully four feet was recorded and it necessitated the White Star Line calling off its regular stops at the resort for the day. Neither the Greyhound from Toledo or the Owana from Detroit could stop at the island. The boats made through trips between Toledo and Detroit. So heavy was the wind on Lake Erie the big passenger steamer Eastern States was an hour late in arriving at Buffalo. The boat was kept on her course only by the most skillful handling of Capt. Simpson. The water was at a lower stage in the lake at Kingsville Monday than any other time for five years. Heavy seas on the lakes

² The "Steel Trust," created by J.P. Morgan in 1900, was a merger of several companies, including the Carnegie Co., Moore Group, American Steel & Wire Co., Federal Steel, National Steel and Rockefeller iron ore interests. The Trust had a fleet of 112 vessels and controlled 3/5 of steel business in the United States.

made the excursion steamers a little late in reaching their docks Monday night. The new steamer Put-in-Bay encountered a heavy sea on Lake Erie, causing some discomfort to the passengers. In the trip down Monday morning, the waves broke in one of the wooden bulwarks flooding the lower deck with about two inches of water and frightening the few passengers that were nearby. It was quickly blocked up by the crew and most of the people on the boat did not learn of it until the end of the trip. The temperature dropped to a point too cool for comfort. Top coats and felt hats were strictly in it during the cold spell.

The steamer Huron of the Star-Cole Line, which operates between Cleveland and Sault Ste. Marie, Ont., ran on a shoal off Richard's Landing Thursday and tore a hole 20 feet long in her bottom. Two hundred passengers of the Huron were taken off as the vessel began to settle. They were transferred without difficulty to the steamer City of Chatham and taken to the Soo. The Huron is said to have gone on the shoal after bearing out of the channel in a fog. The steamer was taken to Detroit for repairs her own pumps keeping her free of water.

The tug Shaun Rhue broke a wheel Saturday by hitting a rock.

The Buffalo Dredging Co.'s dredge No. 1 had her boiler repaired while in port Sunday.

The tug D'Alton McCarthy made a trip over to Monroe with a pleasure party Saturday.

The str. John Harper discharged a cargo of slack coal for the electric light plant last week.

August 4, 1911

The new Ontario & Quebec Navigation steamer Geronia just out of the Collingwood shipbuilding yards, passed down the river on Thursday evening on her way to Toronto, where she will go into commission on the Toronto, Bay of Quinte, Charlotte, N.Y., Thousand Islands, Montreal and Quebec run. The new boat built at a cost of \$200,000 is a credit to Canadian shipbuilders, being complete in every detail and fitted up in a most luxurious manner. The equipment, including the engines, is of the very latest type.

Capt. James Foster an employee of the Detroit & Windsor Ferry Company for the past 45 years, passed away early Thursday morning of last week at his residence 14 Dougall Avenue, following an attack of acute indigestion which commenced Sunday evening. Deceased, who was 74 years of age, was first in command of the ferryboat Argo, and others in which he was captain were the steamers Essex, Fortune, Hope, Excelsior, Detroit and Victoria, the Victoria being the one over which he was last in command. During all the years in which he has been connected with the company he had never had a single accident. Captain Foster was born in Sligo, Ireland, and came to this country, settling at Amherstburg, when but a young lad....

The tug Marion E. Trotter was dispatched to the sunken str. Tampa on Thursday by the Steel Trust to assist the wrecking str. Mills, which has the job of floating the wrecked steamer. The pumps will be started Tuesday.

The Buffalo Dredging Co.'s big steel derrick scow No. 5 is said to be raising some of the biggest boulders ever known to have been taken from the Livingstone Channel and it keeps Manager Goode busy looking up hooks and chains strong enough to hold the big scow. Hooks are snapped off like pipe stems. The derrick lifts all the rocks without blasting them.

Albert Fox Jr., an employee on the Buffalo Dredging Co.'s drillboat No.2 had his thumb badly cut Monday night by a ram falling off the drill machine and jamming it. It required 4 stitches

Word has been received from local drillmen going to the Atlantic Coast on the Great Lakes D. & D. Co.'s drillboat No. 4, which is bound from Cleveland to Cape Cod to work at Boston harbor. All report being well and enjoying the trip.

Charles Anderson, who has been second engineer on the tug Milwaukee of the C.H. Starke D. & D. Co. at Buffalo all season, arrived in town last week to spend a short vacation. While here he was offered the chief berth on the tug Phil Sheridan of the Dunbar tug fleet, which he accepted. The tug is employed towing flat scows to the stone crusher at Detroit.

While everything was quiet Saturday evening about 11 o'clock the str. Penobscot, coming down, broke her steering gear and swung around on her anchors on the Lime-Kilns. The tooting of danger signals woke up the residents along the riverbank and after some time, when the crew of the W.A. Rooth was aroused, the tug hurried to the disabled steamer and the other wrecking tugs did not know there was anything on till they saw the Rooth tow the steamer down next morning.

August 11, 1911

The contract has been let to John Ginzel of Wyandotte for the erection of the six new piers on which the lightsfor the new Livingstone Channel will be constructed. These piers will be built within the confines of the present cofferdam on the edge of the big cut. Four more will be built below the cofferdam work. Gas buoys will also be used in this portion of the channel. The Government has appropriated \$210,000 for the work, but it is not thought the entire sum will be used. The work will be started at once. A new steel light is to be built to replace the wood Ecorse range light.

The tug Francis B. Hackett left on Wednesday night for Cleveland from where she will tow a dredge of the Great Lakes D. & D. Co. to Montreal. The dredge will be taken from there by another tug to Boston. The dredge, drillboat and big crew of local men will work on a four-year contract. Miss Hackett, town, Gordon Hackett and wife and the Misses Marjorie and Helen Stafford will make the trip on the Hackett.

The steamer Harvey H. Brown, owned by L.C. Waldo of Detroit, with a cargo of ore consigned to the Rochester and Pittsburg ore dock, Buffalo, went aground off the Government pier on Sunday. The lighter Olga of the Hand & Johnson Line began lightering the vessel Sunday night and she was released Monday. The vessel stranded inside the breakwater off the north pier and it is thought that she was on a sandpit which projects out from the end of the Government dock. Capt. D.C. Girardin of this town is master on the Brown, which his father the late Capt. D.J. Girardin sailed for some years.

Capt. Alexander Cunning of the wrecking tug Favorite, which put into Amherstburg Thursday, was placed under arrest by Ira Ong, chief of police, charged with having committed wholesale larceny. The offence is said to have taken place between January and February of 1910. The name of the vessel does not appear on the warrant but it states that the wreck lay off the Duck Islands. The warrant was forwarded to High Constable Fred. Campeau of Windsor by Magistrate William Price of Gore Bay. The goods alleged to have been stolen are shoes, groceries, clothing, merchandise, etc. The steamer Wissahickon was wrecked off Duck Island in the winter of 1910 and it is a well-known fact that she was plundered of the cargo at the time the wreckers were at work there, but no charge was ever made and the underwriters paid the loss. Capt. Cunning was taken to Windsor same evening and detained until Friday, when he was released under \$10,000 bonds. furnished by J.G. Mullen and H.G. Duff. The case will be heard on August 11th before the police magistrate at Gore Bay, before whom Capt. Cunning has been cited to appear.

The str. L.L. Barth, belonging to the Edward Hines Lumber Co., towing the barges Alice B. Norris and Helvetia, broke a towline when a passenger steamer passed her at a great rate of speed on the Lime-Kilns on Sunday night and a towline got in her wheel. The tug Marion E. Trotter went to her assistance and a diver off the wrecker Mills was secured and he cut the line out of the steamer's wheel next morning.

The steamer *Edwin L. Fisher*, which was sunk in a collision with the str. *Stephen M. Clement* in the Detroit River near Grosse Île shortly after midnight on May 5th with a loss of three lives was raised at 8 o'clock on Sunday morning by Capt. Alexander Cunning and his men of the Great Lakes wrecking tug *Favorite*. The pumps were started shortly after 6 o'clock and by 8 o'clock the boat was afloat. The steamer *Fisher* was bound up the river and had on about 1100 tons of coal and 700 tons of railroad rails when the accident happened. She went down in a few minutes. The wrecking tug *Favorite* and its crew have been at work on the wrecked boat for several weeks and it was one of the hardest jobs that Capt. Cunning ever tackled. The cargo of coal and railroad rails will be taken off and placed aboard the lighter *Wayne* before the *Fisher* is taken to the dry-dock.

August 18, 1911

The dredge Brian Boru of the Dunbar fleet was in a few days this week with a broken dipper handle.

The steamer E.A. Shores discharged three cargoes of soft coal on the Mullen Coal Co.'s fueling lighter Emma E. Tyson this week.

The tug *Meldrum* arrived here from Buffalo on Monday night to tend the dredge *Pan-American*. Clyde Tobin is mate on her and Fred Gerard is chief engineer.

The big dredge *Pan-American* of the Buffalo Dredging Co.'s fleet arrived here this week from Buffalo to work on the Livingstone Channel. The tugs *Chas. E. Williams* and *Meldrum* brought her over.

The regular meeting of Drillmen's Local 504 on Sunday last, held in the Hadley Hall, was turned into a social affair and a most enjoyable afternoon was spent by about 40 of the members. Refreshments were served. Such meetings draw the members together, make them better acquainted, etc.

The Pelee Navigation Co., owners of the str. Alfred Clarke, have decided to sell that steamer and have a new one built during the winter to place on the route [between] here and the mainland next spring. For some time it has been felt that the Clarke is neither large nor fast enough for a route of the growing importance of this one and the company issued stock certificates and already have in the neighborhood of \$25,000 subscribed on the \$50,000 boat which they propose building.

Work was started Friday on the construction of the piers for the new lights to be erected and maintained by the U.S. Government in the Livingstone Channel, lower Detroit River, which is now nearing completion so far as work in the dry is concerned. There will be six modern lights in that section between the cofferdams and six below.

Capt. Alex. Cunning, wrecking master of the Great Lakes Towing Co., appeared in the police court at Gore Bay Friday and pleaded not guilty to the charge of stealing part of the cargo of the Anchor Line steamer *Wissahickon* while she lay stranded on Outer Duck Island during the winter

of 1909-1910. As the prosecutor was not ready to go on, the trial was postponed for a week. Bail was reduced from \$10,000 to \$5000.

Divers are at work recovering several hundred tons of steel rails which were dumped on the Detroit River bottom from the deck of the *E.L. Fisher* when she collided with the *Clement* and sank.

Capt. John F. Jones, an old Amherstburg boy, son of the late Capt. John Jones, has been promoted to the position of master of the big steel steamer *Snyder*. This is the second appointment in a week of an Amherstburg mariner to command big lake vessels.

The wrecking steamer J.E. Mills of the Trotter Wrecking Co. came back to this port on Thursday last after working on the job of raising the str. Tampa, which was nearly cut in two by the str. John W. Gates near Walkerville, for the Pittsburgh Steamship Co.

The tug W.H. Kinch of the Buffalo Dredging Co.'s fleet, in charge of Capt. John Henry, came to this port from Buffalo on Friday and will be used as a supply boat and to look after derrick No. 5. Capt. Wm. Wilkinson, well-known in town as master of the Kinch, has gone to another port with a Buffalo outfit.

Alex Richard, employed as carpenter on the Buffalo Dredging Co.'s repair gang, had a finger badly jammed Saturday last when assisting to take a yawlboat off the *Kinch*. Several stitches were required to close the wound.

August 25, 1911

Fred Jubenville, carpenter for the Buffalo Dredging Co., is making a spud for the *Pan-American* at the Buffalo repair yard. It is a heavy piece of work and seldom done in these parts. It will be made of 4 pieces of timber 2 feet square and fifty feet long, levelled off and put together with bolts.

The schooner *Eliza Day* turned turtle in Thunder Bay Thursday night and the crew, Mrs. Kirkendall, the mate's wife, and her young baby had narrow escapes from being carried under. The *Day* was in command of Captain Gillingham and was destined to Amherstburg with a cargo of pound stakes. Suddenly and without the slightest warning the boat went over and the crew found themselves struggling in the water. Mrs. Kirkendall was asleep in her cabin at the time but superhuman efforts of Captain Gillingham effected her rescue. A gasoline launch which happened to be in the vicinity rescued the crew and brought them ashore greatly exhausted. The *Eliza Day* did not sink and was towed into Alpena.

The United States Department of Commerce and Labor has issued a circular letter to all collectors of Customs on the Great Lakes, calling attention to the law which forbids Canadian excursion vessels transporting passengers from American ports to Canadian ports or from Canadian to American ports and back. The law provides a penalty of \$200 to be paid by the steamship company for each passenger so carried. The matter was called to the attention of the Department by the collector at Rochester, N.Y. Enforcement of the law will break up a flourishing excursion business now carried on by Canadian steamship companies on the lakes.

Capt. Tom Hagen of the tug *Harding*, seeing the perilous condition of the waterworks dock, has made a runway from shore to his tug with big heavy planks.

The tug A. Chambers stopped here on Monday on her way to Pelee Island with the wrecked schooner G. Harber, which blew out her sails in Lake Erie. The owner handed over the schooner to the Chambers for his wrecking bill.

The str. *Faustin* sprang a leak Saturday at the dry works and before it was noticed her fires were put out and she sank. The Trotter wrecking steamer *Mills* went over to her and, putting on big steam pumps, had her up in a couple of hours.

Capt. Alex. Cunning, wrecking master of the Great Lakes Towing Co., is finishing up the work of recovering the steel rails which were dumped into the river from the deck of the steamer *Edwin L. Fisher* when she sank. The rails have been replaced on the boat and she was taken to the dock of the Great Lakes Engineering Works Saturday. The damaged steamer will not be repaired as yet, however, until surveyed.

The tow barge *Melvina* came to grief when sailing up the river Monday afternoon. She could not buck the stiff current and had to anchor in the centre of the channel. The tug *Trotter* placed her out of danger.

George Fontaine, cook on the Buffalo Dredging Co.'s tug *Meldrum*, got himself into serious trouble Monday by forging a time cheque for \$21.12 on the Great Lakes Dredge & Dock Co.'s forms, which he exchanged with G.T. Florey & Son for a cheque for that amount and spent the proceeds of the cheque in a round of pleasure. When Mr. Florey presented the time cheque for payment it was discovered to be a forgery and a warrant was issued for the young man's arrest. He appeared before Police Magistrate McGee Tuesday afternoon and, pleading guilty, was sentenced to serve 23 months in Central Prison, but sentence was suspended to give him a chance to redeem himself. His father, an employee of the Great Lakes Co., made good the cheque.

The tug Chas. E. Williams of the Buffalo Dredging fleet limped into port Monday night with her big quadrant (gear) broken. Manager Goode had her taken to a Detroit machine shop on Tuesday.

Marine workers affiliated with the Longshoremen's Association are working to secure deeper waterways. They believe that because of the heavy traffic on the lakes they are entitled to channels as deep and wide as those on the Atlantic coast. A trip up the lakes was made by W.B. Jones, Detroit, president of the International Dredge Workers; Capt. Edward F. Kemmet, Cleveland, president of the Licensed Tugmen's Association; and T.J. Dolan, Chicago, secretary and treasurer of the Steam Shovel and Dredgemen's Association, in the interest of the project. They made addresses in the various ports. It is the hope of the men to secure a channel 26 feet in depth and 1000 feet wide from Buffalo to Duluth and Chicago.

Captain John Blauvelt, who had been living at Amherstburg for over a year running the Buffalo Dredging Company's supply boat *Wm. Logan*, died very suddenly Friday morning last at the home of Lorne Cowan, corner Dalhousie Street and Rankin Ave,. where he and his wife had rooms. Capt. Blauvelt suffered from heart trouble caused by rheumatism and had been off duty for a month owing to illness, but seemed to be improving and the evening before took several parties to Sugar Island on one of Wm. Menzies' gasoline launches. He became very ill through the night and sank very rapidly. The remains were taken to Detroit Saturday on the launch *Mary Bell* and transhipped there on the White Star Line to his home at Algonac for burial...."Buffalo John," as he was familiarly known to the workers on the Livingstone cut, was also an inventor and had several useful inventions covered by patents. Among them were a hydraulic steering gear which he had just completed and a self-starting mechanism by which he could start the 100-horse-power motor of the supply boat....

September 1, 1911

The Buffalo Dredging Co.'s big dredge No. 7, scow 16 and tugs Williams and Meldrum left Wednesday night for Buffalo to go to work on the Niagara River.

The Trotter Wrecking steamer *Mills* was sent to Detroit Wednesday to have repairs made to her rudder, which was damaged by hitting a rock when she was raising the *Faustin* last Saturday. The crew of the *Trotter* took her up.

The schooner *Eliza Day*, loaded with trapnet stakes for Amherstburg, which capsized off Scarecrow Island Thursday night of last week, narrowly escaping a fatality, will probably be a total loss. She was towed into shallow water by the tug *Ralph* but her cabin is gone, the foremast was torn out in the efforts of the Government survey steamer *Lusk* and tug *Fred*. *B*. to right her, and only the bilge can be seen above the water. The loss is about \$2000. The members of the crew lost their effects. Capt. James Gillingham owns the *Eliza Day* and she hails from Bay Port.

The steamer *E.A. Shores* made a record trip one day last week. She left Sandwich, went to Sandusky, loaded a full load and was back at Amherstburg in 12 hours. The Mullen Coal Co.'s str. *Faustin* is in running order again and is filling their big contract at Stoney Island.

Of the total coal exports from the United States for the year ending June 30th, 1911, Canada took 3,088,424 tons out of a total exportation of 3,146,388. The bulk of the shipments were made in lake coal carriers. Canada is importing almost as much coal from America as her own mines produce.

The tug *Martin* was lost in Georgian Bay with all on board in a gale which wrecked the barge *Albatross* Sunday night of last week. The people who went to the bottom with the tug were Capt. and Mrs. Vent, Bob Hook, Ernest Hewey, Dick Melia, Billy Martin and others. The dead were all residents of Midland. The passengers on the barge *Albatross* escaped in a boat, but the occupants of the tug, which was towing the *Albatrosss*, went down. The *Albatross* sprang a leak and in foundering dragged the tug down with it.

Following an investigation of the report from Washington that Customs collectors at United States lake ports have been instructed to enforce the law which prohibits Canadian excursion vessels from transporting passengers from American ports to Canadian ports, it has been determined there is no such law in existence. There is a regulation in force in the United States prohibiting Canadian or other foreign ships carrying passengers from one United States port to another United States port. The same regulation is in existence in Canada. But there is nothing on the statute books of either country to stop a steamship carrying passengers from a port in one country to a port in the other.

A. Johnston, Deputy Minister of the Department of Marine and Fisheries of Canada, makes announcement of the dates to which lights and navigation aids maintained by the Dominion Government on the Great Lakes and St. Lawrence River will be kept in service, as follows: "All Canadian lights and fog alarms in Lake Superior will be kept in operation this season until December 15th, or later, if the season of navigation will permit, with the exception of the lights at Caribou Island, Otter Island, Michipicoten Island, Gargantua and Corbeil Point, from which stations the keepers may be removed any time after December 1st. Mariners must not rely on finding any of these lights in operation later than the dates specified for closing. All Canadian lights and fog alarms in Lake Huron, Georgian Bay, Lake St. Clair, Lake Erie, Lake Ontario and connecting waters will be kept in operation until December 15th, except Southeast Shoal lightship, Lake Erie, which may be removed from her station not earlier than December 5th, and Lonely Island light, Georgian Bay,

which may be closed and the keeper taken ashore December 5th."

September 8, 1911

The Trotter wrecking str. J.E. Mills is being repainted, red hull and black cabins.

The str. City of Mt. Clemens discharged a cargo of 300 tons of slack coal for the Riverside Flouring Mills.

The Buffalo Dredging Co.'s dredge No. 1 was taken to the Detroit Dry-dock, Detroit, on Sunday to be re-caulked.

The tug Harding has gone to the Soo with the lighter Rescue, loaded with coal taken from the sunken str. Fisher.

The crews of the dredges, drillboats, tugs and derrick scows were off duty from Saturday night till Tuesday morning, as Monday was Labor Day. The next holiday will be Thanksgiving.

Capt. Ed. Tormey, who has had charge of the White Star Line launch White Star at Sugar Island all season, has taken her to Detroit. The moonlight excursions to Sugar Island closed last

The steel steamer W.H. Gilbert of the Pittsburg Steamship Company collided with the wooden steamer City of Genoa of the Gilchrist Transportation Company of Cleveland in the St. Clair River opposite Sarnia in a dense fog Saturday of last week. The Genoa sank with a big hole in her port side. She was anchored at the time of the accident and the Gilbert was bound down with ore.

Dunbar's new derrick scow Gossoon is almost completed and ready to be put to work. The Gossoon is one of the most completely rigged scows on the river and will be used on the Livingstone Channel. Morris Mayville is the chief engineer on her.

The Dunbar derrick scow Faugh-a-Ballagh, used to lift spuds out of dredges and for other work at their repair yards, is sunk in the C.S. Ry.³ slip at Gordon.

Experts who made a survey on the steamer Tampa, which was sunk off Walkerville July 17 by the steamer John W. Gates and subsequently raised by the Trotter Towing and Wrecking Company under direction of Capt. W.W. Smith, marine superintendent of the Pittsburg Steamship Company, are reported to have pronounced the vessel a constructive total loss.

September 15, 1911

A great number of people visited the dry section of the Livingstone Channel Sunday. The water will soon be turned in over the riverbed.

The Canadian tug D. of G. on her way from Port Colborne to Port Arthur stopped here Friday last to have some repairs made to her boiler.

The tug George Cooper brought over the Great Lakes Dredge and Dock Co.'s derrick scow No. 11 from Cleveland Monday. A local crew was picked up and the derrick put to work on the

The Detroit River passenger service is now coming to a close after the most prosperous season in the history of the four big lines which operate boats out of Detroit. Omitting the thousands who visited Belle Isle by ferryboat, it is estimated that 600,000 persons were carried out of Detroit

³ Canada Southern Railway

and is at his home in town for a short visit.

The big 1000-yard dump scow of the Buffalo Dredging Co.'s fleet was taken to a Detroit drvdock on Friday last. She was brought back on Monday.

Capt. James Jarmin, supt. of the Boone Dredging Co., is home for a few days from Collingwood. His daughter Gertie (Mrs. C.C. Simpson) of Little Current accompanied him home for a short visit.

The tug Shaun Rhue of the Dunbar fleet went to Springer's Boiler Works on Friday to have one of her boilers overhauled. The tug Spalpeen took her place. The dredge Tipperary Boy was at Gordon for repairs Monday.

The Department of Marine & Fisheries has completed negotiations for the purchase of the Pittsburgh Coal Co.'s lower dock; the money has been paid and it is now Government property. Government engineers were here this week examining the place with a view to preparing new specifications and re-advertising the work of fitting the dock for buoy service at an early date, as it had been decided to carry out extensive repairs and improvements. The dock will be used the coming winter for the storage of buoys and material and the mooring of vessels used in connection with the maintenance of the buoy and lighting service on the lower Detroit River. When the projected work has been completed it will be a creditable addition to the riverfront and will be a permanent benefit to the town.

The sand barge C.H. Little, owned and operated by the C.H. Little Co. of Detroit, sank in shallow water at the head of Pêche Island late Tuesday night as the result of a collision with the big ore carrier James H. Hoyt. According to reports, the barge ran into the Hoyt and went down almost immediately. The crew of 12 men was taken off the barge by the steamer City of Mt. Clemens. Two of them were badly scalded by steam which escaped from pipes broken by the impact. The Hoyt, slightly damaged, continued down the river. The C.H. Little is a wooden barge which has been used in the sand trade on the Detroit River for some time. She was bound down with a cargo from Lake St. Clair when the collision occurred.

The tug Marion E. Trotter went to Cleveland this week with the barge Minch, which is being taken from Sarnia to Montreal.

September 22, 1911

Harry Carlson of Buffalo, stoker on the tug Shaughraun, and Miss Ethel Vedder of Tilbury, stewardess on the dredge Handy Andy went to Windsor on Saturday evening and were quietly

Albert Brown, diver tender on the derrick scow Cuilene Rhue, did some fine work Thursday afternoon of last week when he saved Robert Kett from severe injuries. The dredge Pan-American was being pulled up alongside the derrick when the swift current caught her and sheered her against the derrick, which was working at the time, with Mr. Kett under water. He was pulled up and out of the way just in time as the ladder and yawlboat of the derrick were smashed.

Lorne Cowan of dredge No. 7, Buffalo Dredging Co., of Rocky River, Buffalo, spent Saturday and Sunday with his family in town.

The str. Papoose with the scow Nellie and a big gang of men are at work building more islands opposite the boathouse at Bois Blanc Island.

Mrs. (Capt.) Hawkes of Buffalo is a guest at the Amherst Hotel. Captain Hawkes has charge of the tug Meldrum of the Buffalo Dredging Co.,'s fleet.

Brig. Gen. Bixby, Chief of Engineers, returned on Friday to Washington from an inspection of river and harbor work in the lower lakes and held a conference with the Acting Secretary of War and General Wood, Chief of Staff, at which he went over the river and harbor estimates at length. As he came from the conference he said: "While I cannot give out details at present I wish to assure you that the Great Lakes will be taken care of in our recommendations. I regard the Livingstone Channel as the most important piece of river and harbor work the Government has undertaken. It is the connecting link and the greatest inland waterway in the world. It is also highly important to complete the new lock at the Soo at the earliest date possible. We shall ask more than \$2,000,000 for this next year. There is nothing like seeing the thing itself and my last trip has impressed me more than ever with the importance of the work to be done in lake harbors and the Detroit River. Do not ask me to give figures, as the estimates have not yet been approved by the President. They may be changed." The estimates for river and harbor improvements are 48 millions.

There was great excitement on the ferryboats Victoria and Excelsior late Monday afternoon when a near collision occurred in mid-river as the two steamers were attempting to keep clear of a large freighter, upbound. Passengers on the two boats, many of them from Windsor, were frantically running the decks. Men turned pale and women shrieked as the two steamers seemed doomed to crash. A prompt application of the reverse brakes as the steamers barely nosed each other saved the situation. A big Steel Trust steamer with her tow light and riding high in the water was passing up the river just as the two ferryboats left Windsor and Detroit docks. Both ferries proceeded under check and as the freighter passed each attempted to pass just below her stern. The boats were but 100 feet apart when the captains took in the situation and ordered the reverse brakes applied immediately. When stopped, the steamers were about touching each other.

The Government work tug Circle, in command of Captain Slock, was rammed and sunk in Lily Pond harbor of refuge, Portage Lake, Friday morning by the steel steamer Martin Mullen. The Circle rests in 20 feet of water with only the top of her funnel above the surface. The Mullen was northbound and proceeding slowly into the canal entry from the harbor of refuge when a 30-mile gale swung her against the Circle, which was tied at the revetment pier. The crew of the Circle saved their lives by jumping to the revetment but Capt. Slock was forced to jump into the lake, from which he was rescued by his crew. The channel is not impeded by the wreck.

The Collingwood-Craig collision, which took place in the Detroit River on August 24th, 1909⁴, and which has been in the courts or before arbitration since, was finally settled at Cleveland. Manager G.E. Fair of the Farrar Transportation Company, the owner of the Collingwood, and A.A. Wright, manager of the St. Lawrence and Chicago Navigation Company, Toronto, acted for the Farrar Company; and W.H. McGean, manager of the Hutchinson Company, Cleveland, appeared for the Craig interest. The settlement will net the Farrar Company upwards of \$20,000.

September 29, 1911

The Great Lakes Dredge Co.'s dredge No. 3 was in port a couple of days last week putting on a new dipper. The broken dipper was taken to Woods' machine shop to have a new mouthpiece

At 2 a.m. Friday, the steamer Henry Phipps, Captain Richard F. Humble, master, crashed into the Joliet of the same fleet, sending her to the bottom so speedily that several of the 23 persons on board, including one woman, narrowly escaped with their lives. Both steamers were bound down with ore cargoes. The Joliet came into St. Clair River about 11 o'clock Thursday night. Caught in a thick fog, Capt. Henry J. Clegg, master of the Joliet, decided not to risk navigating the narrow channel until the fog cleared. The boat was anchored near midstream opposite Miller's coal dock, Port Huron, and swung around with her bow heading up the river. So heavy was the fog that when the Phipps entered the river a few hours later, her lookout was unable to distinguish the lights of the Joliet until it was too late to avert the collision. The Phipps struck the starboard side of the Joliet, tearing a great hole in her steel plates a little aft of the pilothouse, through which the water rushed in a mighty stream. Most of those on board the Joliet were in their quarters asleep. Aroused by the crash, they hastened on deck. The woman and part of the crew got away in a small boat. Others were picked up by boats lowered from the Phipps. Two of the crew, George Tooker, second engineer, and Mate Michael Suffel, were left clinging to the rigging when the Joliet went down, but were rescued by the marine agent. The position of the wrecked freighter Joliet is such a difficult one that the Pittsburg Steamship Company, which owns the boat, has offered to donate her to anyone who will agree to remove her from the channel at once and will furnish a bond to that effect, satisfactory to the Government. The Joliet is 282 feet long and is loaded with iron ore. If the steamship company offer is not accepted, the Joliet will be blown up with dynamite as she lies.

Tug firemen on American dredge tugs operating out of this port are scarce these days and non-union men are supplying till union men show up. The job pays \$2.75 a day.

R.E. Townsend of Detroit is advertising in this issue for carpenters to build four lighthouses at the cofferdam. These are to be placed two on each side of the channel west of Bois Blanc. They are 22 feet by 35 feet at the base and fourteen feet high. They will be built hollow and floated to position as soon as completed.

⁴ See Vol. VII, pp. 129 and 131, for a description of the collision.

The dredge Gladiator of the Sullivan fleet will work at Bar Point till bad weather sets in. The Great Lakes D. & D. Co. derrick scow No. 11 was in port here Sunday for repairs to her cables.

The tug George Cooper of the Great Lakes D. & D. Co.'s fleet went over to Cleveland Saturday with a sandsucker dredge.

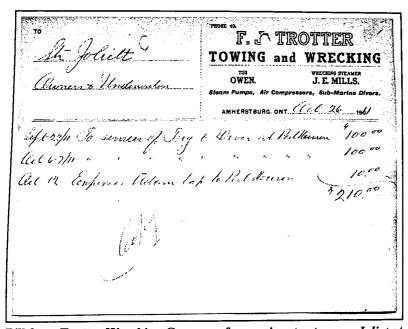
Capt. Fred J. Trotter was called to Port Huron Friday with the tug Trotter, divers and diving rigs to make an examination of the sunken steel steamer Joliet for Capt. W.W. Smith, supt. of the Steel Trust fleet.

October 6, 1911

Capt. Frank Root, Sault Ste. Marie, manager for the Great Lakes Towing Company, was arraigned before United States Commissioner Colwell on a warrant issued by the Dominion Government of Canada charging him with taking goods from the steamer Wissahickon while that steamer was stranded on Outer Duck Island, Lake Huron, in December. The action against Capt. Root is in connection with the same case in which Capt. Alex. Cunning, wrecking master of the Great Lakes Towing Company, was arrested in Amherstburg last summer.

W.B. Jones of Detroit was in town Sunday looking up drillboat hands, including bosses and blasters, to go to the Soo with fares paid both ways for a big dredging plant there. He failed to secure any, however.

Michael Murray, a well-known member of the crew of Buffalo drillboat No. 1, fell into the river between the lighter Snowden and the dock on Friday morning and was pulled out by John Healey and Arthur Healey. After recovering from the fright he received, Mike returned to work on Monday.



Bill from Trotter Wrecking Company for services to steamer Joliet at Port Huron, September-October, 1911.

Trotter Wrecking Company Papers, Marsh Collection Society

The suction dredge North Western with two big flats scows loaded with lengths of pipe, in tow of the tug George Cooper, bound from Mt. Clemens to Cleveland, stopped here Sunday. Another scow was secured and derrick No. 11 loaded all the floats onto the scows. The whole fleet, which belongs to the Great Lakes D. & D. Co., was taken to Cleveland Monday night by the Cooper, assisted by the Trotter.

Lorne Cowan, second engineer on the Buffalo Dredging Co.'s dredge No. 7, was home from Rocky River last week and moved his family to that port. Mr. Cowan was very well-known here and

W.B. Jones, General President of the Dredgemen's Union, was in town on Sunday when the will be greatly missed. Union men held a meeting in the Horsman block. Several difficulties were settled to the entire satisfaction of all concerned.

Capt. William Logan, superintendent of the Buffalo Dredging Co., Buffalo, was in town this week in conference with their local manager, R.H. Goode.

The big steel steamer James E. Davidson of the Tomlinson fleet broke her steering gear at Bar Point Tuesday. The tug Marion E. Trotter went to her assistance and stood by until it was

The Mullen Coal Co.'s steamer E.A. Shores, Capt. Joseph E. Mahon, rammed and sunk the repaired. launch Merry Widow of Sandusky off the end of Cedar Point jetty in Lake Erie Sunday night and August Beamer Jr., owner of the launch, was drowned. Five other occupants were rescued. The party in the launch were fishermen and they had covered themselves with oilskins to protect them from the rain. The survivors say they did not hear the passing signals blown by the Shores. The accident was a duplicate of the accident that resulted in the loss of the lives of six Toledo city officials a few weeks ago. In connection with the above, Capt. Mahon says: "The Shores did not run down the launch as stated. The launch apparently was trying to cut across the steamer's bow but struck the Shores on her starboard bow about 10 feet aft of the stem. The launch did not sink. It merely capsized and threw the five men in it into the water. They all seemed to have been drinking and we were lucky to pick up as many of them as we did. When their boat went over they tried to cling to the bottom. I had a yawlboat lowered and they were taken aboard it and we towed them to Sandusky. The lightkeeper went out in a rowboat and brought the launch in. The launch hit scarcely hard enough to make a dent and it was enough to make a dint and it was wash [sic]."

A question very often asked is why does the bell on big steamers ring even during the night. The Steel Trust has a rule that the bell ring every hour on each boat of their big fleet.

The night crew of the Dunbar & Sullivan Dredging Co.'s drillboat Hurricane and the dynamite factory at Dynamite Island are being laid up for the season.

The M. Sullivan Dredging Co. are moving all their material from the lower Pittsburg dock to the Woods' dock, so the Canadian Government can take it over. The slip will also be cleaned out.

Mrs. Harry Carlson has given up her position on the dredge Handy Andy and has gone to

Arthur Breymann of Toledo, O., called on friends in town a few days last week. Art is in charge of Breymann Bros.' fleet at Bay City.

October 13, 1911

A big dynamite scow is on the ways at the Buffalo repair yards undergoing repairs to her hull.

The drillboat Hurricane of the Dunbar & Sullivan fleet has gone into dry-dock for repairs to her hull, after which she will be laid up at Gordon.

Joseph J. Ryan has been engaged as second runner on Sullivan's dredge Gladiator. William Chance held this job for nearly 15 years, until two weeks ago.

The steamer City of Mt. Clemens discharged a cargo of 500 barrels of Marine City, Mich., granulated salt for Colin Wigle & Sons at the mill dock Friday for local merchants and farmers.

James Stewart, second engineer on the ferry Columbia all season, is home, his steamer having gone into winter quarters at Windsor.

An army of men laid off the drillboat Hurricane, laid up at Gordon, have gone to Stoney Island to work on the lighthouses being built in the cofferdam.

The Great Lakes Dredge & Dock Co.'s dredge No. 3 was in port Wednesday, Thursday and Friday, changing dippers, replacing the one broken a few weeks ago.

While Joseph Pineau, engineer for the Pittsburgh Coal Co., was clamming for a lost sledgehammer in the river off the coal dock, he brought up a large quantity of wood, old spuds, etc. which he will cut up for firewood. He discovered several other things lost from dredges and tugs ash buckets, pokers, grates, chains and a lot of other stuff. What is on the riverbed along the docks no one can tell.

The steamer Wyoming, bound up with coal, ran aground Thursday on the lower end of the Middle Ground just below the Grand Trunk elevator at Port Huron. The tug Fisher of the Reid Wrecking Company is working on her.

Picking her way through the dark Friday morning on her way to Port Arthur, the steamer Corunna of the Canadian Lake Line ran ashore on the western point of Welcome Island and fears are entertained that should the wind veer from its present direction, the vessel will fare badly in the seas. By 5 o'clock the Canadian Towing and Wrecking Company's tug Whalen was at the scene and found the vessel leaking badly, several plates in the forward part of the hull having been started.

Capt. C.R. Hackett has fitted out the Government derrick scow Preston, which he uses to lift buoys and stakes on his contract for lighting the lower Detroit River under Harbormaster Barrett.

William Colborne has gone to Boston, Mass., to join his brother Charles, where he will be employed by Capt. James Handcock on Great Lakes D. & D. Co.'s No. 4.

Capt. Thomas Hanley, superintendent of the Sullivan drill fleet, will make his home at John Harmon's, Anderdon, for the rest of the season, to be near the work on the upper end of Ballard's Reef.

Capt. Thomas Ryan, a former employee of M. Sullivan on the Lime-Kiln Crossing about 30 years ago, but now in charge of the Pan-American, says he cannot recognize the Sandwich Street of that time, so many changes and improvements have been made. Capt. Ryan and Capt. Hanley were pals in the old days and now Capt. Hanley has to put him over the jumps all over again.

A big cargo of squared timber to be used for spuds arrived this week from Warren, Penn., for the Buffalo Dredging Co.

The str. Calumet, bound down, broke her steering gear on Ballard's Reef on Friday and sheered over towards the cofferdam, nearly hitting the U.S. derrick scow. The big steamer backed out clear of everything and proceeded down the river.

The tug Dalton McCarthy is at Point Edward getting a load of Manitoba wheat for C. Wigle & Sons.

The Buffalo Dredging Co.'s dredge No. 1 was in port this week for minor repairs. The Great Lakes derrick scow was also repaired in port same day.

The largest freighter on the lakes, the Col. James M. Schoonmaker, with all her flags flying, went down the river Sunday on her first trip. She has just been completed at the Great Lakes Engineering Works and was on her way to Toledo to load coal.

The United States Government lighthouse tender Forget-Me-Not has been stationed at this port for the rest of this fall to look after the lightship and gas buoys below the Detroit River lighthouse, Lake Erie. Capt. John G. Anderson is master of her and Walter Hunt is engineer.

Walter Campbell, President of the D. & W. Ferry Co., Capt. Duncan Nicholson, commodore of the ferry fleet, and John G. Mullen, president of the Mullen Coal Co., left Thursday for a trip up the lakes on the big steamer Sullivan. This is an annual event and these gentlemen joined a big party from Cleveland already aboard the Sullivan. M. Sullivan came down from Detroit to see the party safely aboard.

The Trust tug Abner C. Harding is now engaged towing oil barges from Sarnia to Cleveland and from Cleveland to Port Colborne. The Harding has been idle nearly all season. The Ohio is also towing oil barges and this leaves the Marion E. Trotter to attend to all the steamers in distress, which she can do without straining herself, as the wrecking business was never so dull in the lower Detroit River as at present.

October 20, 1911

Capt. John Bernard is repainting the Menzies gasoline fleet at the Waterworks dock.

The Great Lakes Towing Co.'s tug Abner C. Harding is again stationed at this port.

Capt. Wm. Pizer, mate on the steel steamer Harvey H. Brown, is visiting his parents this week.

The steamer E.A. Shores discharged a cargo of coal for the Mullen Coal Co. on Sunday.

The steamer John Harper discharged a cargo of 1000 tons of soft coal at this port last week for the Pittsburgh Coal Co.

Local dredge contractors are dumping the rock from the works on the west side of Bois Blanc, which is being washed away.

Amherstburg drillmen working for the Great Lakes D. & D. Co. at Chicago were all promoted last week. George Maguire, Gurvin Bertrand and Wm. Robinson were sent to Boston; Charles Kemp and Earl Gott were given foremen's jobs, while James Meehan was made blaster.

The United States Government boiler and hull inspectors were in town on Tuesday inspecting

Capt. Eugene McCormick, mate on the Canadian Southeast Shoal lightship Falken, was the tug W.H. Kench. home last week on his furlough.

Robt. Maisey, shore engineer for the Pittsburgh Coal Co. at Sandwich, spent from Thursday till Sunday with his father in town. While here "Bob" gave Joseph Pineau, shore engineer for that company at this port, some pointers in unloading big cargoes of coal.

The Dunbar & Sullivan tug Paddy Myles went into winter quarters at Gordon Sunday and Capt. Fowler and engineer John McLean shipped as mate and second engineer on the Abner C. Harding, which is towing oil barges. The tug left Sunday night for Port Colborne.

Investigation by Capt. Fred. J. Meno and George J. Milne, United States inspectors of steam

vessels at Detroit of the circumstances attending the collision between the sand steamer *C.H. Little* and the steel freighter *James H. Hoyt* results in the suspension of two licenses. The officers on whom this penalty is imposed are Capt. Thomas Fowler of Detroit, master of the *Little* and Napoleon DuClos, Milwaukee, first officer of the *Hoyt*. Both suspensions were for 10 days and each dated from October 9th.

Statistical reports of lake commerce through the United States and Canadian Canals at Sault Ste. Marie, Mich., and Ontario in September compiled by L.C. Sabin, shows a decrease of 1,320,112 short tons in the amount of downbound freight and an increase of 479,582 tons in upbound freight as compared with September, 1910. The movement of upbound freight shows an increase for all the principal items except manufactured iron. No flour or grain went up, but the amount credited to the month last year is so small as scarcely to be worthy of comparison. The movement in soft coal exceeds that in September last year by 365,348 tons, while hard coal shows a gain of 109,542 tons.

A Novelty On the Great Lakes.-Old-timers on the Great Lakes will rub their eyes in wonder in a few days when the steamer *Toiler*, a ship without masts or funnel, makes its appearance this side of the Welland Canal. The *Toiler*, which has just successfully crossed the Atlantic Ocean, is propelled entirely by combustion oil and engines and is the first to be placed upon the Great Lakes.

The introduction of this unique type of vessel marks a further effort to reduce the cost of transportation on the lakes. In this respect the new vessel has some striking features. First of these is the largely increased carrying capacity resulting from the absence of huge coal bunkers and from the more limited space required for oil combustion engines.

A second feature is the cheaper operation which is claimed for the oil engines, not alone from the difference in the amount and cost of the fuel, but also from the reduction in wages consequent upon a smaller operating crew.

The Great Lakes have seen many experiments in the past, all with similar objects in view. Some have been successful, some have not. The famous whalebacks when first introduced were counted upon to revolutionize the carrying trade. There are still a number of them on the lakes but none have been built in many years. Various types of seagoing vessels have also been brought across the Atlantic and utilized in the lake-carrying trade. Many of these have been found well adapted to the new conditions, their stout build making them particularly seaworthy in the storms that sweep over the lakes during the last three months of navigation.

There is nothing conservative about the Lake Carriers. They are always ready to seize an idea that promises better conditions and if the new oil-burning engines should prove satisfactory and come up to expectation, the *Toiler* may yet be one of the historic craft on the Great Lakes.

"City of Detroit III". The largest side-wheel steamer. Launched at Wyandotte, October 7th.-The City of Detroit III is the largest side-wheeler in the world, measuring 500 feet from stem to stern and nearly 100 feet wide over her guards. The boat will have 500 staterooms, each with sleeping accommodation for three people. In addition there will be 20 parlors and 40 special staterooms provided with private lavatory and conveniences. Thus more than 1600 people can be provided with sleeping accommodations. A crew of more than 200 men will be required. She will pass Amherstburg daily on the Detroit and Cleveland route.

The Great Lakes D. & D. Co.'s gasoline tug *Rover* came to this port last week to look after derrick *No. 11*, at work on the Livingstone Channel.

The big car ferry *Chief Wawatam* passed here Monday on her way from Toledo to Mackinac City, where she will break ice this season. She is the largest car ferry on the lakes and has 6000 horsepower.

The steamer *Isaac M. Scott*, a 600-footer, bound up loaded, broke her steering gear opposite the ferry dock Monday evening and caused much alarm among passing steamers. The *Trotter* went to her assistance and after repairs were made she went on up the river.

M. Sullivan's dredge *Gladiator* has been put to work on Ballard's Reef, their contract on the Livingstone Channel being completed. Dunbar & Sullivan are also nearly through and are laying up the tugs *Paddy Myles* and *Spalpeen* at Gordon. Their dynamite factory expects to close this week.

The big Canadian steamer *Midland King* ran hard aground on Ballard's Reef on Wednesday night, but was released after a few hours' work by the tug *Columbia* after no other tugs went to her rescue.

The schooner *Loftus* ran into a gas buoy on Ballard's Reef one day last week, damaging it so badly it had to be replaced by a new one while it is being mended on the Government dock.

October 27, 1911

The Great Lakes Dredge & Dock Co. dredge No. 3 was in port for several days changing dippers and repairing the broken one and doing other repair work.

The Dunbar and Sullivan Dredging Co. dredge *Brian Boru* was in port for ten days with a broken swinging engine caused by the tough rock on the Livingstone Channel.

This is your last chance to visit the Livingstone Channel dry works, as the work will soon be completed and the water turned in before navigation opens next spring. Take the yacht *Cora B*. at the foot of Gore Street. Capt. J. Laframboise.

A settlement in the *Gates-Tampa* collision at Walkerville early in the summer has been announced by which Henry Wineman of Detroit, owner of the *Tampa*, will take over the boat and also receive \$30,000 from the Pittsburg Steamship Co., owners of the *Gates*. The *Tampa*, while lying at the Walkerville dock with a cargo of sand, was rammed by the *Gates* when the latter broke her steering gear. The *Tampa* sank almost immediately, but was floated by Capt. W.W. Smith, fleet superintendent of the Pittsburg Steamship Co. with the Trotter Wrecking str. *Mills*.

When the heavy wind lowered the water in the river to the channel bank Sunday and Monday, relic hunters as usual set to work and many interesting things were picked up, including cannon balls, soldiers' buttons, old money etc.

Harry Carlson, who is employed on the tug *Shaughraun*, which looks after the dredge *Tipperary Boy* nearly lost his life while prying a rock loose on the scow Tuesday afternoon. The bar he was using slipped, throwing him down with such force that he was unconscious for some time, and had it not been for Inspector Sharpensteen he would have rolled into the scow pocket. He was placed aboard the tug *Shaughraun*, but came to before it reached Amherstburg. He was badly bruised and cut about the face and has gone to Detroit to get fixed up. Harry was only married a few weeks ago.

The tug F.B. Hackett is back from Sparrow Point, where she raised the barge Winnipeg.

The steamer E.A. Shores discharged three cargoes of coal on the lighter E.E. Tyson for the Mullen Coal Co. this week.

Charles Dettrick of Cleveland is here to take a position with his father, Charles Dettrick,

marine diver on the Great Lakes D. & D. Co.'s derrick No. 11.

Local drillmen are in great demand. Places are offered them every week by firms doing harbor work in New York and Boston, with their expenses, fares, etc. paid.

The Canadian fish tug *Thistle*, bound from Chatham to Port Stanley, stopped here Monday for weather. The crew of the *Thistle*, which is owned by the Post Fish Co. of Chatham, expect to get a larger catch of fish this season than ever before.

R.L. Kitchen, who has been looking after the Government electric storm signal on the Waterworks dock, has handed the keys over to Freeman McCaffrey and the two engineers will receive \$60 a year to look after it.

Capt. Howard Hackett brought home with him from Brockville last Friday the handsome new gasoline yacht "*Pirate*," which is well-known among local marine men as one of the fastest yachts afloat. It is 40 feet overall, 5 feet 10 inches beam, is finished in mahogany and will have an 80-horse-power engine installed.

The death occurred Thursday of last week of one of Port Colborne's most highly respected citizens in the person of John Steffins at the age of sixty-two years of pulmonary trouble. He was a native of that town and for thirty-five years or more held the Government position of bridge tender of the passenger bridge over the Welland Canal. He was well-known by nearly all the captains and crews of the vessels which sail the lakes, with whom he was a great favorite....

November 3, 1911

The steamer John Harper (Capt. Willoughby and Engineer Dick Baxter) discharged a part of a cargo of slack coal for the Pittsburgh Coal Co. and also a few tons of slack for F.M. Falls.

The International Waterways Commission have got as far as Port Huron, placing cement stations along the lakes to determine the boundary line between the United States and Canada. The party is now in charge of A.D. Hollingworth.

Lake commerce between domestic ports of the Great Lakes for September aggregated 10,730,460 short tons, against 11,892,412 short tons in September of last year. The season's shipments to the end of September totaled 56,314,826 short tons, compared with 68,195,753 short tons for the same period in 1910. The September freight movement by way of the Detroit River aggregated 8,313,419 short tons, as against 9,600,877 short tons reported in September, 1910. The total freight movement for the season to the end of September shows a decrease of 20 per cent.

The Great Lakes D. & D. Co.'s dredge No. 3 has finished her work on Bar Point and will be employed on the upper end of the channel until put into winter quarters.

The feeling of uneasiness existing among local rivermen that the end of the season would be dull and come sooner than wanted has been dispelled by the U.S. Government chartering M. Sullivan's drill *Dynamiter*, which has been idle this year, and placing her to work on the Livingstone Channel, trimming off those parts of the work for which contracts were not let, as the depth to be removed didn't warrant it. The *Dynamiter* carries day and night shifts and will be in charge of Capt. William McTaggart, one of the most expert drillboat bosses on the lower lakes. It is figured that the work will not be done until the middle of next season. Whenever things begin to look dull on the river some new work turns up and river men are living in hope from year to year that the talk about a 26-foot channel from the Atlantic to the head of the Great Lakes will materialize as soon as the present contracts are completed.

John Bertrand, drill runner on M. Sullivan's drillboat *Exploder*, had his foot badly jammed by a big drill bar falling on it Tuesday morning.

Orin Ong, chef on the Southeast Shoal lightship Falken, is home this week on his furlough.

Local drillmen received fancy offers this week to take position on drillboats at Boston and Panama. No men could be spared from the work here.

A heavy fog fell on the river on Tuesday morning and tied up navigation for a few hours.

Fog bells and whistles were kept busy.

Someone of a destructive turn of mind, whom the C.O.P. hopes to land behind the bars, broke into the Pittsburgh Coal Co.'s derrick Saturday or Sunday night, and taking the oil cans, emptied their contents into the fire box, broke the lanterns and did other damage.

Big Lake Merger Planned.-A meeting of vessel owners and managers interested in the plan of placing boats of the leading lake bulk freight fleets in one company will be held in Cleveland this week. The matter has been taken up with many of the managers of independent fleets and it is thought that the proposed merger will take some definite form at the Cleveland meeting. Some of the vessels operated by shippers may be included in the deal. It is understood that four or five of the big fleets of steel steamers have been practically lined up and that the managers of other companies have put the matter up to their directors.

November 10, 1911

the season, it is a consolation to know that some of the 'Burg boys will still be working in the sunny south on the U.S. drillboat [illegible], operating on the [illegible] entrance of the Zone Canal, Isthmus of Panama. The drillboat is 115 feet overall, 35 feet beam and 8 feet deep. She has one large Scotch boiler 9x14 feet and the fuel used is oil. She has five tanks for fuel oil, each tank holding 400 gallons. Two feed-water tanks for boiler, each holding 50 ton. The spuds are 70 feet by 28 inches. The drill machine towers are 56 feet from the dock and fitted up with a cable hoist. The drill bars used are 2½ inches round by 60 feet long. The idea of having towers that high is to save time, not having to change drill bars in high or low tide, the tide being the great difficulty to contend with, it ranging from 18 to 20 feet. The drillboat has done good work, as she has broken 27,000 cubic yards of rock in one month. The 'Burg drill boys employed on her are as follows: David Kett, in charge; C.W. Brown, E. Rabiteau, R. Kilcorse, T.A. McDonald, C.H. Brown and H. Shelton. The work being so heavy, the total number of men employed on her is 46. Mr. Kett sends the *Echo* pictures of the boat and a snap of one of their big blasts.

Capt. Lewis Bellecoure, mate on the str. Castalia, was home a few days last week while the steamer unloaded in Cleveland.

Shipcarpenters and machinists are rushing the work of building a big steel dipper handle for one of M. Sullivan's dredges in his repair yard.

Alphonsus Cote, engineer on the Southeast Shoal lightship Falken, is home for his usual week's holiday.

John Powers, an old Amherstburg boy, now has the excellent position of derrick runner on the Mullen Coal Co. str. E.A. Shores.

The Buffalo Dredging Co.'s dredge No. 1 was in port Sunday changing dippers. The one taken off was broken, the mouthpiece was broken and the rivets loose.

The Great Lakes Towing Co.'s tug Abner C. Harding is being painted from stem to stern. This is all the crew has to do these days, as the wrecking business is very dull.

John G. Mullen, president of the Mullen Coal Co., arrived home Wednesday of last week on the big steel str. J.J. Sullivan from a three weeks' trip to Port Arthur, Fort William and Duluth.

The fish tug Ranger of Sandwich was down several days last week looking after the fishermen at Bois Blanc Island. Capt. Parker may get all Goodchild's whitefish, as he did last fall, for the spawn.

Capt. John Bernard of the Menzies fleet is home for the winter, the ferry season being over. Capt. Jacques Laframboise is laying up his ferry *Cora B*. This has been a very prosperous season on the Amherstburg-Stoney Island route.

William Wilcox is new engineer on the Mullen Coal Co.'s fueling lighter at the lower dock and Pete Mero is second on her. Wm. Johnson has been promoted to engineer on the Stoney Island coal dock, which supplies all the soft and hard coal to Grant Smith & Co. and Locher in their big plant there.

Capt. Frank Laframboise of the tug *Shaughraun* of the Dunbar & Sullivan fleet is seriously ill at his home on North Street, suffering from an attack of typhoid fever. Capt. Clyde M. Tobin is relieving him on the "*Shaugh*".

Paul Ryan and Elmer Carpenter, who received word to report at Boston, Mass., as soon as possible to take good jobs with the Great Lakes D. & D. Co. on the Boston harbor work, have decided not to go, as they struck good positions with M. Sullivan on Ballard's Reef.

The big seagoing yacht *Valkyrie*, bound from Boston, Mass., to Detroit, stopped at this port command of Capt. Joseph Morin, a well-known local master. The trip took five weeks and the passage across Lake Erie was very rough, a rail being torn off.

Some very heavy timber arrived this week from Washington, Oregon, for the Buffalo Dredging Co., to be made into spuds for the dredges. One stick is two feet square and over 60 feet long. There are now several thousand dollars worth of timber on their repair yard dock here and this company have their local ship carpenters employed on this special work.

The tug George Cooper, which looks after the Great Lakes D. & D. Co.'s dredge No. 3, while leaving the coal dock Thursday broke a cracked crankshaft. The tug Marion E. Trotter went to her assistance and looked after the dredge for the company until the tug L.P. Smith came over from Cleveland to take the Cooper's place, which has gone into winter quarters here.

The tug *Meldrum* broke her wheel last week and had to go to dry-dock for several days to have a new one put on.

The tug J.T. Miner discharged a big cargo of dynamite from Monroe, Mich., at the Stoney Island cofferdam for the blasting of rock in the dry works.

Lewis Mero had the misfortune to have his left thumb jammed so badly on M. Sullivan's derrick No. 3 one day last week that it had to be cut off. He has since been off duty.

The Dunbar drillboat *Earthquake* is expected down from a Detroit dry-dock this week and full day and night crews will be put on her to do some re-drilling. Wm. Morin will be day boss and Charles Fortier night boss.

Capt. John Dodds, the Canadian boiler inspector, inspected all the Canadian tugs at this port this week.

The tug C.D. Thompson, towing oil barge No. 6, ran aground on Middle Sister Island, Lake Erie, Sunday night. The tug Harding went to her assistance but she released herself.

The heavy west wind which blew about 50 miles an hour Monday night and Tuesday lowered the water to the channel bank and a number of steamers were held up for low water at Bar Point.

November 17, 1911

The Canadian Marine Department is preparing to go through the courts with a test case to fix the responsibility for the removal of wrecks. The case in point and the subject of the action will be the sinking of the United States steamer *Joliet* in the St. Clair River recently. The *Joliet*, owned by a Cleveland company, went to the bottom of the river with a cargo of iron. The Cleveland people refuse to raise her. The Marine Department has marked the wreck with lights, etc. but declines to assume further responsibility and will seek to compel the Cleveland owners to take up their ore-laden steamer, though the wreck is in Canadian territory. In the meantime the wreck is a menace to navigation. Word has been received of the loss of a barge which stranded on the submerged steamer.

William J. Vaughn, wheelsman on the steamer *Malietoa*, was taken ashore at Detroit when the vessel reached there Saturday and charged in the federal court with disobeying the orders of Capt. Frank Rice. Vaughn got into trouble early Saturday morning when the *Malietoa* was going over the Lime-Kiln Crossing. Capt. Frank Rice said that it was his custom to have one of the officers of the boat take charge of the wheel when meeting another boat in the narrow channels. When he saw a downbound boat approaching he sent the first officer to the wheel to relieve Vaughn. Capt. Rice told the commissioner that Vaughn retired to his quarters, but later came back and requested to take the wheel. Capt. Rice said that he told Vaughn to wait until the boat was over the Lime-Kiln, whereupon Vaughn threatened him. Fearing that the sailor might carry out his threat, Capt. Rice said that he tried to pacify him, but says that Vaughn threatened him again. Vaughn says the captain told him that he "couldn't wheel a wheelbarrow." He says that he was mad, but denies that he threatened the captain's life or that he disobeyed orders when told to take the wheel again. He was bound over at \$500.

Capt. Wm. Allen of Walkerville was in town last week to attend the funeral of his halfbrother James Allen....Capt. Allen will be 80 years old on the 8th of December next. He was born in England and came to Amherstburg in 1836 with his father and sister, afterwards Mrs. John Rose, [who] moved to Mackinaw Island. She was the mother of the late Capt. Walter Rose. Capt. Allen's mother was unable to accompany them to Canada on account of very poor health and died in England about 1838-39. His father was C.C. Allen, who was a member of the old Western District Council in 1848-49. His father married the sister of the late J.D. Burk. He was apprenticed to Menlove, who ran the Roland Wingfield farm (north of Texas Road and east to the 2nd con.). He did not take kindly to farming and want to live in Amherstburg. He was always interested in sailing. He left here in 1856 and went to Chatham. He first sailed the schooner Comet and the schooner Julia. From 1856 to 1860 he was employed by Banker Thomas and Peter McKellar, well-known millers. The steamers Himalaya and Caledonia were used in connection with their mills. In 1862 he sailed the Amity, making two trips to Montreal; in 1863-64 the steamer Illinois on the Lake Erie shore. In 1865-66 he was with J.G. McAlpine in the vessel business and in 1870 bought the steamer Thos. F. Park from Messrs. Park and took her to Detroit. She had been operated on the Amherstburg-Detroit-Chatham route but became disabled and was put out of commission. In 1874 he built at Wallaceburg the steamer Ada Allen, which was a great money maker. In 1885 he built the Juno, also at Wallaceburg, and ran her till 1902. This boat was also a very profitable craft. He retired to take things easy at Walkerville.

Capt. Harry Cook of the tug Phil Sheridan is seriously ill at his residence, Rankin Ave.

Capt. Hawkes of the tug Meldrum is recovering after being in dry-dock at the Amherst Hotel.

The riverbed Sunday afternoon looked like the sea beach at low tide. It was about 9:30 that night when the tide began to turn.

Charles Fortier left Friday last for Buffalo, N.Y., to take charge and fit out Great Lakes Dredge & Dock Co. drillboat No. 3, which will work on the big harbor contract at the foot of Ferry Ave., Buffalo, and will work all winter. James Sinasac also left same night to take a job as blaster

Lakeshore fishermen were the heaviest losers by Sunday and Monday's storm; when they were able to go out Tuesday and take an inventory, they found that their season's work will net them very little. Every man had his nets out and the slashing and tearing they received put fifty per cent of them out of commission. Goodchild Bros. were hardest hit, having fifteen pound nets set, each valued at \$300, and half of these, together with the fish in them, were destroyed. They are pulling stakes for the winter. Down the shore, Brown Bros. at the Gosfield-Colchester Townline had ten nets in, five of which are a total wreck. The Lake Erie Fish Co. had four out; John Bruner, four; Mooney Bros. at Oxley, four; Urias Loop, three; George Kettle, three. Fishermen say it was the worst storm in many years and came up so suddenly and with such violence that they dared not make an attempt to reach their twine. About two rods of ice has formed along the shore and makes it difficult to land with their catches, stakes and twine, which are now being taken in for the season.

Sunday's gale from the west was responsible for lowering the water in the river nearly 6 feet, which set a new low water mark. The intake pipe delivers water to the well by gravity, but the source went below the level where it would run in and for ten hours Amherstburg was dry, forcing the inhabitants to revert to the old order in vogue before the building of the waterworks, and every kind of receptacle was pressed into service to carry water from the river. Some of the dealers did a land office business supplying pails to relieve the situation. Had a fire broken out in the main part of the town, it is impossible to say how great would have been the damage. The beach was dry clear out to the channel bank from old Fort Malden to Bar Point, and relic hunters reaped a rich harvest. A heavy sea ran on the exposed part of the river, causing dredges, derrick scows and drills to hustle for shelter. Three of the Buffalo Dredging Co.'s dump scows were driven ashore below the point Sunday forenoon. The tug Meldrum was sent out to release them and four men boarded them in a yawlboat and fastened a line, which parted, leaving the men marooned on the scow, as the tug was unable to go near. Manager Goode secured a boat, drayed it down the bank opposite where the scows were stranded, and one by one the men - Mike Schene, Joseph Taylor, Harry Wilson and Chas. Anderson - were brought ashore, thoroughly chilled through with their clothing frozen stiff. In half an hour they were ready to go to work again.

The tug Abner C. Harding made a trip to Cleveland with an oil barge last week.

The tug Colton of Toledo (Capt. Ralph Milliard) was in port here several days last week.

The tug Phil Sheridan of the Dunbar & Sullivan fleet was ordered into winter quarters at Gordon on Monday.

The tug Marion E. Trotter towed the Windsor Dredging Co.'s dredge Peltier from Kingsville

to Sandwich Saturday.

Sunday's Big Storm.-The western district of Ontario was treated to a taste of a genuine western blizzard Sunday, Sunday night and Monday. The cold was intense, the official temperature registering 17 above zero, the west wind attained a velocity of 75 miles an hour and a driving snow covered the ground an inch deep and gave us one of the earliest little winters recorded for years. Traffic on the lakes and rivers was nearly at a standstill, ice-decorated boats tied up along the riverfront to wait the abatement of the wind so they could pass the Lime-Kilns; telegraph, telephone and electric light wires were down in a few places in the town and the service in the county was badly crippled. For the first time since she went into commission, the steamer Western States of the D. & C. Line was forced to turn back to Detroit Sunday night on account of the big wind and snowstorm on Lake Erie. The boat left there at 4 o'clock for Buffalo and when down in the vicinity of Bar Point, Capt. Stewart decided to return to Detroit, not caring to risk his boat and the passengers in the storm. So terrific was the gale that the big steel steamer J.Q. Riddle of Cleveland was torn from her moorings at the breakwater and swept up on the beach at South Michigan Street. The boat is resting on a sandy bottom with her broadside to the wind, but is not believed to be in any danger.

The wind brought death and destruction in its wake in many places. At Owosso, Mich., the damage was half a million, two people were killed and 25 injured. In Wisconsin, eight were killed and the losses are millions; in Chicago, two were frozen to death and fishermen were lost on Lake

The only two boats attempting to cross Lake Erie were the package freighters Utica and Michigan. Saranac of the Lehigh Valley Line, the first to Buffalo, the latter to Detroit. Lake Erie was like a raging torrent in the height of the storm. Gigantic waves over 40 feet high broke over the boats and the sailors had to work at the pumps at times to keep the water off the lower decks, but no mishap occurred and both got through safely.

The Northwest was hard hit. From latest figures obtainable by the Winnipeg grain exchange, it is believed fully one-third of Western Canada's grain crop is buried under snow over a foot in depth. It was reckoned that western Canada had this year 1,200,000,000 bushel crop in July. When black rust followed by frost came in the latter part of August, the estimate fell to 175,000,000 bushels. Then wet weather in September dropped it to 160,000,000 bushels and early snow added a final chapter to such an extent that 140,000,000 bushels is a present estimate.

November 24, 1911

Capt. John Wharry and his crew of 17, bound from Point Edward to Port Arthur, were brought into Owen Sound nearly dead from exposure after facing death for 48 hours when the steamer Turret Cape went on a rock at Middle Island, off Bruce Peninsula. She struck at 11:15 at night and pounded for hours, finally sinking on the ledge with her bow in the air, where the crew huddled for safety until taken off by a tug.

The owners of the steamer Forest City, plying between Cleveland, Rondeau and Kingsville, have been negotiating for the purchase of property on the east side for the establishment of a dock and summer resort there. So far nothing definite has been done, but a regular stop at this point is sure to be on next season's program.

The Windsor Dredging Co.'s dredge has eaten its way in from the lake and is already making fair progress through the west side canal. This contract, which will run up in the neighbourhood of six or seven thousand dollars, was provided for when debentures were issued for the installation of the north pump two years ago. The whole system will be cleaned out to a depth of some four feet below what it is now. The company expects to be able to continue the work without interruption till Christmas, and may lay up during January if the weather is very inclement. This drainage will greatly improve conditions in the marsh land.

Local boys on the Great Lakes D.& D. Co. drillboat at Cape Cod, Mass., will work all winter, with the exception of a week's Christmas holidays which will be spent with loved ones at home.

Capt. "Tony" Salvador, one of the best-known dredge workmen in Amherstburg, employed by the Dunbar & Sullivan Co. on the *Brian Boru*, had his ankle broken Monday afternoon when a plank he was using as a pry broke and let him fall to the bottom of the scow pocket, at the same time a crowbar dropping on his leg as he fell. He was brought in on a tug and on the advice of Dr. Abbott, who was called, was removed to the Marine Hospital⁵, Detroit, to receive attention. His injuries are

Capt. Parker of the fish tug *Ranger* of the Government fish hatcheries, Sandwich, was in town several days this week winding up operations at the Bois Blanc fishing grounds. He says he secured only about 300 quarts of eggs this season compared with 5000 and 6000 quarts taken other falls. The fishing crew have all gone home.

Richard Sullivan, a local dredge worker on the Great Lakes D. & D. Co.'s dredge No. 3, let a piece of casting fall on his foot when assisting in making an anchor at the foot of Richmond Street on Friday morning last and had his big toe smashed to a pulp. Dick is still laid up.

Frank Ryan would not take a dare from a chum to jump from the Great Lakes dredge to the dock Sunday night. He missed the dock and fell into the river. His cries brought about 25 of the crew to the side of the dredge and after being pulled out he made for home, cold and shivering.

Capt. Ferdinand Laframboise, second son of Capt. Jacques Laframboise, passed away at the residence, North Street, at midnight Wednesday following a three weeks' attack of typhoid fever. He was master on Dunbar & Sullivan's tug Shaughraun and on November 2nd was compelled to take to bed. The attack was exceedingly severe and during the last week it was known that he couldn't get better. Capt. Laframboise was the second of ten children born to Capt. Laframboise in Anderdon Township and of those only five are now living: Capt. Jacques, Philip and Ada (Mrs. Brown) of Cleveland; Dan. of Columbus, Ohio; and Annie, Mrs. John McFarland, Amherstburg. He was married about twenty-one years ago to Annie Caron, daughter of François Caron, and she with six children - three sons and three daughters - are left to mourn. They are William, Agnes, Lida, Leo, Marie and Francis. After the death of Mrs. (Capt.) Laframboise, his mother, last February, Capt. Ferdinand and family moved in with his father on North Street. The funeral will take place tomorrow (Saturday) morning to the R.C. church for requiem mass at 9 o'clock and the remains will be interred in the R.C. cemetery.

The steamer Alfred Clarke expects to make only one more trip to the river this fall. The Clarke has had a very successful season.

The Trust tug *Harding* left this point Tuesday night for Long Point, where the steamer *Edward Smith* and barge *Iron Cliff* are on the rocks. They carry 1,200,000 feet of lumber.

Plans for the new steamer to be built for the Northern Navigation Co. are out. The new steamer will be 400 feet in length instead of 500 as at first intended. It is also proposed to increase the length of the *Huronic* by an addition of fifty feet. The new steamer will have exactly as many staterooms as the *Huronic* and *Hamonic* combined.

The steamer *E.A. Shores* discharged an 800-ton cargo of coal on the Mullen fueling lighter *Emma E. Tyson* Tuesday at the Government dock. The *Faustin* also discharged a couple of cargoes of soft coal at the Mullen Coal dock, Stoney Island, this week.

The Trust tug *Fairmount*, bound up from Cleveland to Lake Michigan, stopped here Friday morning last to get a captain to take charge of her, but after an unsuccessful search went to Detroit, where one was secured. The tug has been sold to a contractor on Lake Michigan.

The United States Government gas and bell buoy, which went ashore at Colchester after breaking loose from Bar Point Sunday of last week, was brought to Amherstburg and relighted and has been placed in position by buoy contractor C.R. Hackett for the U.S. War Department.

The D.B.I. & W. Ferry Co. have had their dock at the foot of Murray Street overhauled and practically a new dock made of it. This company has had the dredge *Handy Andy* at work tearing away all the cribworks and spring piling at the south end of the main dock at Bois Blanc.

The steamer *Bulgaria* went aground opposite Wyandotte Friday night and tugs from this port went to her assistance, but she did not require their services. The steamer *Zimmerman*, bound up loaded, took a sheer and ran aground on the lower end of Bois Blanc Saturday morning and local tugs made another trip, but the big steamer backed off unaided.

The Great Lakes D. & D. Co.'s dredge No. 3 was pulled into dock here on Thursday of last week with a broken spud. A new one was brought over from Toledo and a gang of local ship carpenters, numbering 10, set to work and took the steel from the old one and put on the new. The new spud is 40 inches square and 50 feet long. Most of the dredging firms here have such repairs ready and they save a great deal of time in this way.

The big steel str. Zimmerman ran aground at the foot of Bois Blanc Island Saturday morning and the tug Abner C. Harding worked on her several hours before she was released.⁶

Fred Jubenville, who is employed as local ship carpenter for the Buffalo Dredging Co., was offered the foremanship of their big Buffalo repair yards at a yearly salary by Manager Goode, but Fred, preferring to remain in Amherstburg, declined.

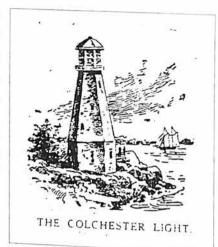
The Buffalo Dredging Co. dredge *Pan-American* has gone to work again after being in since Thursday of last week with a dipper that had to be sent to Detroit for repairs, as it was so badly wrecked from digging the tough rock on the Livingstone Channel.

Albemi Ouellette returned home from Bay City, Mich., this week. He has been employed with Breymann Bros. there. Norman Pouget will be home next week after laying up the kitchen on their dredge at that place. Breymann Bros. have a big contract in Saginaw River.

The Marine Hospital opened November 30, 1857 on 8 acres at the southwest corner of Jefferson Ave. and Mt. Elliott Ave. in Detroit. It was partially supported by a tax deducted from the income of sailors on registered vessels. Any sailor who was paying this tax and who had been sailing during the three months prior to his illness or injury was entitled to free care and board at the hospital, which was only for sailors. (Source: Farmer, Silas. History of Detroit and Wayne County and Early Michigan. (Detroit: Silas Farmer & Co., 1890), Chapter 86.)

⁶ Since two paragraphs above, it states that the Zimmerman released herself, it is unclear which account is accurate!

JOHN MANSON'S MEDAL.-Few people realize what service Capt. John Manson of Amherstburg rendered his country to merit the Imperial Service Order medal, presented to him at the Boy Scout concert recently in the town hall and a cut of which appears above. Twenty-five of the best years of his life, seventeen of these by himself, on a lonely lighthouse at a dangerous point to mariners, nine months of the year, at a none-too-large salary, is a big sacrifice when one comes to think about it, and gives the long service medal a great deal of significance. Only Scotch pertinacity and grit would have done it, for Capt. Manson boasts of Scotch birth and saw the light of day there 66 years ago, coming to Amherstburg with his parents when he was 8 years of age. His father had a sister, Mrs. James Gibb, living here at that time. The In Amherstburg Echo, November 24, family settled on the McBride farm and lived there 23 years before 1911. coming to Amherstburg. He early took to the water, but gave up



active sailing for a berth on the Canadian lightship Dunscomb, a salt-water craft maintained at Bar Point before the present American lighthouse was erected. He held this berth 6 years and then went as lightkeeper of the Colchester light, which beacons one of the most important points on the chain of lakes. There he remained for a quarter century, in fair or stormy weather, alone most of the time, oftentimes with the seas breaking clear up to the top of the light, which never failed once in that long time; but last year, his eyesight beginning to dim, he retired on a pension, having been at the time

In Amherstburg Echo, November 24,

of his retirement one of the best paid lighthouse tenders in the service. He tells many interesting stories of his life there and has several thrilling escapes to his credit. For instance, about 16 years ago, when returning to his post from Colchester, when five miles from the lighthouse his boat swamped; letting it go, he cast himself into the rollers and swam safely to the light, his daring making possible its rays streaming out as usual that night. Forty-two years ago he was married to Miss Emily Elgea and they have a family of four - Lillian May, Mrs. Frank Snider; William A. and Augustus, Amherstburg; and Walter John of the steamer H.H. Brown. Besides, he has one brother, Hugh Manson, town; and two sisters, Mrs. John Gibb Sr., Malden, and Jeanette, Mrs. James Bowler, of Detroit.

December 1, 1911

The Buffalo Dredging Co.'s private motorboat Fusha has gone into winter quarters in the Pittsburgh Coal Co.'s warehouse at the foot of Murray Street.

The tug Abner C. Harding left this port on Monday for Buffalo, N.Y., from where she will tow a Standard Oil barge to Sarnia. A double crew shipped on her from this port.

The steamer John Harper discharged a cargo of 2000 tons

of Pittsburgh lump soft coal for the Pittsburgh Coal Co. at this port this week. No one will need to freeze in the 'Burg this winter.

The United States War Department lighthouse tender steamer Marigold stopped in port here on Wednesday for the night.

The Buffalo drill No. 2 was pulled in on Saturday and is being stripped. She will lie here until the fleet is towed to River Rouge to lay up.

It is officially announced by the weather bureau that the display of storm signals will be discontinued for the season on all lakes at the termination of December 5th, 1911.

The steamer Cadwell of Windsor went aground at Pearl Beach, near Algonac, late Saturday night. The Cadwell was on her way to get a load of sand when she stranded on a bar. The tug Annie Moiles went to her assistance Sunday morning and after working several hours was forced to give up the job. Wreckers from Port Huron released her Monday.

Goodchild Brothers have recovered almost all their nets, twine and pond stakes, in a very bad condition, and have put them on the ferry dock.

The dredge No. 8 and tug Sioux of the C.H. Starke D. & D. Co. passed up the river on Thursday of last week on their way from Toledo to River Rouge to lay up. The local river craft gave them a rousing salute.

December 8, 1911

The steamer Raleigh, Capt. Beauvais, of Cleveland was blown on the rocks six miles west of Port Colborne Thursday of last week and was wrecked. Three out of a crew of twelve were drowned: William Wise and wife, cook and stewardess, and Engineer Putcham. The Raleigh left Port Colborne at 6 o'clock Wednesday night with a cargo of pulpwood for Erie, Pa. There was a high wind and a heavy sea when the steamer started out from the Canadian shore and conditions grew worse during the night. Early Thursday morning the steamer's steering gear became disabled. Both anchors were lowered but they failed to hold on the sandy bottom and the Raleigh was carried toward Point Abino by the stiff northwest wind. Capt. Beauvais and his crew fought desperately to keep the disabled steamer in mid-lake, but when the boiler room became flooded by the tons of water shipped in by the heavy seas, they were helpless. At dawn the Raleigh crashed on the rocks on the west side of Point Abino.

Blasts from Sullivan's drillboats on Ballard's Reef are killing whitefish, which come to the top and are secured by the crew. Some of the fish caught weigh 5 pounds.

The 6000-ton steel steamer John P. Reiss of the Reiss Coal Co., Cleveland, bound up loaded with coal, anchored in Callam's Bay Thursday of last week to wait for high water before attempting to cross the Lime-Kilns. Her two heavy anchors did not hold and she drifted over onto the bank in front of Ed. A. Patton's near the schooner Maria Martin. The tug Trotter went to her but could not release her until the tug Ohio, which was passing, assisted her.

The Mullen Coal Co.'s steamer E.A. Shores discharged over 800 tons of lump soft coal on the fueling lighter Tyson at the dock below the mill this week.

Marine men will make an effort this winter to have the Canadian Government place a lifesaving crew at Port Colborne. Two vessels have foundered near there in the past two weeks with the loss of three lives.

The Great Lakes Dredge & Dock Co.'s dredge No. 3, dump scows and tug George Cooper

were taken to Detroit on Thursday of last week by the tug Marion E. Trotter to lay up. Derrick No. 11, loaded with dredge dippers and dredge repairs, was taken to Cleveland on Friday by the tug L.P.

The United States War Department lighthouse tender Amaranth spent several nights this week in port. She was engaged picking up the American Government buoys in Lake Erie and Detroit

The ice-breaking tug Abner C. Harding (Capt. Thos. Hagen, engineer Charles Webb) encountered bad seas coming across Lake Erie from Cleveland Monday night and when she reached

Manager Goode will have a dynamo installed aboard the big derrick scow No. 5 of the Buffalo Dredging Co.'s fleet when she is laid up and this will enable her to work nights.

Grubb's Reef gas buoy was brought in this week by the tug W.B. Aldrich and put on the lower dock.

The tug W.A. Rooth stopped here Tuesday on her way from Sarnia to Cleveland, where she will lay up.

The ice-crushing tug Ohio of Toledo, Ohio, (James McKinlay, master) was at the waterworks dock several days last week. She has the job of keeping Toledo harbor open all season.

Capt. Charles Fortier, one of the 'Burg's expert drillmen who went to Buffalo, N.Y., to work for the Great Lakes Dredge and Dock Co.'s drillboat No. 4, is home for the winter months.

All the range stakes on the lower Detroit River are being brought in this week and navigation is closing up fast. A few big ones are still out, notwithstanding the fact that the insurance has run out. So far the season has passed without any outstanding marine disasters.

The dredges Gladiator and Hercules, drillboats Exploder, Destroyer, and Dynamiter, tugs Columbia and Smith are still at work on the Ballard's Reef. Those on the Livingstone Channel are the Buffalo Dredging Co.'s dredges No. 1 and Pan-American, derrick scow No. 5 and tugs Meldrum, Lee and Kinch; Dunbar's dredges Tipperary Boy, Brian Boru, Handy Andy, Cuilene Rhue and two

December 15, 1911

Sailors the world over have a dread of Friday. To them and to many others who get their living from or on the waters, this day is regarded as one of dread portent, but to the Dunbar & Sullivan Dredging Co., the largest contractors on the Livingstone Channel, it has exactly the opposite significance. Defying all superstition, the company each year starts its season on Friday and stops on the same day. This year was no exception, but last year was. This year the fleet came up the river in good shape and is now ready for repair work. Last year the tugs and dredges got caught in the ice and a jerry had to be procured to cut away the heavy ice. The company takes as direct evidence that fate can only be thwarted by sticking to Fridays and orders have gone forth to that effect. The company's fleet is always the last to leave, but it always leaves on Friday.

Capt. Harry Cook of the Dunbar & Sullivan Dredging Co., who has been laid up in dry-dock at his home on Rankin Avenue for the last six weeks with typhoid fever, is out of dry-dock and after putting on fuel, which will take ten days, he will clear for downtown, light.

The Dunbar & Sullivan Dredging Company pulled stakes on Friday last and their big fleet, comprising dredges Tipperary Boy, Brian Boru, Handy Andy, Cuilene Rhue and Gossoon; tugs Shaun Rhue, Shaughraun, Spalpeen, Paddy Myles; flat scows Munster, Lenster, Erin, Connaught; dump scows Gold Standard, Cuba Libre, Protective Policy, No. 9, No. 10 and the floating machine shop Sam Lee, have been taken to Detroit. The supply yacht Slip-a-way, drillboats Cyclone, Earthquake and derrick Faugh-a-Ballagh are all laid up in slip at Gordon. The tug Shaun Rhue will have a new boiler installed during the winter.

The tug Harding left Monday night for Port Huron, where she will be stationed the rest of the fall.

The Southeast Shoal lightship No. 18 is in port for the winter. The Canadian buoys are being brought in.

James Stewart, chief on the str. John Owen, came home last week from Chicago, where his boat laid up. He shipped same day on the tug Harding, relieving Engineer Webb.

Capt. William Pizer is home for the winter after sailing all season on the str. Harvey H. Brown. Walter Manson, who was mate on the same steamer, will winter in Chicago, Ill.

Mrs. (Capt.) Hawkes, who spent the summer at the Amherst House, has returned to her home in Buffalo, N.Y. Capt. Hawkes is master on the Buffalo Dredging Company's tug H.A. Meldrum.

When the str. Jno. T. Hutchinson (Capt. Walter Lawlor), bound from Fort William to Buffalo with a big cargo of grain, stopped at Mullen's coal dock, Sandwich, a deckhand fell overboard and was drowned.

Edward Tobin, mate on the str. Milinokett, is home for the winter, his boat having laid up in Duluth.

The Trotter Wrecking Co. are laying up their wrecking fleet at the foot of Richmond Street this week for the winter.

Capt. James S. Jarmin, supt. of the C.S. Boone Dredging Company of Collingwood, is home for the winter months, the fleet having laid up.

The str. John Harper discharged a cargo of 1000 tons of soft coal for the Pittsburgh Coal Co. here on Wednesday. She has gone to Sandwich for the winter.

The clamshell derrick Handy Andy was towed to Mullen's coal dock, Sandwich, by the tug Marion E. Trotter on Sunday and she will do a small job there before going into winter quarters.

The brand new steel ice-breaking Trust tug Pennsylvania, in charge of Capt. James McKinley, is expected at this port this week to go on the contract for keeping the river open all winter for the Pere Marquette Railroad at Detroit.

Capt. Robert Mains (Sunny Jim) of the tug Shaun Rhue, flagship of the Dunbar fleet, left for his home at 61 Lafayette Avenue, Buffalo, N.Y., where he will spend the winter. All Amherstburg will miss the captain till spring.

The str. Nettleton, bound down from Fort William to Buffalo, passed this port on Wednesday with a big load of grain. She was given a rousing salute by all the river craft, as she is about the last str. to pass. She is in command of Capt. Mahon, an old Amherstburg sailor.

December 22, 1911

Construction work under supervision of Com. C.M. McCormick, U.S.N., inspector of the Eleventh Lighthouse District, has been suspended for the season. All light stations in the district, which includes Detroit and St. Mary's Rivers and Lakes Erie, St. Clair, Huron and Superior, are closed for the season, except a few shore stations. The lighthouse tender Amaranth has brought

down the last of the floating aids, which have gone in the storage yard at the foot of Mt. Elliott Avenue, Detroit. Good progress has been made by the local office of the Bureau of Lighthouses in the preliminary work for the lighting of the new Livingstone Channel in lower Detroit River, which will be opened to navigation some time next year. Inside the dry work section, which is about one mile in length, foundations have been built along the channel banks for six permanent lights. These foundations, of stone and concrete construction, are about 40 feet square and vary in height, according to the depth of water in which they will stand when the channel is opened. Four concrete cribs also have been constructed in the dry work section. These will be floated down the river next year to serve as the bases on which foundations will be erected for four permanent lights, marking the channel below the rock section.

Raymond McDowell, who sailed as porter on the str. Castalia all season, has arrived in town to spend the winter.

Norman Wilson and George McCurdy, chefs on the big Steel Trust str. Howard L. Shaw, arrived home last week after putting the steamer into winter quarters.

Charles McCarthy, engineer on M. Sullivan's repair yards and who has made his home in town all summer, left Saturday to spend the winter in Pittsburg, Pa.

Capt. J.T. Hutton, master on the str. W.H. Wolfe, and Walter Gibb, watchman on the same str., arrived home last week for the winter. The str. laid up at Duluth.

Thomas Jones, Lewis Jones, Simon Wilson, Ben McDowell and Smith Foster are among the latest chefs to arrive home for the winter after sailing on the Great Lakes all season.

The Mullen Coal Co.'s str. E.A. Shores made a record hauling coal this season. She made 110 trips and carried over 93,000 tons of lump coal for her owners. The coal was loaded at Huron, Ohio, and delivered at Sandwich, Windsor and Amherstburg.

An appeal has been made to the Grand Lodge of the Shipmasters' Association to prevent the extradition of Capt. Frank D. Root of Sault Ste. Marie, Mich., who is charged with larceny of merchandise from the stranded Anchor Line str. Wissahickon while the vessel lay stranded in Canadian waters in the winter of 1909. The application for Capt. Root's extradition to Gore Bay, Ont., to stand trial on the charge has been approved in the United States court at Grand Rapids and final decision in the matter now rests with the federal Government of State and President Taft. Capt. Cunning was arrested at Amherstburg in connection with the case. He appeared in the Windsor police court and was taken to Gore Bay.

Through a deal which is asserted on creditable authority to have been closed in the last few days, C.H. Little & Co. virtually take over control of the entire sand and gravel trade in Detroit. Little & Co. are reported to have bought the entire outfit, leases and rights of Byron S. Aldrich, who has been rated as the chief competitor of Little & Co. in supplying sand and gravel for the Detroit market. In the season just closed, although she did not go into commission until some time in April, the Sachem is reported to have made 161 trips, averaging about 125 to 130 miles each, with cargoes of sand and gravel for the Detroit market. Having acquired the sand steamer Sachem as an addition to its fleet, C.H. Little & Co. probably will defer construction of the new steel sand and gravel steamer, plans for which the company had prepared last spring and submitted to various shipbuilders.

Capt. Alex. C. Callam, master on the str. Wm. E. Fitzgerald, arrived home for the winter after laying the str. up at Green Bay, Wis.

James Bainbridge, chief on the tug Shaughraun, and Jack McLean, engineer on the tug Paddy

Myles, left this week for their home in Troy, N.Y.

The ferry steamer Papoose is now engaged in the stone trade. The big boulders and rocks on the beach at Bois Blanc are broken up and carried to Pêche Island, where they are used for breakwater improvements.

All the gas buoys used in connection with the river lighting have been taken in and are stored on the lower dock. There are twenty-two in number. They will be cleaned out and put in shape for next season's operations. The Lime-Kilns lightships have also been brought in for the winter, along with the other floats and spar buoys. The gas buoys show the effects of hard usage the past season, having been bumped by dredges and steamboats, raked by towlines and jarred by storms. All the lamps are being packed and will be sent to Prescott for repairs and overhauling.

The M. Sullivan dredge fleet consisting of the dredges Gladiator, Hercules and tugs Columbia and Smith, which work 16 hours a day, and the drillboats Destroyer, Exploder and Dynamiter, which work a double gang of 11 hours, are still at it on Ballard's Reef and will remain till the ice stops them. All the other dredge companies got cold feet and pulled in about three weeks ago. The weather is finer than it was in October. The dredges at work are going to have a Christmas dinner on Tuesday when no expense will be spared by the chefs, as Christmas dinner on the job is only to be had on rare occasions and this is one of them that will be remembered, when those now at work will have gone where, instead of the staccato notes of the drill, the tinkling of the harp and timbrel will be the principal music.

December 29, 1911

Sullivan's fleet pulled up yesterday (Thursday) for the season and made tracks for Detroit, where they will be overhauled during the winter.

During the season just closed, 2574 vessels of all kinds passed through Welland Canal⁷, breaking the record of any previous year in the history of the canal. Most of the boats going down the canal carried wheat during the season and the bulk of the cargoes upbound were coal for Fort William. Very few vessels went through light, the season being a pretty good one for marine carriers. More than 50,000,000 bushels of wheat were brought down through the canal during the season.

Capt. Joseph Mahon of the str. E.A. Shores is home for the winter. The Shores laid up at Detroit.

Sam Lee, master mechanic of the Dunbar and Sullivan Co., spent a few days with his sister in Buffalo, N.Y.

Capt. J.S. Jarmin is having a breakwater built in front of his riverfront property. The U.S. derrick is dumping rock there.

The tug Abner C. Harding has been chartered to keep the river opposite Port Huron open for the car ferries of the Pere Marquette R.R.

John Ryan Jr., Roy Richard, Milton Pulford and Frank Harmon of the Great Lakes D. & D. Co. drillboat No. 4, in the harbor at Boston, Mass., spent the week with loved ones in the 'Burg.

Capt. Walter Mahon, an old Amherstburg boy who has sailed several big lake freighters, including the steamer Thomas Adams last season, has been appointed to a good position at Duluth.

⁷ Assuming the season is roughly April through November, this would be an average of 10-11 vessels per day.

Minn., and has given up sailing. He will open up a big cigar store in connection with his new business.

"Locherville, the village that sprang up on Stoney Island in the Detroit River during the building of the Livingstone Channel opposite Amherstburg, is being dismantled and moved away and will soon be a thing of the past. Morris Birnbaum & Co. of [Wyandotte] have bought the 37 two-storey frame houses on the island and will move them to Grosse Île and Trenton. Two stores at through with them. An oyster supper was served on the island Thursday night to celebrate the close of work on the channel." -Wyandotte Herald.

Gordon Colborne, mate on the tug Aldrich, was struck on the back of the neck by a towline and thrown to the deck at the Detroit dry-dock on Friday last and was laid up for several days. The Work on the "day" man.

Work on the "dry" section of the Livingstone Channel, one of the greatest engineering features of the age, is completed; the pumps were stopped Tuesday and the big cut will be allowed to fill up before spring, when the ends will then be dredged out and the channel cleared. Much has been written about this stupendous undertaking and every development of the work has been illustrated at different times, so little more remains to be said. Grant, Smith & Co. & Locher, the contractors, began filling in the cofferdam in April, 1908; started digging in October, 1908; and in the excavation over a million and a quarter cubic yards of rock and earth were removed, at a cost of approximately a million and a half dollars; employing from 275 to 300 men during that time. Thousands of sightseers from all parts of the world visited the works and it became one of the wonders of the lower Detroit River.

1912

January 5, 1912

The tug *Brooks* was the first tug to coal for the season at the Pittsburgh Coal Co. dock here. Angus Borland, engineer of the United States Government tug *Don*, is on a visit to his mother's in Ingersoll.

The D.B.I. & W. Ferry Co.'s steamer *Victoria* (Capt. Dumphy of the steamer *Columbia* in charge) came down on Friday to tow the ferry *Papoose* to Detroit so that the ice would not hurt her.

Jeff Davis, the popular chef on the dredge *Pan-American*, who had just returned from laying up the dredge kitchen, has gone to his home in Toledo, Ohio, for a much-needed rest. Mrs. Davis accompanied him.

Walter Lawler, master of the big steel steamer John T. Hutchinson of the Hutchinson fleet, is home for a few days after laying the boat up in Chicago, Ill. The Hutchinson was one of the last steamers to leave Buffalo for an upper lake port with a load.

Mrs. William Shewfelt and son Bert have gone to Detroit to spend the winter. Mr. Shewfelt is chief engineer of the Dunbar tug fleet and has charge of putting boilers in the flagship *Shaun Rhue* to enable her to carry more steam, so that Capt. Mains will be able to get back the flag he lost last season in a race with the tug *Marion E. Trotter*.

This section has been treated to a variety of weather the past week. First a nice fall of snow gave the earth a Christmas appearance, but a heavy warm rain Saturday night drove that away. This was followed by a strong west wind Sunday and Sunday night with lowering temperature until twelve degrees of frost tightened the roads up and set ice cakes running down the river for the first time this winter. If the cold snap continues and the lower Detroit freezes over, a large force of men will be put to work by Engineer Dixon on survey work.

Col. C. McD. Townsend, Engineer Corps, U.S.A., in charge of Detroit district, in a communication sent to Congressman Frank E. Doremus, says he expects to be able to remove the great piles of rock excavated from the dry section of Livingstone Channel without asking an appropriation from Congress. Col. Townsend believes some of the rock can be utilized in paving and construction work in Detroit. He plans to advertise for bids soon after the opening of Livingstone Channel next year. Part of the rock may be used in construction of breakwaters and other Government improvement work, which may be undertaken at points near enough to make economical transfer of the rock practicable. These improvements may include construction of retaining works in St. Clair River to restrict the outflow of water from Lake Huron, the level of which, Col. Townsend says, has been reduced by the operation of sand and gravel dealers in dredging material from the bed of the St. Clair River at its mouth, opposite Port Huron.

EXIT LOCHERVILLE.-Unique Village on Stoney Island is already Being Wrecked owing to the Completion of "The Livingstone Channel" in the Lower Detroit River.-(Detroit Free Press)-Another week and the chatter of pneumatic drills that has lulled the residents of Stoney Island to sleep at night and greeted them on waking in the morning, furnishing a continuous chorus throughout the entire twenty-four hours, will be no more.

The creaking of the cableways, the dull boom as a "skip" dumped tons of rock on the mountain-like piles on either side of the cut that forms the principal features of the Livingstone Channel, will no longer astonish visitors to this most novel of engineering feats in the annals of the Great Lakes.

No longer will timorous residents of Grosse Île have their nerves upset by explosions of dynamite that send great masses of rock hurtling into the air, making windows rattle for a long distance in every direction.

Seven days more of labor, at the most, and that portion of the new Livingstone Channel that has been done "in the dry" will be completed.

Another month and the last of the equipment that has performed such valiant service will have been taken down and prepared for shipment to some other point, and Locherville, the thriving little village that for something more than three years has existed on Stoney Island, will have become little more than a memory, its erstwhile inhabitants scattering to take up new duties elsewhere.

Three years ago, almost to a month, the first shovelful of rock was taken from the channel in the lower Detroit River which bears the name of the man to whose untiring efforts can largely be attributed the success of the agitation in behalf of a watercourse at that most dangerous point on the entire chain of Great Lakes that would prove adequate for the tremendous marine traffic traversing this stretch every day during the season of navigation.

The Beginning.-It was in April, 1908, that work was commenced on the giant cofferdam which, having its base on the deserted little stretch of forest and marsh aptly named Stoney Island, extended out into the river, enclosing an area approximately one-half mile wide and just one mile

long. This of itself was an undertaking which held the attention of the engineering world. Seasoned men declared that such a feat was visionary and must fail. Those who had been content to operate "in the wet" with drillboats and dredges scoffed at the idea of pumping the river dry, as they expressed it - that is, some of them did, although there were others who admitted the possibility of it being done.

November, 1908, saw everything in readiness for the Herculean task of taking out approximately 1,000,000 cubic yards of rock, an amount which totalled fifty percent more before it was all over, owing to the wisdom displayed by the Government in increasing the width of the channel from 300 to 450 feet.

Almost without cessation, the work has gone forward and only those who have watched the progress step by step can have any sort of understanding of what it has meant. One cubic yard of limestone weighs approximately 4500 pounds, or something more than two tons. The 1,500,000 cubic yards of rock that have been taken from the course would therefore mean a little matter of 6,750,000,000 pounds, or enough to keep every railroad entering Detroit busy in its freight

Of course, this rock was moved only a short distance. Skips travelling on heavy cableways suspended from seventy-five-foot towers and actuated by compressed air engines carried it away from the channel and automatically dumped it in great piles on either side. But every bit had to be quarried and when it is remembered that on an average throughout the entire period more than 1600 cubic yards of rock, a matter of 7,200,000 pounds, was drilled, blasted, handled by steam shovels and skips every day, you will understand that no time was lost by anyone connected with the job.

If there was, they didn't stay. Grant, Smith & Company and Locher don't do business that way. They are the most considerate of employers - but they insist on results and they always get them.

Remarkable as is this showing in its entirety, the progress made with the last half of the contract causes all else to sink into insignificance.

With the 300-foot channel originally provided for out of the way, at the earnest solicitation of William Livingstone, president of the Lake Carriers' Association, the members of that body and various other interests, the Government decided to increase the width to 450 feet to make the channel sufficient for all time.

An Enforced Rest.-Then came several weeks during which the contractors' crew lay idle, awaiting the official awards. March 1st last, the whistle at the compressor plant on Stoney Island blew three long blasts to let the workmen know that they could once more get busy. By the end of the present week, the last shovelful of rock will have been removed and a solid mass of rock one mile long, 1500 feet wide and ranging in depth from ten feet at the ends of the course to twenty-two feet at the crown in the center will have been removed in the record-breaking time of a trifle more than nine months.

It will take another month to dismantle the machinery and prepare it for shipment. A week hence, most of the workmen whose services will not be required in the packing up process will have gone to other fields of activity. When the last of the wrecking is done, the men and their families will depart and Stoney Island will settle back to its former state of innocuous desuetude.

Marine annals fail to record a more nearly perfect piece of work than is represented in the "dry" section of the Livingstone Channel.

The story of how with the completion of the cofferdam the enclosed area was pumped dry, permitting the men to quarry the rock the same as though it had been far up a hillside, is well-known. But the detail resulting from this method must be seen to be appreciated. On either side of the channel the limestone walls rise abruptly where the channelers cut them with saw-like precision. The rocky floor has been stripped so clean that not a stone the size of one's fist can be found in the entire mile stretch and there are great spots sufficiently smooth to provide a dancing floor, if desired.

Perhaps all this care wasn't necessary, but it was a matter of personal pride with the contractors, and the captain who navigates his vessel through the Livingstone Channel for all time to come need have no fear of striking any obstructions in this stretch.

Great concrete piers have been placed along the channel bank, two at either end and two in the middle. These are perhaps twenty-five feet square and will rise some six feet above the water when the area now dry is flooded and the river returns to its natural course. On these, lights will be located for the guidance of mariners. Four hollow concrete piers have been constructed within the dry section. Later they will be floated downstream and sunk. They will support lights indicating the pathway to the cut.

There'll Not Be a Rush.-Considerable speculation has been indulged in among marine men and others as to just what would happen when the ends of the cofferdam were removed and the waters rushed in. Those who looked forward with interest to this performance are doomed to disappointment. It has been decided not to pursue this course. Instead the water will be permitted to seep in and fill the enclosed area of its own accord. Stopping the pumps that have run steadily for more than three years to keep the cut dry will cause the channel to fill gradually and, accomplishing the desired end, will give the contractors plenty of time to remove their equipment, a consideration of moment when it is understood that when everything has gone back to normal anywhere from four to twenty feet of water will flow where a narrow gauge railroad now runs, while twenty-four feet of water will engulf the spot where the steam shovels have toiled so steadily. Besides, it will occasion no delay, as the wet section of the channel will not be finished for some time.

Already there are indications of the passing that is close at hand. Some of those who spent so many happy months in the little colony on Stoney Island have gone, and their former abodes are being taken down and moved away by the wreckers to whom such an occurrence is a harvest. Many other shacks that sheltered the foreign population are deserted. Others contain but a fraction of their usual quota of inhabitants.

Good-Bye, Locherville.-With the passing of Locherville, a unique institution will have become only a memory, although a pleasant one to every person who came in contact with those responsible therefor.

Here was established a full-fledged village, with every agency considered indispensable in a town of the size, save a gaol, a striking commentary on the good behavior enacted and accorded. The first thing Grant, Smith & Company and Locher, the contractors, did was to build comfortable homes for their employees, most of whom came with them from West Neebish, near Sault Ste. Marie, where they had just completed a similar piece of work, although on a smaller scale.

Cottages were provided for the men with families, the foreigners being kept separate from the rest. Bunkhouses were furnished the single men and there was a "hotel" where table board was furnished at the lowest figure that would insure against actual loss.

A public school was established, the company engaging the teacher. This building also served

as a social center, with dances and parties of frequent occurrence. On Sundays religious services were conducted here. A doctor engaged by the contractors furnished free medical attendance. A company store sold goods at a figure considerably below the prevailing market prices elsewhere.

G.P. Locher, superintendent of the work on the channel, was mayor, council, magistrate and general poohbah of the island. His word was law, but it was a just law, and the five hundred or so inhabitants of Stoney Island was loyalty itself.

Now the end is at hand. In a few weeks this happy family will be scattered to the four winds. Many of the workmen will be taken care of on other contracts. The houses will be dismantled and the lumber removed. Where once dwelt a prosperous band of men and women and children will

And what of the men responsible for this state of affairs?

C.H. Locher is already located in New York, where his firm has a large contract on the new aqueduct that will supply that city with water and where many of the old men from Stoney will go.

G.P. Locher has made enough to take care of his modest wants and a comfortable farm home down in old Virginia, far from the bustle and strife of the busy arts, is awaiting his coming with the

January 12, 1912

The Trust tug Pennsylvania came down Saturday and tore her way through the ice nearly to Bar Point, but finding nothing but an ice field ahead of her decided that there was no chance to clear the river. She will not cut any further than Ballard's Reef so long as present conditions continue, which means that butchers, hotel men and private citizens will be able to procure splendid clear ice in mid-channel above the waterworks. The Pennsylvania did a good act in closing the air hole over the intake pipe, preventing interruption in the town's water supply from needle ice.

January 19, 1912

The Pelee Sand and Gravel Company, a company recently organized at Cleveland, announced it has contracted for a steamer which will be employed between Point Pelee and south shore ports. The American Shipbuilding Company will build the vessel at its local yards. The ship will cost \$80,000. It will be equipped with a self-unloading device, electric generating plant and other modern machinery. The contract calls for delivery early in May.

Work on the U.S. ice survey on the lower Detroit River goes on steadily in spite of the extreme cold. Some forty men are employed and are taken to and from their destination night and morning by Albert Fox's teams. In spite of frostbites, which have afflicted nearly every member of the force, they stick bravely to their work and if this cold snap keeps up during the whole term of the work, those most inclined to literary effort will be able to write almost as real an account of the dash to the North Pole as the late Dr. Cook, even to the fat pork sandwiches and gingersnaps, gumdrops and chocolate cakes. As everything freezable catches heavy cold before being on the ice long, the men only take those frugal lunches, such as are used in the far north, and assist down the food with gulps of ice cold water. The men employed harvesting ice enjoy very much the same experiences, only for the fact that being near shore their employers are enabled to treat them to hot coffee during the day and they get home for a warm meal during the middle of the day. When this trying but very necessary work is completed, those who took part in it will be in a position to appreciate Arctic tales

while sitting around a warm fireside during the rest of the winter.

January 26, 1912

Capt. H. Hackett and Lewis Matthews have gone to Tonawanda to purchase a steam barge for use on the St. Lawrence River.

Adam Kiyoshka, the marine diver for the Trotter Wrecking Co., arrived home Saturday from a trip through eastern Canada, going as far as Halifax. He left this week for a short visit with his son Arthur, Southampton.

The dry section of the Livingstone Channel, which filled full of water and froze deep, has made an elegant race course, which is being taken advantage of by Amherstburg and Grosse Île sports almost every day, and some hot races are pulled off. This takes the place of Big Creek, which was formerly the rendezvous of many from Amherstburg, Malden and Anderdon. The usual big crowds were over there on Sunday, taking in the sights and viewing the dismantled village of Stoney.

February 2, 1912

The hull of the new steamer William P. Snyder Jr. was launched at the Ecorse yards of the Great Lakes [Engineering] Works Saturday afternoon. The William P. Snyder Jr. is 617 feet in length overall with a keel length of 597 feet, beam of 64 feet and molded depth of 33 feet. On a draft of 19.5 feet she will have a cargo capacity of 14,000 tons. The new steamer will be fitted with quadruple expansion engine, cylinders of which will have diameters of 23, 33, 25, 48 and 69 inches. The length of piston stroke will be 42 inches. Her steam will be supplied by three Scotch boilers, each of which will be fitted with three 44-inch furnaces. The boilers are 14.75 feet in diameter and 12.166 feet in length. Nearly 6000 tons of steel plates, frames and shapes were used in constructing the big ship.

The report of the Lake Carriers' on the work of putting through the Livingstone Channel says: "In no work undertaken by the United States Government on the Great Lakes has so much been accomplished in the same length of time. In the amount of work performed, particularly in the dry section, it has broken all records. The work has been prosecuted day and night, summer and winter, without cessation, Sundays excepted, and even the Sundays were occupied by the repair of machinery and in putting the plant in good condition for the succeeding week's work. The contractors, Messrs. Grant, Smith & Co. & Locher, are entitled to a vast amount of credit for the remarkable expedition with which they have executed the great undertaking. The building of the Livingstone Channel is an object lesson and demonstrates the great advantage of the continuing contract system under which the whole of a given work is contracted for at one time. The contractors are thus enabled to construct or assemble a plant suitable for the prosecution of the entire work, to say nothing of the lower bids which are possible and the saving to the Government of sums of money proportionate to magnitude of the undertaking."

February 9, 1912

J.A. Stephenson of Conneaut, O., has written the following letter to a St. Thomas paper in

regard to the big Marquette and Bessemer car ferry which was lost in December, 19098: "The Bessemer lies five-eighths of a mile east of Port Bruce pier and one and three-quarters miles south, or by the compass the course is five points east of south and two miles from a given point. The lost car ferry lies in fifty-four feet of water with twelve feet of water over her. She was fifty-four feet wide and 360 feet long. She was about 34 feet from keel to deck. As I can't get the required assistance after paying for it I have decided to give this information to the world. There is a reward of \$1500 offered for information as to her exact locality and \$3500 after she is raised. The underwriters' address is R. Parry, Jones & Co., Rockefeller Building, Cleveland, Ohio. I shall reserve for myself for the present how I came by the knowledge above given."

For the first time in several years traffic between Detroit and Windsor was entirely tied up Monday morning for a short time when the steamers Britannia and Pleasure became lodged in the ice. The Britannia was put into service to break the heavy ice which formed overnight and when in midstream became lodged. The thick pieces of chopped ice broken by the heavy propeller formed a heavy bed in front of the boat and headway was impossible. The Pleasure was also imprisoned for a few minutes on its 11 o'clock trip within a stone's throw of the Britannia. The car ferries were also considerably delayed in their trips up and down the river.

Thomas Hanley, superintendent of the Sullivan Co., was in town from Detroit on Tuesday. Mr. Hanley is just recovering from a two weeks' siege of la grippe and is in none too good shape to oversee the big repairs which are being put on their fleet in Detroit before the opening of navigation. Dredging in the lower Detroit River promises to be as active the coming season as ever. Not only has M. Sullivan a full year's work ahead, but the Dunbar & Sullivan Dredging Co. and the Buffalo Dredging Co. are looking forward to a busy time from early spring until late in the fall, cleaning up contracts already underway. The completion of the dry section of the Livingstone Channel will have little effect on local labor, as very few men from Amherstburg were employed there. The hope is entertained that before the present contracts are all completed that a new one will be let for the widening of the wet portion of the new channel, which has only been made three hundred feet wide so far, while the old channel is six hundred. This would mean several years' more work here if this would be decided on.

February 16, 1912

The statement of Gen. W.H. Bixby, chief of the United States Army Corps of Engineers, that further diversion from Lake Michigan by the Chicago drainage district would seriously affect the levels of the Great Lakes is corroborated by Maj. Charles S. Bromwell, federal engineer of Milwaukee district. "The present average level of the Great Lakes is from one-half to three-quarters of a foot lower than the level of 1895, which was the lowest recorded since 1860," says Maj.

February 23, 1912

The wooden boat Nevada, which has been lying opposite the River View Hotel, Anderdon, burned to the water's edge on Sunday. Fire started early in the morning in the after-cabin and slowly worked its way forward until the entire upperworks were consumed. The Nevada was owned by Noah & Wolfe of Windsor. She was 230 feet long with thirty-four foot beam and was built in 1890.

Several requests for action to facilitate the handling of lake commerce were submitted to the minister of Marine and Fisheries of Canada by a delegation representing the Dominion Marine Association, which visited Ottawa last week. Francis King, K.C., of Kingston acted as spokesman. Among the more important matters was the request that all Canadian canals be operated on Sundays, following the system at the Canadian canal at Sault Ste. Marie, which is open for traffic Sundays. It was argued that this would considerably facilitate the handling of the large volume of traffic which passes through the canals during the short period they are in service. It was requested also that the canals be opened earlier this season than has been the custom to aid in relieving the congestion of grain traffic in the northwest and permit the early movement of several millions of bushels of grain now in storage in vessels at Fort William and Port Arthur.

March 1, 1912

"Ice conditions this year have been so unusual that it is pretty hard to tell when we will be able to open service on the Detroit and Cleveland route this spring," says A.A. Schantz, general manager of the Detroit & Cleveland Navigation Co. "We hope to make a start sometime between April 10 and April 15 at the latest, all depending on how the ice is. We will start just as soon as we can, but just now it looks as if we would be doing well if we get a boat through early in April." Records of the opening of navigation on the Detroit and Cleveland route show that the latest start since 1863 was made in 1885 when the City of Detroit made her first trip on April 17. The earliest opening of the route in the same period of years was in 1890 when the City of Cleveland crossed the lake March 1. In 1875 the R.N. Rice opened the season April 12, the second latest date in the company's history. The earliest opening next to 1890 was by the City of Detroit on March 5, 1906.

George Gillespie, formerly engineer on the tug American Eagle, which made this port a regular stopping place, but who now is supt. of the Michigan and Ohio Cement Co. with headquarters at Ann Arbor, called on old friends in town last week. He is an old Mersea boy and has many relatives living there yet.

When the water went low in the river Sunday the tug John E. Monk, which is lying at the foot of Murray Street, went down with it and failed to return when the water came back to normal. The result was that her hold filled with water and she listed dangerously to port. Pumps were put to work to keep her clear of water until the ice could be cut around her and she righted herself. She is still leaking a little and will need some caulking in the spring.

Lake Erie vesselmen are of the opinion that navigation will be late this spring because ice

⁸ The car ferry Marquette & Bessemer No. 2 went down during a storm in Lake Erie on December 7, 1909, with a loss of over 30 lives, and subsequently became elusive. In March, 1910 there were reports that the wreck and its load of railroad cars had been located under the ice off Port Bruce, Ontario. In May the underwriters offered \$500 for information as to the vessel's location. In June, 1910, a spar located 30 miles west by southwest from Long Point was believed to be the No. 2. One year later the vessel's whereabouts were still unknown: in May, 1911, underwriter R. Parry-Jones offered \$1500 for reliable information plus \$3500 when the vessel was raised. At that time, Capt. John Price of Port Stanley and Capt. George Owen of the Fairport Fish Co., Cleveland, were each planning to sweep the lake for the wreck, but obviously were unsuccessful. (See Vols. VII and VIII.)

in Lake Superior is six feet deep and that a much higher freight rate will be charged.

A merger of the Niagara Navigation Co., the Hamilton Steamboat Co. and the Turbine Steamship Co., as announced has been accomplished. With the approach of spring the new company, now the largest of its kind in Canada, is making extensive preparations for a big season's business. The steamers Cayuga, Chippewa and Corona will run on the Niagara Falls route, the Turbinia, Modjeska and Macassa on the Hamilton route and the Chicora on the Olcott Beach route.

Capt. Lewis Wilkinson, in charge of the Point Pelee life-saving station, was notified Saturday by the Marine and Fisheries Department at Ottawa to report for duty with his full complement of men on April 1. The east winds of the last few days have raised the water in Lake Erie considerably mainland was abandoned several days ago.

From the Lake Carriers' Association and other vessel interests of the lakes and from commercial bodies in a number of lake towns, protests will be made to the War Department against granting the application of the Chicago sanitary district for permission to make an additional diversion of 10,000 cubic feet of water a second from Lake Michigan. About 14,500 cubic feet a second is now being taken from the lake by the Chicago drainage canal.

WINTER MAILS BY ICE AND WATER.-The Perilous Service to Pelee Island.(Toronto Globe.)-A few years ago the wonderful quality and earliness of Pelee Island grapes caused something like consternation among the grape growers in other parts of Ontario. Some two or three years ago it became known to those who visited Port Stanley that there was splendid limestone rock on Pelee Island, the stone for the Dominion Government breakwater to protect that port, then in process of building, being from its quarries. Later still, Pelee Island has become noted for tobaccoraising, as shown in a recent issue of this paper.

Pelee Island, which thus at intervals has popped into prominence, is the most southerly township in Canada. It is included in Essex County, Ontario, and lies out in Lake Erie sixteen miles from the town of Leamington and eighteen from Kingsville. The part of the mainland nearest to it is Point Pelee, which projects into the lake twelve miles from the Leamington shore. From the Point to the Island is but eight miles and this distance is divided by the Middle Ground lighthouse, which stands on a dangerous sandy shoal three miles from the island and five miles from the Point.

Development on Pelee Island has gone by waves and ebbs, the waves being short and the ebbs tedious in their length. An explanation of this condition of things was given by an old inhabitant of the Point, who said, "Pelee Island is a very fine place, but, after all, it is an island. While you can get to the mainland by boat any day of the week when navigation is open, in winter you have got to stay there or chance it by the mail boat."

This boat, which carries the mail bags in the winter season between the island and the outer end of Point Pelee, bears but slight resemblance to the monster mail carriers of the Allan or Cunard lines. The boat itself is about sixteen feet in length and can carry only six persons. It is built so as to cross on the ice, on the water, or on a mixture of the two. This varied capacity is secured by the construction on the bottom of what look like two keels, but which are in reality a pair of runners, 22 inches apart. Scarcely a trip is ever made without its capacity for both sliding and sailing being tested. Only twice last winter was the gap frozen clear over. Even in the coldest weather there is generally a width of open water or thin ice somewhere to be crossed.

One is apt to suppose that a dangerous duty of this kind would be undertaken only by

daredevil, reckless sort of persons, almost a distinct species from the ordinary run of men. But, in this case at least, it is not so. Frank Harris of Pelee Island, who has the winter mail contract, has a thoughtful-looking face and a cautious, somewhat hesitating manner. He is of medium height and build and looks about 35 years of age. His brother Jack is much younger and is quite the typical long-legged Canadian with a carefree, pleasant face. The third man of the crew, Dennis Lidwill, who grips the two handles at the stern of the boat, seems good-natured and remarkable only for his powerful build.

Each man wears long rubber boots, the legs reaching to the hips. Nailed firmly to the sole of each boot is what looks like a narrow, light horseshoe with toe and heel corks (more properly, calks) the heel of the boot being well-shod also. In other respects their dress is that of the ordinary outdoor workman.

The boat is covered on the outside with thin iron plates, or rather heavy sheet iron, to protect it from being scratched or punctured by the jagged ice points. It is equipped with oars, axe, pikepoles and movable mast and sail. Besides these, there are narrow boards which can be set in slots in the gunwales and which project upwards about three feet, by means of which the men push the boat when ice is being crossed. The two poles projecting over the stern like wheelbarrow handles are merely oars lashed down in that position. Over solid and smooth ice the boat runs easily, but where it is much jammed and rough the boys have hard work. But they make no grumble over either firm ice or open water but, as Mr. Harris said: "Thin ice is the worst of all." Frequently it is strong enough to just carry the men but will scarcely hold up the boat. In such case the men walk alongside and partly carry the boat so that it may not break through. "But," Mr. Harris says, "you have not only to lift on the boat, you have also to hold your arms rigid as well, so that if you go down through you may by bearing on the boat keep yourself from going over the boot tops in water." On one trip it took them twelve hours to get across. Mr. Harris has very seldom got wet. He mentioned one difficult trip, however, when, after struggling over thin ice for about six hours and never getting in too deeply, they still had two miles more of it to cross before they could reach the Point.

"You know," said he, "after that six hours of that kind of work one does not feel quite as fresh as at the start. I suppose that must have been the reason, but, anyhow, in that last two miles I believe I got in fifteen times."

Through the gap between the island and Point Pelee there is nearly always a current one way or the other. On one occasion while making the crossing, the ice was moving outwards into the lake and it was thought advisable to make for the middle lighthouse. "The ice," said Mr. Harris, "was grinding against the lighthouse and piling itself up almost as high as a house. We got close in when the great floe on which we were slid back and it took us nearly twenty minutes to get to the same place again. Didn't it, boys?" And the boys said it did.

The mail boat is supposed to leave Pelee Island for the Point and return every Tuesday; but that depends on the weather. On some days it would be madness to attempt a crossing. Not infrequently the crossing to the Point is made one day and the return trip the next. The post office at Learnington is apprized by telephone from the island each time shortly after the boat has started. The mail wagon then calls around for the mailbags and is driven to the Point to meet the boat and exchange mail.

In former times it was not uncommon for an interval of one, two or three weeks to pass without mail transport being effected, and in one instance the Pelee Islanders were completely

isolated from the outside world for seven weeks at a stretch. Mr. Harris and the boys are justly proud of the fact that during the three winters in which they have had the mail contract they have not missed a single week.

March 8, 1912

Engineers on boats of the Pittsburg Steamship Company that are equipped with water tube boilers have been notified to report March 14th to commence fitting out. Engineers on the other first-class boats of the fleet will report March 18th.

The D. & C. steamer Western States and the White Star Line steamer Greyhound, in winter quarters at the foot of Griswold Street, Detroit, were endangered when a fire broke out in the big freight shed owned by the White Star Line Tuesday morning. The fire department saved the boats after a loss of \$1000 had been inflicted.

March 22, 1912

John Hassett has returned from Buffalo and is ready to take his place again this season with the Buffalo Dredging Co.'s fleet.

Capt. Joseph Mahon was in Sandwich this week, making arrangements for fitting out the Mullen Coal Co.'s steamer *Shores*, which will make her first trip as soon as the ice permits.

Capt. John Anderson and Walter Hunt have gone to Detroit to fit out the U.S. Government tender *Forget-Me-Not*. She will be used on the Livingstone Channel and will be stationed at this port.

The Dunbar & Sullivan Co. are fitting out their dredges and tugs at Detroit so as to be the first on the job in the lower Detroit River this spring. By the look of the weather now, it is likely that the first week of April will see navigation open here.

The little steamer *Helen*, used by Capt. E.E. Harris freighting at the dry works during the time that everything was hustle and bustle over there, and which has occupied a prominent place in the marine boneyard down the bank, has been deprived of her engines, which have been taken to the Bear Farm in Malden and the hull will go the way of all derelicts.

Col. C. McD. Townsend, U.S. Engineer, believes that the first boat will be able to go through the new Livingstone Channel about July 1st. Col. Townsend will be transferred to St. Louis in August. Preparations for the opening will be started as soon as possible after the ice breaks up, so that the work may be completed as early as possible. The inside of the cofferdam has been filled with water all winter and the two ends of the channel will not be removed until all the ice has gone. The dredges will have to work all summer, however, as the river work at both ends of the channel has not been fully completed, but the largest boats on the lakes will be able to pass as soon as the cut is opened. Various marine organizations are planning for a celebration at the opening. When completed, the canal will represent an outlay of at least \$10,000,000 and is one of the most costly single improvements along the Great Lakes.

McArthur Bros. of Chicago made the lowest price of six bidders whose proposals for construction of section No. 2 of the new canal at Sault Ste. Marie were opened last week. The bid of McArthur Bros., covering the various items of work and materials included in the Government's specifications, aggregates \$670,235. The amount is more than \$60,000 below the next highest bid, that of Grant, Smith & Co. & Locher, builders of the dry section of Livingstone Channel, Detroit

River, whose aggregate was \$737,100. The other firms submitting bids and the amount of their bids are:-Great Lakes Dredge & Dock Co., Chicago, \$770,000; Mansfield Engineering Company, Indianapolis, \$784,225; John Marsch, Chicago, the contractor building the new third lock at the Soo, \$906,625; Buffalo Dredging Co., Buffalo, \$935,150. The excavation work probably will exceed 555,000 cubic yards and will extend from the third lock to and including the embankment of the international bridge beyond which lies the first section of the canal, the contract for the construction of which was awarded to McArthur Bros. a year ago. The canal will be from 260 to 300 feet wide and deep enough to afford a clear depth of water of about 24.5 feet.

The steamer *Forest City*, which ran from Cleveland to Kingsville last season, has been sold to A.E. Thompson of Cleveland, who was formerly interested in the boat, and a number of the latter's associates. The consideration has not been made public. The boat will be operated this season on a system which will permit, it is believed, of a daily trip to Cleveland. Mr. Thompson was the manager of the boat for the company last year.

Lighting Livingstone Channel.-As remarkable in its way as the great engineering feat which made the Livingstone Channel possible is the work of the Department of Lighthouses to light the new channel when it is opened to navigation next July. The lighting of this narrow waterway, which will carry one of the greatest streams of commerce that passes any point on the globe, is a task that required the evolution of a plan unlike anything ever before attempted.

The most remarkable part of the lighting plan is that which will mark the channel below the confines of the dry section now enclosed in the gigantic cofferdam. There will be two stationary lights on each side of the section of the channel and great floating cribs of reinforced concrete have been constructed to form the bases for the low steel towers which will carry the lights.

Four of these concrete caissons, each 35 feet long, 22 feet wide and 16 feet high, were constructed within the cofferdam. They resemble the shape of a boat and will float. When the channel is opened to navigation the concrete cribs will be floated down the river to the point where rock bases have been prepared for them. They will then be filled with water and sunk to the bases, after which they will be filled with concrete. They will extend a few feet above high water level and on them will be erected low steel towers which will support the lights.

By building the caissons with the cofferdam while the channel was being excavated, the lighthouse engineers saved themselves the work of building small, individual cofferdams for each crib. By being able to float them, the work of getting them to the place where they are needed will be comparatively simple. Some marine engineers have proposed to build ships out of concrete. After the successful work with the lighting cribs, Commander McCormick and Supt. Park of the Lighthouse Service are inclined to believe that concrete ships are not an impossibility.

In addition to the four lights outside the dry section, the portion of the Livingstone Channel within the cofferdam will be marked by six lights, three on each side. These cribs or foundations have already been constructed. This will mark the channel with ten stationary lights in all, five on each side.

These lights are to be of a peculiar kind. They will be of the lantern variety and equipped with an apparatus which will give regulated flashes. Each light will be connected with six acetylene gas containers and will hold more than enough gas to supply the light through an entire season.

One of the special features which represents a great amount of ingenuity is a little instrument known as the sun valve. This instrument will shut off the supply of gas whenever the sun shines,

and when the lights are not needed. Should the sun go under the dark clouds, however, it will be only a couple of minutes before the light will be flashing again.

The apparatus has two sections, one composed of gilded posts and the other of dark-colored posts. The black posts absorb more heat than the gilded ones and consequently expand, and thus operate to shut off the supply of gas. The valve is so regulated that it will take note of a light fog or a rain storm and set the light to flashing its warning out over the waters.

The cost of the ten lights which will mark the channel is said to be in the neighborhood of \$100,000 or an average of \$10,000 each. This includes the concrete bases and the tower equipment, sun valve, etc. Commander McCormick expects to have the channel lights in working order about the time the waterway is opened to lake navigation next July.

March 29, 1912

Every harbor, city and town on the Great Lakes, Canadian and American, is interested in the proposal now before the War Department at Washington to divert a further flow of water through the Chicago Drainage Canal, a scheme to improve the sanitary conditions in Chicago by rushing Lake Michigan water through to carry off its sewage. The War Department has been asked to sanction an increase of 100,000 feet flow per second. This is strenuously opposed by the shipping interests of the Great Lakes. The shipping federations contend that the interests of millions of people will be affected by the proposal if it goes through, and that to grant further extension of the flow will simply stay efforts to find another solution for the sewage problem. Senator Smith of Michigan makes another argument against the proposal, declaring that if the larger flow is granted the currents on Lake Michigan will be reversed and the cold water from the north flowing by will render the entire northern peninsula of the State of Michigan bleak and unproductive. The lake levels form, however, the really important phase of the question. Many millions have been spent in making the navigation of the lakes practicable and safe, yet even today at certain points the mere fact of the wind blowing steadily in a certain direction proves sufficient to reduce levels and tie up large vessels. A permanent increase in the flow from Lake Michigan to the south would probably render an expenditure of millions necessary to maintain the same depth at the shallow crossings such as the Lime-Kiln of the Detroit River and certain points on the St. Mary's River.

The str. Alfred Clarke, in the harbor at Kingsville, is being caulked and will be out on the opening of navigation.

Capt. E.E. Harris has purchased the yacht "See Me" and is having a motor engine installed in her at Pineau's engine works. He will use his new boat on the Cedar Beach fishing ground.

Capt. Thomas Hackett of Detroit, for three years in the employ of the Gilchrist Transportation Company, Cleveland, has been appointed master of the steel freighter *Thomas Maytham* for the coming season.

April 5, 1912

When the ice floated away from the tug *John E. Monk* Friday she showed some leaks and had to be fitted out. John Doty, engineer, had her in charge.

The tug W.B. Aldrich showed signs of a bad leak below the waterline on the port side Friday morning and steam was gotten up hastily to start the pumps going until the seams were tightened up again.

Capt. Morrison and James Whalen of the Canadian Towing and Wrecking Co. of Port Arthur were in town Saturday night in conference with Capt. John T. Hutton and looking over Hackett's tugs with the view of buying them. The deal has not yet gone through.

Alphonse Cote, who has been engineer on the Dominion Government Southeast Shoal steamer, has sent in his resignation to the Marine and Fisheries Department. Mr. Cote was a most competent official. His reason for resigning was that he has a better position awaiting him and also that he wishes to devote more time in getting acquainted with the twins which arrived at his house when on duty in Lake Erie.

The Amherstburg Iron Works is turning out a new 5-yard dredge bucket for the Windsor Dredging Co.

Adam Kiyoshka was taken to the Marine Hospital, Detroit, on Monday with an attack of typhoid pneumonia.

Robert Mullen of the Reiss Coal Co., Cleveland, was a guest of his brother John G. Mullen a few days this week.

Capt. Charles R. Hackett is fitting out the derrick scow *Prescott* to move the gas buoys and stakes which will be set out next week.

The Mullen Coal Co.'s fueling lighters, steamers and coal docks are being fitted out and will be on the job as soon as the first dredge is out.

Capt. A.J. Mahon has been appointed master of the big steel freighter Thomas Barlum.

Allen E. Wright of the U.S. Engineers Department at this post is at Saginaw this week on business in connection with the survey department of the Saginaw River.

The Great Lakes Dredge & Dock Co. were the lowest bidders for the construction of the east approach canal for the new American lock at Sault Ste. Marie, its prices for the various classifications of work aggregating \$395,750. The other bidders and their prices were: Buffalo Dredging Co., Buffalo, \$479,185; Greiling Bros. Co., Green Bay, Wis., \$498,180; Cullen-Triestedt Co., Chicago, \$508,980; McArthur Bros. Co., Chicago, \$552,660.

A big army of local men are in Detroit fitting out M. Sullivan's drills *Destroyer*, *Exploder* and *Dynamiter*, all of which have a good long season's work ahead of them on Ballard's Reef.

Reports from the regular and display stations of the United States Weather Bureau and the meterological service of Canada indicate that the ice fields in the lakes are decreasing to some extent and there is more open water over western Superior, northern Michigan and Huron and northern Erie and western Ontario. Lake Erie has large fields of sixteen-inch ice but this will soon disappear if the weather would warm up.

The ice which came down the river with such force last week piled several feet high on the head of Bois Blanc Island, but no damage was done.

Milton Sicklesteel, chief engineer on the D. & B. steamer Eastern States, called on Capt. Fred. J. Trotter, who is laid up, on Sunday.

THE WELLAND CANAL.-The plans for the new Welland Canal have been completed. Instead of a stretch of about 26½ miles from Lake Erie to Lake Ontario as covered by the present canal, no more than 24 miles will be covered by the new structure. Moreover, instead of 25 small locks there will be only seven, but these will each contain a lift of 26½ feet. They will be 800 feet long and 80 feet wide and will have a depth of 30 feet. The bottom of the canal proper will be only 25 feet, but provisions will be made for deepening to full depth of 30 feet whenever circumstances

require with comparatively little expenditure. The Lake Ontario end of the canal will be but a mile or so to the east of the present canal at a point where Little Ten Mile Creek now enters the lake. The spot is already being termed Port McCalla. The canal will run almost directly north and south from the lake to the present canal, crossing the Queenston and Grimsby road west of Homer and crossing the present canal at Lock 11. The canal will then run west of Welland through Thorold. The present canal will be crossed a second time near Marlatt's pond near Allanburg. There the two canals will join. It will be straightened near Port Robinson by doing away with curves and straightening will also take place at Ramey's bend. A tidal lock will be constructed at Port Colborne.

April 12, 1912

The tug Leroy Brooks is being fitted with a gill net apparatus and, as soon as the ice leaves the lake, will open the fishing season between Kingsville and Pelee Island.

Melville Bezaire, who was mate on the supply boat William Logan last year, has gone to Lorain, Ohio to assist in fitting out the steel freighter W.P. Snyder, on which he will sail as mate this season.

Westcott & Wright's fishing tug Alva W. and the fish tug Ariadne both slipped out of the Kingsville harbor Monday morning when the wind blew the ice off the shore, and both tugs came up to Amherstburg, where they loaded soft coal. While they were away the ice closed in again and they had to remain in this port till it cleared.

River work is starting in earnest. As usual the Dunbar fleet was down first, the dredge Tipperary Boy, tug Shaughraun and derrick scow Gossoon coming down Saturday, and will get to work tearing away the ends of the cofferdam. On Monday the M. Sullivan fleet, consisting of the drillboats Destroyer and Exploder, dredge Gladiator and tug Columbia, came down and are being fitted out to go to work on Ballard's Reef.

Goodchild Bros. have purchased the hulls of two derrick scows belonging to Grant, Smith & Co. & Locher, which are at Stoney Island, and will bring them here to be used in connection with their fishing business.

The tugs *Columbia* and *Trotter* opened navigation on the lower Detroit River Good Friday, the former coming from Detroit and the latter going to Windsor to work for the next ten days. Friday has no terrors for these tugs.

Capt. J.T. Hutton left this week for Milwaukee to oversee repairs to the steamer W.H. Wolf, which he will be master of again this season.

The Northern Navigation Co. has placed an order with the American Shipbuilding Company for the building of a large steel passenger steamer, to be built on the same lines as the *Hamonic*. The vessel will be of steel, 385 feet long, 52 feet beam and 28.75 feet deep. She will be fitted with a four-cylinder triple expansion engine, steam being furnished by four Scotch-type boilers. The boat will be built in the yards of the West Dry-dock & Shipbuilding Company at Port Arthur. She will cost about \$750,000 and it is planned to have the launching take place in June, 1913.

Capt. A.C. Callam has gone to Green Bay, Wis., to oversee repairs to the steamer *Fitzgerald*, which he will sail again this season. Capt. J.M. Kelly will go as mate with him. James McCarthy has gone to Duluth to look after the fitting out of the steamer *Thomas Barlum*, on which he will sail the coming season.

Warfare among tugs on the lower Detroit River will likely cease now, as the Hackett Wrecking Co.'s fleet, consisting of the tugs *Hackett*, *Home Rule*, *Runnells*, and everything connected with the wrecking outfit has been sold, the Great Lakes Dredging Co. and James Whalen of Port Arthur being the purchasers. The price paid is private, but it is said to have been a bargain. A crew from Port Arthur is expected any time to fit the tugs out and take them to Lake Superior. The whole fleet will likely become Canadian bottoms.

Lake hull rates this year will be materially reduced directly in the premium charged and indirectly by the lowering of the valuation at which ships will be insured. The new rates announced by the underwriters are complimentary to the association. Valuation this year will be \$51 a gross ton. The pro rata in 1912 will be 5¾ per cent. To this rate ¼ of 1 cent will be added for insurance attaching after August 1st and ½ of 1 per cent for insurance attaching after October 1st. The usual ½ per cent will be added to the rate charged for insurance on vessels not enrolled in the Great Lakes Protective Association. For fleets of strictly approved record and management the rate will be 5¼ per cent.

Glen Kemp has been appointed supply clerk on the yacht WM. Logan. George H. Jones will have charge of the boat again this season.

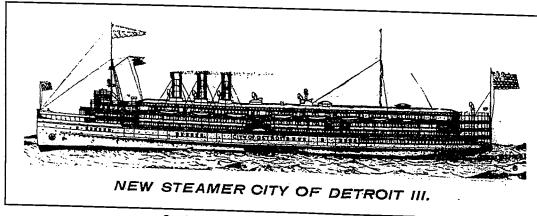
Capt. Robert Mains, in charge of the flagship of the Dunbar fleet, reported in on Wednesday from Buffalo, where he spent the winter. The captain looks years younger and comes back with the same old smile, broadened out somewhat because his tug has had a new boiler installed and is now allowed to carry 240 pounds of steam. That means some speed the coming summer.

Grain men of Buffalo and up-lake ports have requested President Livingstone of the Lake Carriers' Association to appeal to the federal Government to abolish the arbitrary closing of navigation December 1st each year. They claim grain and lumber and coal vessels can safely operate up to January 1st if the Government will keep aids to navigation in place after December 1st. These include channel buoys, range lights, lighthouses, etc.

NEW STEAMER CITY OF DETROIT III.-A trifle more than another month and City of Detroit III, flagship of the Detroit & Cleveland Navigation Company's fleet and the largest sidewheel steamer afloat, will be ready to turn over to the owners.

When the City of Detroit I, now the City of the Straits, was brought out by the D. & C. Navigation Company in 1878, it was considered a marine marvel, not so much because of its size, perhaps, for there had been other steamers as large in the days when railroads were all but unknown and travel to the West, as Michigan was then termed, was almost exclusively by boat from Buffalo. But in the matter of appointment it ranked supreme. It was a big craft for its time, measuring 234 feet overall, having a breadth of 36 feet and a gross tonnage of 1094. Eleven years later came City of Detroit II, up to that time when the company built the Western States, larger than those that had gone before; then City of Cleveland in 1907 and marine men opined that the limit had just about been reached in the matter of passenger boats on the Great Lakes, while landsmen learned with astonishment that the vessel was 391 feet long and readily accepted the assertion that it was the largest side-wheel passenger steamer in the world.

⁹ The northern terminus of the fourth Welland Canal is actually called Port Weller, after John Laing Weller (1862-1932), engineer in charge of constructing the Welland Ship Canal. (Source: Dictionary of Canadian Biography Online, entry for William Weller.) It's possible that the "McCalla" referred to is Lauchlin McCallum, a contractor on the second Welland Canal.



In Amherstburg Echo, April 12, 1912.

City of Detroit III is 470 feet long, a 20 per cent increase over the Cleveland, and a trifle more than twice as long as the first City of Detroit. It has a molded breadth of 55 feet, a breadth over guards of 93 feet, which means that this is the width at the main deck, a depth at the stem of 29 feet 3 inches and at the stem of 25 feet 3 inches. Paddle wheels are of feathering type, 29 feet in diameter, with eleven paddles, each 14 feet 6 inches long and 5 feet wide. The engines must be seen in order to appreciate their size, but it is worth noting in passing that the high pressure cylinder is 62 inches in diameter and that the two low pressure cylinders have a working bore of 92 inches, sufficient to drive a horse and wagon through. Also the connecting rods are delicate little bits of forged steel 20 feet long on the centers and larger in circumference than the girth of an ordinary man. There are two anchors, each weighing three tons, with 1080 feet of 2½-inch chain and one stockless kedge weighing 2500 lbs. Everything about the new boat is on the same scale of magnitude, as witness the fact that it is wired for 2700 electric lights.

April 19, 1912

The D. & C. steamer City of Detroit II was given an enthusiastic reception when she passed down the Detroit River Monday forenoon on her first trip to Cleveland. All her colors were flying, the Detroit Newsboys' Band was playing and the passengers cheered as they glided out into the lake. Twelve miles of ice were encountered near Colchester. No damage was done to the ship. Eleven miles above Colchester, heavy ice floes were met. When about a mile in the ice, the steamer encountered a particularly solid floe. This obstacle was soon overcome and the boat went through without other difficulty. Enthusiastic demonstration also marked the passing down of the steamer Frank E. Kirby of the Ashley & Dustin steamer line, which a little earlier in the forenoon sailed by on her first trip of the year to Sandusky and the Lake Erie islands.

Capt. Thomas A. Patterson is in town from Detroit. He will be mate on the tug Columbia this season.

The U.S. Government has a gang of men at work cutting the square sweep scows in two and they will make long narrow ones out of them.

Leonard Nattress, oiler on the steamer *Eastern States*, and George Nattress, Detroit, spent the weekend at the home of their father Rev. Thos. Nattress.

Al. Bowers and Hugh Fulton, ship carpenters for the Dunbar Dredging Co., are in town and

will spend the season at Mrs. Mailloux's, riverfront, Anderdon.

The tug Columbia brought a big cargo of dynamite down from Detroit last week.

The Mullen Coal Co.'s steamer E.A. Shores Jr. (Capt. J.E. Mahon, mate Norman Clark) passed down this week on her first trip to a Lake Erie port.

Grant, Smith & Co. & Locher are loading three cars of fixtures from their Stoney Island plant and will ship them to New York. The derrick *Handy Andy* is loading them.

The sale of the Hackett fleet fell through and they will not go to Port Arthur. The tug *Hackett* has been chartered for the season by the Great Lakes D. & D. Co., Cleveland, to tow stone barges.

M. Sullivan's dredge *Gladiator* and tug *Sydney T. Smith*, Dunbar & Sullivan's drillboat *Earthquake* and the Buffalo Dredging Co.'s drillboat *No.2* will go to work on the big contract on Ballard's Reef, let at Detroit on Monday.

M. Sullivan was in town a few days this week arranging to send out his dredge fleet for the season. The drills *Destroyer*, *Exploder* and *Dynamiter*, dredges *Hercules* and *Gladiator* and tugs *Columbia* and *Sydney T. Smith* will work on Ballard's Reef and the derricks *Nos. 3* and 5 will clean up the work on the Livingstone Channel. Capt. Thomas Hanley is rushing the work of fitting out the drills.

The tug *Leroy Brooks* (Capt. J.S. McQueen) left Thursday for Port Burwell. The *Brooks* has been rigged up with gill nets and, as this season promises to be a bumper one for fishermen, Capt. McQueen will devote all his time to that industry.

The White Star steamer *Wauketa* passed this port Saturday en route to Toledo. She was the first passenger steamer of the season and was welcomed by all the dredges at the dock.

The steamer *Manistique* with the barges *J.T. Boyce*, *Iron Cliff* and *Unadilla* in tow, passed down the river on Monday, bound from Port Huron to Cleveland. This was the first tow of barges to pass this season.

Capt. William Parker, superintendent of the Dominion Fish Hatchery at Sandwich, says that the whitefish spawn is hatching very fast at present. Large quantities will be deposited in Lake Erie within a week or so.

The Southeast Shoal lightship *Falken* went to her station in Lake Erie this week. She is in command of the same crew as last year, excepting Alphonse Cote, who resigned and whose place as chief engineer was taken by Harry Matthews.

The tug Abner C. Harding (Capt. Thos. Hagen and Engineer James Stewart), which has been stationed at Port Huron all winter, was in port here on Friday on her way to Cleveland to go into drydock. The tug *Pennsylvania* went over with her on Saturday to receive some repairs.

The Dunbar & Sullivan Dredging Co.'s dredging fleet, consisting of dredges Tipperary Boy, Brian Boru, derrick scows Handy Andy, Cuilene Rhue and Gossoon, tugs Shaun Rhue, Shaughraun, Paddy Myles and Phil Sheridan, scows Munster, Leinster, Erin, Connaught, Gold Standard, Cuba Libre, Protective Policy, No. 9 and No. 10 and floating machine shop Sam Lee, supply boat Slipaway, drillboats Cyclone and Earthquake and derrick Faugh-a-Ballagh are all being fitted out at Gordon, ready to go to work on the Livingstone Channel and Ballard's Reef.

The steamer *Tampa*, which was moored at the foot of Meldrum Avenue, Detroit, during the winter, has filled and gone to the bottom in about 18 feet of water. While unloading sand at a dock in Walkerville, the *Tampa* was run down by the steamer *John W. Gates* of the Pittsburg Steamship Co.'s fleet [on] the morning of July 18th last year, the accident resulting from some difficulty with

the *Gates*' steering gear. The *Tampa* sank. She was raised by the Pittsburg Steamship Co. and received temporary repairs, after which she was brought across the river. It is believed the ice either disarranged the temporary repair work or opened some of her seams. The *Tampa* is a wooden ship and is owned by Henry Wineman of Detroit and will be raised.

The U.S. Government tug *John E. Monk* was tested by the Government inspector Monday and after a few minor repairs are made will go on the Government work, having been the lowest bidder for the job.

All the colors of the rainbow, only twice as interesting, are the twenty-two newly filled, freshly lit gas buoys which Capt. Charles Hackett has anchored at the lower slip, ready for placing in their positions in the lower Detroit River. The sight is very interesting and the buoys have been admired by many each evening. The tug *Aldrich* is placing the floats and stakes and other aids to navigation as fast as possible.

April 26, 1912

John Sullivan, superintendent of the Sullivan dredging fleet, is back on the job again.

John B. Sullivan, Sandwich Street, left this week for Buffalo, N.Y., to take his place on dredge No. 7 of the Buffalo Dredging Co.'s fleet.

The steamer John Harper is discharging a cargo of soft coal for the Pittsburgh Coal Co. at this port.

The tug *Chambers*, bound from Detroit to the Pelee Island fishing grounds, stopped at this port Friday night.

The first big freighter to pass down was the *Quincey A. Shaw* on Saturday. The big *John J. Barlum* went up on Sunday.

The steamer *E.A. Shores* discharged her first cargo of soft coal from Ashtabula for the Mullen Coal Co. at this port this week.

Mr. and Mrs. Fred. Rooney, Detroit, spent the weekend with her parents, Mr. and Mrs. Edward Woods. Mr. Rooney has charge of the carpenter work on the new steamer City of Detroit.

Si. Bertrand has shipped as steward on the tug Sydney T. Smith; Walter Anderson has taken the Columbia berth; Paul Desjardins has gone on the dredge Hercules; Chef Goulin has taken the dredge Gladiator; and Mr. and Mrs. Jeff Davis have taken charge of the galley on the dredge Pan-American.

Wm. Pizer, mate, Rube Best and Garnet Ferriss left Sunday night for Chicago, Ill., to fit out the steamer Harvey H. Brown, on which they will sail this season. Walter Manson will go on the Brown again this season as mate. Ed. Tobin and Wm. Wenzell left this week for Duluth, Minn., to assist in fitting out the Millinokett. Clarence R. Smith and son Mortimore and Raymond McDowell left Tuesday for Fort William to fit out the kitchen of the steel steamer Thomas J. Barlum. Capt. Al. Mahon, James McCarthy and Orval Duncanson will sail on the forward end. James Kirtley, str. J.T. Hutchinson, George McCurdy and Norman Wilson, str. Howard L. Shaw, have all left to join the boats on which they will sail this season. William Adams has gone to Fort William to fit out the kitchen of the Canadian steamer Beaverton. Milton Adams will go as second. Philip Thomas, Ruddy McDowell and Simon Wilson left this week for Ashtabula to fit out the kitchen of the big steel steamer James Oliver.

Dolphus Bezaire left last week for Cleveland, where he will ship as chef on the tug Abner

C. Harding.

Capt. William McTaggart and Chas. Kelley have been appointed inspectors on the Buffalo Dredging Co.'s drillboat No. 2, on Ballard's Reef, by the United States War Department.

Mr. and Mrs. David Gillies of Buffalo, N.Y., have taken up housekeeping in the Martin house, Murray Street. Mr. Gillies is cranesman on the Buffalo Dredging Co.'s dredge *Pan-American*.

A number of local marine men are taking long chances leaving their craft alongside the docks at night without the lights, and perhaps they do not know that if any damage is done to the boats they cannot collect under the circumstances.

The Buffalo Dredging Co.'s big dredge *Pan-American*, drillboat *No. 2*, dredge *No. 1*, derrick scow *No. 5*, tugs *H.A. Meldrum*, *Fred Lee* and dump and dynamite scows pulled down from Detroit last week and are all at work on their contract on the Livingstone Channel.

Mrs. David C. Girardin and children are guests of her parents, Mr. and Mrs. W.R. Pizer. Mrs. Girardin has just come from Chicago, Ill., where her husband, Capt. Girardin, has been looking after repairs to the steamer *Harvey H. Brown*, which he will again sail this season.

The five vessels of the C.P.R. upper lakes fleet, *Keewatin*, *Athabasca*, *Manitoba*, *Alberta* and *Assiniboia*, fitting out at Owen Sound before going to Port McNicoll for cargo, are all being equipped with a Marconi wireless installation. There will be shore stations near Midland, at the Soo, at Port Arthur and in all probability at Tobermory off the head of Bruce Peninsula.

Resolutions presented by the Lake Seamen's Union, intended to allay the danger of disaster on the Great Lakes similar to that of the *Titanic*, have been adopted by the Chicago Federation of Labor and the text will be sent to all transportation companies operating passenger-carrying steamers out of Chicago. The resolutions demand legislation which would require that seventy-five per cent of the deck crew of every American steamer be experienced seamen; that each passenger steamers be equipped with a sufficient number of lifeboats; and that effective and practical boat drills be held regularly.

The Canadian Government is going to take up the question of lifeboats and steamships running to Canadian ports. The Marine Department states that all steamers running to Canadian points are to at once undergo an inspection with particular reference to their lifeboat and wireless equipment. Inspectors and harbor masters have been directed to make reports on all these ports. The regulations are said to be sufficient to insure adequate accommodation for safety, and it is only necessary to see that they are observed. The inspection will not be confined to ocean-going craft, but will be extended to coastal and lake passenger craft. If it is found the regulations are insufficient, they will be changed.

The steamer Clarke has started on her regular trips and the [Pelee] Island people are busy getting freight over the lake. There is not much traffic yet among passengers, as the weather is so chilly and the lake has been rough. Those who have their tobacco on hand are greatly inconvenienced because it is impossible to ship it over the Leamington dock, which was badly damaged by the ice shove when the ice went out a few weeks ago. The Imperial Tobacco Co. has not shipped any leaf yet and that, together with what the McAlpine Co. has on hand, makes nearly a million pounds of tobacco yet on the island. All of this has been shipped and baled up, ready for shipment as soon as it can be taken.

Walter Gibb left Monday for Milwaukee to ship as wheelsman on the steamer W.H. Wolf.

The Dunbar & Sullivan dynamite factory has opened in full blast for the season's operations. The flat scow Vester sank at the River Rouge crusher with a big load of dredge rock. She is being raised by the *Handy Andy*.

Thos. Cook has gone to Chicago to ship as wheelsman on a big lake steamer.

Dr. John Harold Alexander has resumed his position as bookkeeper for the Dunbar & Sullivan Dredging Co. He and Mrs. Alexander will reside in town for the summer.

The tug Sydney T. Smith has gone to work on Ballard's Reef. The new members of her crew are Felix Graveline, mate; Albert Westaway, chief engineer; and John McLean, second.

Leroy McCurdy left this week for South Chicago to fit out the kitchen of the big Steel Trust steamer J.P. Morgan Jr. Smith Foster has gone to Duluth; Thos. Christian, Cornelius Wilson and Art Wilson have gone to Chicago to take their boats. James Monroe has gone to Ashtabula to take the steamer Alexander McDougall. Daniel Craven has gone to Cleveland to take his boat.

May 3, 1912

Duff & Gatfield have opened their offices at the Lime-Kiln Crossing.

Capt. James M. Kelly has gone to Green Bay, Wis., to fit out his boat for the season.

Capt. Thomas Hagen has gone to pilot the tug Boynton to Sault Ste. Marie from Cleveland. He then rails back and takes the tug Pennsylvania to Garry, Ind. Capt. Thomas Cooper is looking after the *Harding* during his absence.

The yacht John C., Capt. John Campbell, is not the least among the craft belonging to the Dunbar & Sullivan fleet, and should always be mentioned at the head of the list whenever anything is said of this firm. She was the first through the rock cut of the Livingstone Channel last week.

The str. John Harper discharged 500 tons of soft coal for the Pittsburgh Coal Co. this week. Sailing sand scows are growing numerous on the lower Detroit River, which is a sure sign that summer is here at last.

Mrs. Fred Gerard of Buffalo has come to town to spend the summer. "Fritz" is chief engineer on the Buffalo Dredging Co.'s tug Meldrum this season.

The steamer Frank E. Kirby took about 300 persons to Toledo Sunday for a day's outing. The Kirby will give an excursion to the Maumee city every Sunday for the next month.

Fishing tugs along the lake front are having great luck so far this spring. The cruiser Vigilant is keeping a weather eye out for American poachers and already has a few catches to her credit.

The Pittsburgh Coal Co.'s fueling lighter Snowden has been raised and has been stationed at the dock in the rear of the P.O. She spent the winter at the bottom of the river in Callam's Bay.

When the Dunbar & Sullivan dredge was working at the upper end of the cofferdam on Monday, owing to the pressure of high water and the relieving of the dam, the earth and rock gave way and the whole mass swept into the rock cut with a roar like that of the Niagara gorge and could be heard for a mile.

Capt. McQueen's fishery outfit is withdrawing from the Lake Erie grounds for the present, owing to a slump in the price of fish. So many were caught on the American side that the big markets in New York, Buffalo, Philadelphia and other places were flooded.

With the assistance of the tug Abner C. Harding of the Great Lakes Towing Co.'s fleet at Amherstburg, the wooden steamer Simon Langell and barge were floated off the upper end of Grassy Island, Detroit River, about 3:30 o'clock Tuesday afternoon. The Langell, bound down light, struck about 2 o'clock same morning as she was making the turn in the channel to go into Wyandotte, where she was to load salt. She was out about 10 inches aft. Her stranding is the first accident of the season in Detroit River.

May 10, 1912

Sand suckers continue to ply their nefarious work of carrying away Fish Point, which in a few years has been nearly cut in two. From 100 to 150 loads a month are taken to Detroit, Sandusky, Toledo and Cleveland, and a fleet of boats is kept busy, while two more big boats are on the stocks for the same trade. In the last quarter century Pelee [Island] has shrunk from 13,000 acres to 9563 acres. This is a matter which the Government should deal with at once.

The steamer Alfred Clarke went hard aground at Graveyard Point, Pelee Island, in a dense fog early Monday morning and remained there until the tug Marion Trotter arrived to pull her off. This is the first time in years that the Clarke got into trouble.

The U.S. lake survey reports that Lake Superior is 0.07 foot higher than last month, 0.31 foot below the average stage of April of the last 10 years, and will probably rise 0.3 foot during May. Lakes Michigan and Huron are 0.17 foot higher than last month, 1 foot below the average April stage of the last 10 years, and will probably rise 0.3 foot in May. Lake Erie is 1.06 feet higher than last month, 0.09 foot lower than the average stage of April of the last 10 years, and will probably rise 0.4 foot during May. Lake Ontario is 1.22 feet higher than last month, 0.05 foot lower than the average stage of April of the last 10 years, and will probably rise 0.3 foot during May.

Robert Henley, Harry Middleditch, S. McDowell and Charlie Middleditch have gone to Erie, Pa., to ship on the bulk freighter Thomas Barlum for the season.

Devere Thrasher, employed on the Buffalo Dredging Co.'s derrick, was struck on the head with a heavy chain one day last week and suffered quite a severe wound.

The steamer Taguz, an ocean-going vessel, passed down last week from Detroit, where she was built. She was admired by many who chanced to be along the docks.

The str. Seguin, bound from Toronto to Fort William, broke her steering gear at Elliott's Point Saturday night and was pulled into the bay by the tug Harding until repairs could be made.

The fishing tug Leroy Brooks was in Saturday with a load of Lake Erie herring which were disposed of through local dealers at 5 cents a pound. This is the cheapest fish price for years and it did not take long to dispose of the lot. The Brooks made several good hauls last week and left again on Monday night for the grounds.

Capt. J. Laframboise's launch Cora B. is all equipped with Government passenger licenses and life safety appliances and has taken her station at the foot of Gore Street, where she is open for charter night or day; also makes trips to any part of the river with passengers seven days a week.

Frank Auffret has given up life on the lakes and returned to Amherstburg. His decision was hastened by a dip he took in the river at Cleveland, having slipped from a gangplank while walking ashore. Rescued from a watery grave, he decided that terra firma, as it is found in Amherstburg, was good enough for him.

May 17, 1912

Capt. Thomas Hagan took charge of the Trust tug Harding last week and Capt. Thomas Cooper is running the Sullivan supply boat Marguerite for the present.

The steamer E.A. Shores (Capt. Jos. Mahon) discharged four cargoes of soft coal on the fueling lighter E.E. Tyson for the Mullen Coal Co. at this port this week.

The lighter Hustler of the Cadwell Sand and Gravel Co., Windsor, discharged a big cargo of gravel for Greyling Bros. on Bois Blanc Island for the new pavilion.

There is a project on foot, with some Government encouragement, to extend the season of lake navigation to the end of December. With the lighthouse men on duty throughout December and with powerful tugs at work keeping harbors and channels open, the project may be realized. The late trips are said to be the most profitable ones and naturally there is a desire on the part both of vessel owners and of mariners to make the season's earnings as large as possible.

Capt. Nelson Little, one of Port Huron's oldest vessel masters, died at his home in Port Huron Friday. He was 79 years old and retired from active service on the Great Lakes ten years ago. Capt. Little was born on Walpole Island, St. Clair River, April 6th, 1833. He began his sailing career at the age of 13 years on the schooner Comet. When 18 years old he was appointed mate of the Smead and later for two years sailed as captain of the steamer Thomas Corwin. Since 1853, when he received his master's papers, Capt. Little had sailed the steamers Scott, Storm, Barclay, Forwarder and the tugs Kate Moffat and Kate Richmond. He served on the lakes 35 years, until his advanced age caused him to retire.

Opening of the new Livingstone Channel, Detroit River, next July is expected to inspire considerable rivalry among vessel owners and masters to win the distinction of sending the first boat

The steamer Cherokee, which stranded on Fighting Island Sunday night, was released at 5 o'clock on Tuesday morning by the tug Rooth, which worked on her from 8 o'clock Monday night. The boat was so far aground that it was necessary to dredge a trench to free her.

After resting on the bottom of Lake Erie near the port of Erie, Pa., for one hundred years, the famous old battleship Niagara, which was Commodore Perry's flagship, will probably be raised for the Centennial celebration of the Battle of Lake Erie. The raising of the Niagara is only one of the many features planned which are already beginning to attract the attention of thousands of people all over the country. It is of special interest to Detroiters and many more excursions have been booked for the new steamer Put-in-Bay than at this time last year. Divers have investigated the old Niagara and report her to be in good condition. No doubt much of the equipment will also be found. The raising of the Niagara will be of intense interest because it will afford a first-hand comparison between the fighting methods of a century ago and those employed by the big gunboats which will be at the celebration. "I understand that there are still some casks of wine on board the Niagara," said S.M. Johannsen, president of the Put-in-Bay Board of Trade, "and if that is actually true, it will certainly interest the wine growers of Put-in-Bay, because it would probably have come from that region."

The wrecker Favorite, with the lighter Newman of the Great Lakes Towing Co.'s fleet, was sent to the assistance of the steamer James E. Davidson, which struck on Pelee Island early Monday morning while bound down with a cargo of grain. The tug Harding from Amherstburg and lighter Rescue from Detroit were sent to the Davidson during the day. The steamer had to lighter about 100,000 bushels of grain before she was released.

Bound from Duluth to Buffalo with grain, the steamer Sultana of the Tomlinson fleet struck on a sandy bottom on the west side of Long Point, Lake Erie, Sunday night. The tug Harding of the Great Lakes Towing Co.'s fleet was sent to her assistance from Amherstburg. By a curious coincidence, the Sultana is carrying the cargo of grain which the steamer F.L. Robbins was on her way to Duluth to load when she struck on Manitou Island, Lake Superior, a week ago.

May 24, 1912

While playing with a companion on the deck of the steamer John Harper at the Sandwich dock of the Pittsburgh Coal Co. Saturday afternoon, Eric Hollis, 10 years old, fell through an open hatch into the hold of the boat 24 feet below, and sustained injuries from which he died several hours later at the home of his parents, Mr. and Mrs. Ralph Hollis, Dewar Terrace, Pitt Street. The boy went to Sandwich with the son of Capt. W.J. Willoughby, Dougall Avenue, master and part owner of the John Harper, to watch the unloading of the boat. While the work was in progress the boys were warned several times by W.N. Gatfield, superintendent of the Pittsburgh Coal Co., when they ventured too close to the edge. Early in the afternoon the work of unloading the boat was completed and they went on board. For a time they played tag on the deck, dodging around the open hatches. After a pause in the game, during which he forgot that he was standing on the edge of one of the open hatches, Eric turned to escape his companion and plunged through the hole to the bottom of the boat, landing on his head. His face was terribly cut and bruised and at the family home, where he was hurried in Mr. Gatfield's car, it was found that his skull was fractured in the fall.

A.J. Thompson, W.J. Cross and John Farquharson of the Whalen Co., Port Arthur, came down on Monday and took charge of the tug Home Rule, which the Whalen Co. recently purchased from the Hackett Wrecking Co. She was taken to Port Arthur under her own steam. The same company was negotiating for the tug Hackett of the same fleet, but so far no deal has been made. The Home Rule left Wednesday noon with Capt. John Bernard and firemen John Carr and Nathan Kett for Port Arthur, where they will be employed during the season.

The Buffalo Dredging Co.'s dredge Pan-American was in port Monday receiving repairs to a dipper plate.

Six young engineers of the U.S. Survey Department are in town making this their headquarters for a couple of weeks, while assisting in locating the cribs for lights in connection with the Livingstone Channel.

Another Amherstburg boy is climbing to the top, as they all do. The announcement is made of William Pizer's appointment to be captain of the barge Hartnell, which is consort to the steamer H.H. Brown, whose master is Capt. D.C. Girardin, also of this town. Walter Manson becomes mate of the Brown.

May 31, 1912

U.S. steamboat inspectors have cut the passenger-carrying limit of Detroit excursion steamers by one-third. This action follows the loss of the *Titanic* and is made in the effort to keep the number of passengers on the excursion boats down to a limit where they could better be handled by the lifesaving equipment aboard. Excursion men have raised a strenuous protest. They point out that of over 12,000,000 passengers carried on lake boats last year only one life was lost, that of a man who committed suicide. Profits will be seriously cut. "The steamer Put-in-Bay was allowed to carry 1100 people last year," said Ed. Dustin of Ashley & Dustin. "This year the limit is placed at 900. In addition we have added more life boats and life belts." Other lines have been forced to make similar cuts. They declare the action is unwarranted, as practically nowhere on the routes are they in water deep enough to submerge the entire boat and practically always they are within sight of land or other boats.

For more than an hour the night of Victoria Day, the steamer Tashmoo, loaded with members of Palestine and Riverside chapters O.E.S.¹⁰ of Detroit, bound for Sugar Island, signalled for aid. The boat, while opposite Amherstburg, was disabled by a log catching in its paddlewheel. After being carried about for an hour by the current and receiving no reply to his distress whistles, the captain decided to make a landing at Bois Blanc. This was done after the greatest difficulty, although the ship was carried outside the stakes by the current. The log was then removed from the paddlebox and after some delay the Tashmoo proceeded to Sugar Island with its load. The passengers were informed of the nature of the trouble and although some of them appeared somewhat frightened at first, they soon began to enjoy the situation. All the lake tugs were out of the port here, which no doubt accounts for the fact that no aid was sent to the boat.

The tug Phil Sheridan has been fitted out with Capt. Thomas Cooper in charge. Robert Jones is the young pilot of Sullivan's supply boat Marguerite. Collins Dark is mate on the Buffalo Dredging Co.'s tug William Logan.

Ancient Canada Southern Ry. Bridge between Stoney Island, Grosse Île is Ordered Torn Down.-Residents of Grosse Île are having the unique experience of seeing one of its old bridge landmarks being dismantled on the east side of the island at the same time as surveying work is in progress preparatory to construction work on a new bridge on the other side. The former is the old Michigan Central Railroad bridge between Grosse Île and Stoney Island, while the latter is the new Grosse Île-Wyandotte general traffic bridge, which the promoters expect to have in commission by the end of this year. The old railroad bridge was built in the early 80s by the Canada Southern Railroad. Trains crossed over it to the old car ferry system that carried them across the lower Detroit River to Gordon and Amherstburg. It was abandoned about 20 years ago but stood untouched until seven years ago when the two westerly spans were removed by M. Sullivan to permit better navigation. The Government has now declared the remainder of the bridge, as shown in the picture, a menace to navigation and arrangements have been completed for its removal. After the bridge is removed it will show off Grosse Île and will allow sailboats to pass between Grosse Île and Stoney Island. The bridge is well-known to Amherstburg citizens.

Yesterday (Thursday) was Decoration Day and a public holiday in the United States, so that all the tugs, derrick scows, dredges, drills and Government draft of all kinds were pulled in. It was also the opening of the 1912 season on the water and, the weather being all that could be desired. beautifully warm and bright, large crowds were on all the river steamers. Boats were run to Bois Blanc for the first time this season and brought thousands to this popular resort. The island will be open again on Saturday and Sunday and will then close until a week from Sunday.

The Trust tug *Rooth*, stationed here for several seasons, has been purchased by the Whalen interests of the Soo and will be employed in connection with Government dredging contracts which the purchasers have there. It is understood that the price paid for the tug was between \$4500 and \$5000. The *Rooth* is enrolled under Canadian registry. She was built in 1871, is 81 feet long with 16 feet beam and has a net tonnage of 32. The sale brings to light the remarkable record of the

10 Order of the Eastern Star

Capt. W.W. Smith, marine superintendent of the Pittsburg Steamship Co., has leased from the Trotter Towing & Wrecking Co., Amherstburg, several big steam pumps, which are part of the equipment of the wrecking steamer J.E. Mills for use in raising the wreck of the steamer Joliet in St. Clair River opposite Port Huron. The tug Marion E. Trotter has conveyed the pumps to the wreck of the Joliet, where they are being used to pump out the cargo of iron ore.

June 7, 1912

The crew of the ferry Columbia have daily fire drills and life-saving drills at Bois Blanc Park on each trip down.

Charles Snider, owing to illness, has given up his position with the U.S. Survey Department here and has gone to his home in Sarnia.

The tug J.F. Jarmin and a couple of dredge scows, bound for Toronto from Lake Huron, stopped in port on Sunday for a few hours.

William Logan, manager of the Buffalo Dredging Co., Buffalo, N.Y., was in town Friday and Saturday in conference with local manager Goode.

William Jones, president of the Dredgemen's Union, held a rousing meeting of the union men in town this week.

The dredge Handy Andy left on Tuesday in tow of the tug Trotter for Walkerville, where it will be employed digging a slip.

The tug Phil Sheridan struck a rock in the Livingstone Channel one day last week and has since been in dock. Her place is taken by the Paddy Myles.

The Mullen Coal Co. steamer E.A. Shores (Capt. J.E. Mahon) made 20 round trips for the month of May; that is going some, something like a round trip in every 36 hours.

The crew which took the tug Home Rule to Port Arthur are arriving home one by one. John Carr was the first one, he having got home Thursday on the steamer Plummer; then came Capt. John Bernard, home on Friday. Lewis Jones, chef, is saving up enough to make the trip home, while Nathan Kett is still on the tug. The sailors say that the port of Amherstburg is good enough for them.

The Buffalo Dredging Co.'s big steel derrick scow No. 5 started to work a night shift Monday and a crew will be employed night and day picking up rocks on the Livingstone Channel. This is something new at this part of the work.

A story is told of an inspector on No. 2 Buffalo drillboat and three of the crew, who went to put the ranges on Grosse Île. They got in the current in a north wind, and row as they could, they kept going towards Buffalo. The Logan was sent to their assistance and rescued the party just in time for supper. They all claim to be expert oarsmen.

June 14, 1912

Capt. Forest Maloney, one of the old Amherstburg boys who has made good on the Great Lakes, has been promoted to the mastership of the big steamer Peter Reiss of the Reiss Coal Co. His mate is Edward Tobin and wheelsman William Wenzell, both of this town. Capt. Maloney took charge of his new ship last week.

Mrs. John T. Hutton has gone for a trip up the lakes on the str. Wolf, of which her husband is master.

Eli Martin has returned from Cleveland, where he was employed all spring on a Great Lakes D. & D. Co. tug.

Inspector See of Detroit, formerly on the dredge Gladiator, spent a few days with friends in town last week.

Ray Palmatier is carrying one of his hands in a sling, having had the fingers badly smashed on Sullivan's drill Thursday of last week.

The 600-foot steamer Charles Hubbard broke her steering gear when proceeding down past the waterworks last Friday morning and nearly took a header into the town. The tug Trotter stood by until repairs were made and the leviathan departed under her own steam.

The clerk reported that the Great Lakes Towing Co. had signed the lease for the town dock and had sent a check for \$100 for year's rental, which he would turn over to the treasurer as soon as lease was signed.

Comm. C.M. McCormick, U.S.N., inspector of the Eleventh Lighthouse District, announces that the lightkeeper's dwelling at the Grosse Île south channel range light station in Detroit River opposite Wyandotte will be sold at auction on the premises at noon June 26th. The buyer must remove the building within 30 days.

Capt. Joseph White, one of Amherstburg's most popular "old boys," brother of the late T.B. and Sol. White, has been appointed commodore of the new fisheries protective boat purchased by the Ontario Government for use in these waters. The new craft is a 40-horse-power gasoline launch and is fast enough to catch all poachers. Capt. White's appointment is a popular one and his friends here are more than pleased with it. He saw service on the tugs Sweepstakes, Kate Moffat, Reindeer, steamer Dove and sailed on the Bob Hackett on the river route for several years. He will make a capable and efficient officer and his host of friends will congratulate him on his appointment. The new craft was the private yacht of Capt. Heckler of Detroit and was one of the most extravagantly fitted out on the lakes.

The Merchants' Montreal Line of ships, plying between Detroit and Montreal, will no longer have bars for the sale of intoxicating liquors. The action was taken following the lead of other steamship lines that have abolished liquor on their boats. This is the third company to make such a decision, the White Star and Ashley & Dustin having taken action before the season opened.

A distinguished party of 256 delegates and engineers from all over the world, a portion of the delegates who attended the International Navigation Congress in Philadelphia the last of May, arrived in Amherstburg Tuesday morning on the steamer North Land from Buffalo. They were taken in charge here by Engineer Dixon and conveyed to the Livingstone Channel on the ferry Papoose, the yachts Don and Nokomis and made an inspection of this great feat of engineering, in which they were greatly interested. The engineers were accompanied from Cleveland by William Livingstone, president of the Lake Carriers' Association; Colonel C. McD. Townsend, United States Engineer in charge of Detroit district; Lieut.-Col. William B. Anderson of Canada's Corps of Engineers; and Major H.J. Lamb, district engineer of this district.

June 21, 1912

The Ashley & Dustin steamer Put-in-Bay was accorded a royal welcome when she passed down the river on her first trip of the season Saturday. All the tugs, drillboats, dredges, derrick scows and everything that has a whistle shrieked a salute.

Further delay in completing the new D. & C. steamer City of Detroit III has caused the postponement for one week of all arrangements for opening her season. The complimentary lake rides intended for Tuesday and Wednesday of this week will be held on the corresponding days next week. The boat will be thrown open to public inspection at her dock on those nights. The opening trip to Buffalo will be Thursday of next week. Inability to get workmen is blamed for the delay.

In spite of the energetic efforts of the contractors to complete the work, the new Livingstone Channel in lower Detroit River will not be ready for general navigation on July 1, as was expected. It was planned to open the new cut with fitting ceremony on that date, but it is announced at the office of the Sullivan Dredging Co., contractors, that it will be two or three months before the channel is entirely completed. Small boats will be able to get through sooner, but it is probable that no celebration will be held until the largest craft can make the passage. Considerable work yet remains in the way of cleaning up loose stone.

All ocean-going steamers entering American ports in future must be equipped with lifeboats sufficient to carry at one time every passenger and member of the crew, according to new regulations adopted by the Steamboat Inspection Service and approved by Secretary Nagel. In the case of coastwise, lake, bay and sound steamers, lifeboats for all aboard must be carried, except from May 15th to September 15th, when for various reasons such travel is comparatively safe. During that period coastwise steamers must have life-saving capacity for at least 60 per cent of those on board; and lake, bay and sound steamers for at least 30 per cent. In the case of the latter class of vessels, provision need be made for only ten per cent of the passengers and crew if the boats do not get further than five miles from land, or do not navigate in water deep enough to cover the vessel in case of disaster. River steamers are required to have lifeboat accommodation for 10 per cent of those aboard. A certain percentage of the lifeboat or raft equipment, varying with the class of vessel, must be approved by the steamboat inspection service.

Ben. Filbert, diver employed by the Buffalo Dredging Co. on derrick No. 5, had a close call for his life Friday morning and is still suffering from the effects of the shock. He was on his back on the bottom of the river fastening a chain to a big boulder, when a charge of dynamite was exploded from drillboat No. 2, some two thousand feet away, without the whistle signal which precedes the setting off of a charge when divers are working. The concussion was so great that when Mr. Filbert was drawn up he was unconscious and was in a bad way for some time. His ear drums were at first thought to be burst, but on Sunday after a hemorrhage from the ears and nose, his hearing began to return and is improving every day. Mr. Filbert lives at the Amherst House with his wife and child. His home is in Buffalo.

Falls Bros. have again secured the contract to supply the lake lighthouses with coal and are having it bagged up preparatory to putting it aboard the lighthouse steamer when she calls at this

John Statton of Cleveland has leased the tug D.N. Runnells from Capt. Hutton and has taken port. her to Cleveland for the season. If she proves what was wanted she will likely be purchased outright.

The dredge Tipperary Boy and derrick Handy Andy are at work removing the lower section

of the cofferdam.

Capt. Thomas Cooper has gone to Port Huron to take the mateship on the tug Favorite of the Great Lakes Towing & Wrecking Co. Capt. Frank Bernard has taken the Sheridan.

The Buffalo Dredging Co. has started a gang of men building dipper doors for dump scows at their repair yards.

The Canadian Government boat *Lambton* stopped at the Government dock Saturday evening with Commissioner of Lights MacPhail and Engineer Fraser aboard and took a look at the repair work to be done at the dock and also at the lighting of the channel, leaving next day for Sarnia. This week William Menzies' pile driver placed several piles along the front to determine the kind of bottom and thus ascertain the kind of work to be done to make the dock serviceable. It was found that the bottom is hard pan and that it will be impossible to put the dock in shape in this way. While it is not yet known what will be done, there is one way it can be made into any kind of a serviceable dock and that is by sheet piling all along the front. It would cost something, but it would be a complete job when the work was done. Even then there will need to be a lot of blasting and dredging to remove the boulders and rocks to allow modern-sized crafts to reach it from below. The Pittsburgh Coal Co. sold something when they unloaded the property.

The Sullivan dredge Old Glory and tug Pauline Heckler have been turned into Canadian bottoms and will be the nucleus of a dredging fleet for the Welland Dredging Co., of which William Hardison is the manager. Their first contract is to dredge out Kingsville harbor.

June 28, 1912

Jos. Baulanger [Belanger] Jr., who is employed on the M. Sullivan derrick scow No. 7, got his left hand caught in a cable shive Friday morning, and before it was freed his thumb and forefinger were terribly smashed and required a physician's services to sew them up. He will be able to take two weeks rest.

The steamer *Corunna*, bound down, ran hard aground on Grassy Island Saturday morning, but it took the tug *Marion E. Trotter* only two hours to release her.

Herbert Coyle and Tod Keane are rushing the work of fitting out the dredge *Old Glory* of the Sullivan dock and as soon as she can be got ready she will be taken to Kingsville to being work in the harbor there. The tug *Heckler* will be in charge of Capt. Jacques Bernard with a full licensed crew.

A decision that may cut off much free passenger riding on lake freighters has been given by Acting Secretary B.S. Cable of the U.S. Department of Commerce and Labor. It is:- "In the future it may be stated, as a general position, that any person carried who is not connected with the vessel, her navigation, ownership or business, is a passenger within the meaning of the steamboat inspection service." A few managers are inclined to believe all persons allowed to ride on their ships will be considered passengers unless they can show they are directly connected with the business or are members of the families of the ship's officers. Should this interpretation prove true, hundreds of people will be forced to take passage on the passenger steamships of the Great Lakes instead of free transportation, berths and meals aboard bulk freighters as they have done in the past.

To the 26-foot launch *Violet*, owned by John H. Sullivan of the Sullivan Dredging Co., which is working in the Livingstone Channel, goes the honor of being the first craft to navigate the entire length of the new cut. A tug entered the cut some weeks ago but it could not make the whole

distance. The *Violet*'s passage was made Thursday afternoon with a full crew and a United States inspector on board. It was a thrilling experience from the fact that at the lower end of the "dry work" or dam there is an opening of only about five feet with a rush of water and a drop of one or two feet, making it look as if a trip over Niagara would be preferable. But the little boat made it by a scratch, one might say, without mishap, for she hit the side lightly, though going at full speed. The run to the intersection of the channel at Bar Point was equally as thrilling, as a heavy sea was running and everybody was thoroughly soaked. "Never again," said the inspector. "That was enough to satisfy me."

Three small boys were drowned and damage amounting to several thousand dollars was caused on Thursday evening when the Canadian Government survey steamer *La Canadienne* broke through four gates of Lock 22¹¹ of the Welland Canal and sank to the bottom of the canal. In addition to the drowning of the boys and the severe damage to the canal and the steamer, all the belongings of the crew were destroyed. The steamer was on her way from Quebec to Lake Superior and reached Lock 22 in safety. After the gates had been partially closed, an order was given to go ahead. The tying line had not been secured fast to the snubbing post and before the engineer could give an order to reverse, the steamer had been pushed into the upper gate. The rush of water caused her to collide with the foot gates, which snapped and floated on about 200 yards. Water poured into the lock and forced the steamer back into the rocks, tearing a great hole in her side. The pumps proved of no avail and within half an hour she had sunk. Five small boys were playing on the bank of the canal and when the water rushed out of the lock they were caught in the swirl and three were

Mr. Kirby, mate of the steamer *Clarke*, has been in charge of the boat for two weeks, as Capt. Dave McCormick is sick at the Grovedale House in Kingsville. He is improving.

The steamer Sachem successfully navigated the Livingstone Channel from Bar Point Wednesday. She was drawing 15 feet of water.

The Welland Dredging Co. are changing the names of their fleet. The *Old Glory* will hereafter be known as the *Iroquois* and the tug *Heckler* will probably be named the *Tecumseh*, or something as historical if not so euphonious. Thomas Jones of Anderdon has shipped as steward on the dredge; Percy King will stoke on the dredge; while Alvin Sanford will be engineer on the tug. The fleet is being inspected and will likely clear for Kingsville next Monday. They will be repainted as soon as they go to work.

The lower end of the cofferdam of the Livingstone Channel was all removed by the Dunbar dredges *Handy Andy* and *Tipperary Boy* and the mud is excavated from the upper end and the lower end is also excavated. There is six or eight feet of rock to be blasted by drillboats before this part of the channel is completed. So far there is no drop of the water level caused by the letting of the water run through the rock cut as was expected and it now looks as if the proposed dyke was never a work of necessity. In the face of expert engineering opinion to the contrary, mariners and laymen contended that the opening of the channel would not lower the water level and it begins to look as if their opinions were right.

Gen. William H. Bixby, chief of the Corps of Engineers, U.S.A., has assigned Lieut.-Col. Mason M. Patrick to succeed Col. C. McD. Townsend as federal engineer in charge of Detroit

¹¹ at Thorold

district, when the latter leaves in a few weeks to make his headquarters in St. Louis, Mo., as president of the Mississippi River Commission. Lieut.-Col. Patrick is known to several of the army officers in Detroit. He is said to be a very capable engineer, an energetic worker and one who aims at getting results rather than being satisfied by observance of regulations of the red tape type. For several years Lieut.-Col. Patrick has been in charge of harbor improvements in Norfolk harbor, Hampton roads and adjacent waters, with headquarters in Norfolk. A few months ago he served as one of the special board of War Department engineers which had charge of the work of removing the sunken wreck of the battleship Maine from the harbor at Havana, Cuba.

Judgment was reserved Monday in the Admiralty Court, Toronto, in the appeal case of the Davidson Steamship Co., defendants in an action started against them in December, 1908, by the Dunbar & Sullivan Dredging Co. for damages caused by a collision of their boats on the Detroit River. The dredge Brian Boru, owned by Dunbar & Sullivan, was badly wrecked on September 29th, 1908, when the Montezuma collided with it near Amherstburg. The Dunbar & Sullivan Co. brought suit for \$29,000 damages. The case was heard before Justice Garrow in Sandwich and referred to Francis Cleary, clerk of the Surrogate Court, for the amount of damages. The defendant later started an appeal against Mr. Cleary's decision. Attorney J.H. Rodd of Windsor and Attorney Harvey D. Goulder of Cleveland, O., appeared for the defendants and Attorney F.A. Hough of Amherstburg was counsel for the plaintiffs.

July 5, 1912

The law providing that all lake boats must have a lifeboat and life raft capacity of thirty per cent of the passenger limit by July 1 has been modified by the Department of Commerce and Labor and the Steamboat Inspection Service by allowing the passenger boats to run with a life-saving capacity sufficient for only 15 per cent of the passenger limit until July 30. This is due to the protest that manufacturers of these life-saving devices would be unable to make a sufficient number for all the boats in time to have them equipped by the required time.

Michael F. Sullivan, attorney for Capt. Alexander Cunning, has started suit against the Erie & Western Transportation Co. of Buffalo at Chicago for \$50,000. The transportation company owned the steamer Wissahickon, which was wrecked on Outer Duck Island in Lake Huron in December, 1909. Capt. Cunning, who is master of the wrecker Favorite of the Great Lakes Towing Co., was placed under arrest in Amherstburg the night of August 3 last year while employed recovering the sunken wreck of the steamer E.L. Fisher. The arrest and subsequent proceedings delayed completion of the work. The following day he was arraigned in Windsor on a warrant issued by Magistrate Price at Gore Bay on complaint of the Erie & Western Transportation Co., which charged larceny of merchandise from the steamer Wissahickon while working to release that steamer. After a partial examination in Gore Bay, his case was adjourned and on May 22nd the case was dismissed for lack of evidence. The transportation company paid the Great Lakes Towing Co. for the bill, which amounted to \$27,500.

While throwing a cake of ice from the tug Columbia to dredge Hercules, Tom Sawyer fell into the river between the two crafts and, striking his shoulder, put it out of place. He was brought to town where Dr. Teeter attended him and he is now on the mend.

Lewis Bernard happened to be sitting under the water gauge¹² of the tug Trotter when it exploded the other day and the flying glass severed an artery in his knee. A physician was called to stop the flow of blood.

The big Steel Trust barge Alfred Krupp, in tow of the steamer Fulton, ore-laden, ran hard aground on Ballard's Reef on Wednesday morning, but was released Thursday by the tugs Marion E. Trotter and Abner C. Harding after working all night on her.

Harry (Pete) Middleditch met with an accident on Wednesday by being struck with the derrick chain on derrick 5. He received severe bruises on the chest and was knocked overboard, but was soon pulled out by his companions and taken ashore. He was round again in a few hours.

Tony Pedro, commodore of the Dunbar & Sullivan dump scow fleet, struck a kedge with his boat one day last week and was upset so quickly that the company nearly had to look for another commodore. However, he caught the line when his boat sank and made a home run hand over hand until he reached the drillboat, saving his life and establishing a new record for slack rope performance.

The steamer S.S. Perry of the Hawgood Line collided with the steamer Bothnia in the St. Clair Flats near Stag Island Wednesday of last week. The Bothnia sank and Ralph Williams, a deckhand, of Parkhill, was drowned. The Bothnia, 178 feet long, was built in 1895 and was owned by the Montreal Transportation Co.

Arthur H. Vogel of Milwaukee has been awarded the contract for dredging River Rouge from its mouth to the Detroit, Monroe & Toledo Railroad bridge. His bid was 8¾ cents a cubic yard, scow measurement, the lowest of six. The other bidders and their prices are: Greiling Bros., Green Bay, 11-4/10 cents; Dunbar & Sullivan Dredging Co., Buffalo, 13; Northern Dredging Co., Duluth, 13-9/16; M. Sullivan, Detroit, 14; Breymann Bros., Toledo, 14; Great Lakes Dredge & Dock Co., Chicago, 15-9/10. It is estimated 200,000 cubic yards of material must be removed, constructing a channel with a bottom width of 240 ft. at the mouth of the river, narrowing to 50 feet at the upper end. From the river's mouth to Solvay bridge the depth will be 21 feet, thence to the Wabash Railroad bridge 16 feet, and thence to the upper end of the work 13 feet.

July 12, 1912

J.A.H. Campbell, measuring surveyor of shipping for port of Windsor, was here assisting J.H.C. Atkinson in measuring the tugs Active, Pauline Heckler, dredge Old Glory, scows No. 8 and 17, all now registered at the port of Amherstburg.

The sale of a large number of dredges, tugs, scows and other marine equipment owned by the Buffalo Dredging Co. has been recorded in the marine department of the Customs office at Buffalo. This is the first definite announcement that the Great Lakes Dredge & Dock Co., Chicago, has taken over part of the equipment of the Buffalo concern. The purchase price is not made known but it is estimated that the equipment is worth upward of \$300,000. The Buffalo Dredging Co. now holds contracts worth between \$5,000,000 and \$6,000,000, but these will not be interfered with by the sale. William Kinch, treasurer of the Buffalo Co., says the contracts will be completed by the Buffalo Dredging Co. The equipment of the company is said to be worth upward of \$1,000,000.

¹² A water gauge is a thick glass tube used to observe the water level in a steam boiler. The glass is subject to boiler pressure of possibly 180 to 220 pounds per square inch and they would often fail in an explosive manner.

The barge Alfred Krupp, which struck at Ballard's Reef last week, will be out of service about a week while repairs are made to 12 plates on her starboard side. The Krupp lost her towline in the river about 300 or 400 feet north of the No. 3 black gas buoy and in line with the black buoys.

July 19, 1912

Steamer W.L. Smith, bound down with over 5600 tons of ore, went hard aground in the east channel at the Lime-Kiln Crossing shortly after 9 o'clock Sunday night. As the result of the accident all boats had to use the west channel in passing up and down the river till she was released. The tugs Harding and Trotter of Amherstburg were sent to the boat's assistance as well as the lighter Rescue and before the boat could be released it was necessary to unload most of her cargo. This was the third accident at the Lime-Kiln Crossing in the last two weeks, the barge Alexander Maitland and the steamer Normania being the other boats that went aground.

The steamer G.J. Grammar of Cleveland lies in 25 feet of water a short distance above the Fort Gratiot Light near Port Huron as the result of a collision with the steamer Northern Queen which took place in a fog shortly before noon Sunday. The steamer Northern Queen was bound for Duluth with package freight. A heavy fog had settled over the St. Clair River and Lake Huron early that morning and both boats were moving slowly at the time of the collision. All the members of the Grammar's crew escaped and were brought to Port Huron that afternoon. Joseph King, agent for the Great Lakes Wrecking Co., ordered the wrecking tug Favorite to the scene of the accident.

C.H. Westcott of Detroit is building a marine reporting office at the Livingstone Channel. Duff & Gatfield will also erect an office there. John Menzies has the contract for Mr. Westcott.

The Pittsburgh Steamship Co. is blowing up the wreck of the str. Joliet in St. Clair River near Sarnia. John Healey has gone to handle the dynamite for Supt. Smith of the above company.

The tug Leroy Brookes has gone to Algonac to assist in raising the str. Reliance so that the machinery can be removed from her. It will be placed in the barge Tolman which will be used in the sand and gravel business by Capt. McQueen.

July 26. 1912

Gambling on passenger vessels entering Cleveland must cease. Assistant United States District Attorney Joseph G. Fogg of Cleveland informed the managers of the Detroit & Cleveland Navigation Co. and the Eastland Navigation Co. that the operation of slot machines and other gambling devices aboard their vessels must be stopped immediately. The managers said that they would see that the instruction were carried out. Mr. Fogg acted on information that had reached him from mothers whose sons had been victimized by slot machines.

Concrete cribs on which are to be placed the lights that will mark the sides of the new Livingstone Channel, lower Detroit River are now being put in place. The steamer J.E. Mills and tugs Trotter and Shaughraun to get Trotter Towing & Wrecking Co. here were sent into the dry work section of the new channel with several steam pumps last week to pump out the cribs which were constructed there before the water was allowed to fill the rock cut. The cribs are 35 feet long, 28 feet wide and about 28 feet deep. They are to be pumped out and floated to the places where they will be anchored. Owing to the strong current it required the Mills and the tugs Trotter and Shaughraun to get the first one safely through the lower end of the rock cut and into position opposite the lower end of Bois Blanc.

A big yacht in charge of A.H. Butler of Detroit, formerly of Harrow, on its way to Put-in-Bay struck an obstruction in the river one day last week and was compelled to lay up in Amherstburg for a day to get repairs and have a pump installed.

With her engines disabled, the big passenger steamer Western States of the D. & C. Line sent out a wireless "S.O.S." call for help while crossing Lake Erie early on Sunday morning. The call was picked up almost immediately by the wireless operator on the City of Detroit of the same line who upon being advised of the position of the disabled boat came promptly to her aid and towed her into Cleveland harbor. The two thousand passengers asleep in their berths were ignorant of the fact that they had been adrift in the lake for two hours. The water was calm and at no time was there any

In regard to a despatch from Cleveland stating that the United States District Attorney at that place had notified the managers of the D. & C. Line and the Eastland Navigation Co. that all slot machines must be removed from their boats, Manager Schantz of the D. & C. stated that there had been no slot machines on his boats for over two weeks and that he had received no notification from Cleveland. "We never did have slot machines on our day boats and the boats that they were on all had bars where the slot machines were placed, thus insuring against women or children playing them," said Mr. Schantz. "Our contract with the slot machine people would have run out this fall, when we intended to abolish the machines, but as Prosecuting Attorney Shepherd came down and raised a fuss about them we let it go at that, as he only showed us a way to break a contract that we had been desirous of breaking for some time."

While coming down the St. Clair River near Fawn Island, opposite Marine City, early Sunday morning, the steamer Frances Widlar of Cleveland went aground. The Great Lakes tug Pennsylvania and the lighter Newman, which is stationed at Port Huron, went to her assistance.

The steamer Parks Foster, which passed Detroit shortly after 1 o'clock Sunday afternoon, struck on the west bank at the Lime-Kiln Crossing about 3:30 o'clock, making the fourth boat that has gone aground at the Lime-Kiln Crossing in the last three weeks. The Great Lakes tug Harding of Amherstburg and the lighter Rescue went to work on the Foster. A great deal of her cargo had to be taken off and she was released in a few hours.

Lloyd Pillon, engineer on the tug Aldrich, fell down the fire hold and fractured two ribs.

The Dunbar & Sullivan dynamite factory is busy on an order for a quantity of 70 per cent explosive for Capt. Smith of the Pittsburgh Steamship Co., to be used in blowing up the steamer Joliet.

The steamer America, downbound, ran hard aground on Ballard's Reef Tuesday morning. The tug Pennsylvania of Port Huron and the lighter Rescue of Detroit released her after a good part of her cargo had been taken off.

To mark the dangerous Ballard's Reef Channel, which has been the cause of so many steamers grounding this season, the Lake Carriers' Association has provided that the five spar buoys near the reef be equipped with lights, which are now in operation.

August 2, 1912

The Duluth stevedores' leaders have induced coal and ore workers to join them and a general strike is threatened.

The Steel Trust steamer Mataafa collided with the steamer G. Watson French, also a steel

vessel and owned by C.W. Elphicke of Chicago, on Saturday morning about 9 o'clock in Lake St. Clair. The Mataafa was downbound. She stopped at the foot of Hastings Street, Detroit, to examine damage. The French continued on her way. The Mataafa was the boat which was wrecked at the entrance to Duluth harbor in November, 1905, when Henry Wright and Walter Bush of Amherstburg lost their lives.

The Westcott new marine reporting agency at the Livingstone Channel is complete and ready for business. The shanty is located near the upper end on the west side of the cut and is connected by wire with the American side. The erection of the lights is going on rapidly. Six new ones are to be placed - three on each side of the channel south of Bois Blanc. One is nearly completed already. Two shifts are employed and work goes on twenty-four hours every day.

"It is pretty soft for the Detroit contractors who get their sand to sell for building purposes in the Canadian waters," said a marine man last week. "Sand is one of the few things there is no duty on and some of Detroit's contractors get a lot of it from Canadian waters. Much sand used in Detroit is obtained from the sand beds around Pelee Island by sandsuckers and is landed at the wharves of Detroit. Why is the price of sand so high when there is no tariff on it?"

Wrecking tugs in lower Detroit River, which are enjoying a rich harvest for a time through the many strandings at Ballard's Reef, are in for an idle spell, as the dozen spar buoys placed there by the Lake Carriers' Association are preventing mishaps. Nine strandings occurred in rapid succession at the reef, all of which meant repair bills and loss of time. The channel is now so fenced in, as old sailors would say, that an accident is impossible unless a steering gear goes wrong.

M.J. Eagan of the Department of Public Works, Ottawa, and Capt. D. Peterskin of Kingston were in town last week arranging for the work of improvement on the Government dock. The dock will be sheet piled and be reinforced with cement and when completed will be used as at present for the storing of buoys and supplies necessary for the lighting of the lower Detroit River. The work will commence as soon as the piles are delivered.

August 9, 1912

Bound from Buffalo to Duluth with a cargo of hard coal, the steel steamer James Gayley of the Mitchell fleet was sunk in collision with the steamer Rensselaer off Manitou Island, Lake Superior, early Wednesday morning. No lives were lost. The collision occurred about 2 o'clock in a heavy fog that was hanging over the lake.

The annual report of the U.S. engineer in charge of improvements to the lower Detroit River shows that for improvements of that portion of the navigable channel between Duluth, Chicago and Buffalo, which is included in the district of the United States Engineer in Detroit, the federal Government expended \$3,340,000 during the fiscal year ending June 30th last. Improvement work in Detroit River was continued at Ballard's Reef and about 58 per cent completed at the close of the year, various contractors having earned amounts aggregating \$182,102.50. The widening of the dry work section of Livingstone Channel, Detroit River, to 450 feet was about 96 per cent completed at the close of the year and R.B. McNaughton and O.E. Dunbar, contractors, were continuing the work on section No. 3 of the same channel, which was about 97 per cent completed. Gauges maintained by the engineers' office in the lower river show that its highest stage was 574.61 feet above tidewater New York or a depth of 22.81 feet on June 30th, 1912, and its lowest level 568.35 feet or a depth of 16.55 feet December 31st, 1911. The extreme range of fluctuation was 6.26 feet, the greatest fluctuation 5.15 feet in December, 1911, and the least fluctuation 1.67 feet in March this year.

August 16, 1912

Three young men belonging to the crews of the dredge Ontario and the tug St. Paul, which are lying at the docks at Sarnia, disappeared on Thursday morning and have not been located. The two captains went to the police station and asked for help to find their men. The boys had about \$150 in their possession when last seen and it is thought they met with foul play. The Port Huron police are searching the saloons and dives in that town for a clue. The names of the men were Ross Gordon, Neal Heveral and John Duncan. Another sailor who went to find the men has not as yet returned.

The Fighting Island-Amherstburg delegation met Hon. Dr. Pugsley in Windsor and urged on him the importance of opening the Fighting Island Channel between the island and the Canadian shore from Texas Landing to the upper end of the island. It was then pointed out that more accidents happen in the present congested channel than all the lower Detroit River. The ex-Minister was greatly impressed and had Prof. Kirkpatrick make an investigation and partial survey and he made an estimate of the cost of work at \$250,000 to \$300,000. It is now rumored that the Government will act on this report and at the next session an appropriation will be made to proceed with this muchneeded improvement. There is a sufficient depth of water in the channel for the largest craft on the lakes. The greatest expense will be cutting off the bends and making approaches at both ends. The big steamer Columbia runs this channel when the present channel is congested and better time is made.

The tug Marion E. Trotter has gone to Georgian Bay, where she has a tow to make for a Lake

Machinery for work of improving the Marine and Fisheries dock at the mill is being placed there and work will likely commence within a week. The piles and other timber are practically all delivered.

H.F. Boston of Wyandotte, Mich., is rushing the work on the new lighthouses back of Bob-Lo and has one completed. About twenty-five local men are at work. The Trotter wrecking steamer Mills will pump out another concrete hull this week.

Lieut.-Col. Mason M. Patrick, the new U.S. Engineer for Detroit District, wife and family and Col. Lydecker came to Amherstburg Friday last on the steamer Hancock. It was Col. Patrick's first inspection trip to the lower Detroit River. C.Y. Dixon took them all over the works on the yacht

A.A. Schantz, general manager agt. of the D. & C., is pleased that the proposed rules for regulation of traffic after the opening of Livingstone Channel will permit passenger steamers to use either of the lower channels when bound down. He fears the proposed limit of 8 miles an hour for Livingstone Channel might make it impossible for the D. & C. strs. to maintain enough headway in a heavy wind to get through the channel.

Capt. J.S. McQueen has contracted to haul 600 cords of stone from the "spoil pile" to Wheatley to be used on pier work there.

James Walsh of Pittsburg, president of the Pittsburgh Coal Co., and J.H. Woods, manager, of Cleveland made an inspection of the local office Monday. The company will at once place 3000 tons of coal on the local coal dock for use of craft here.

A news item in an exchange says: "Col. Lamb has been given special instructions to keep close supervision over navigation, as well as all works of an international character. He has also been instructed to keep a close watch on the improvements being made by the American Government so that American contractors do not encroach on Canadian rights." This supervision was exercised rigidly a few years ago when to emphasize the rights of Canada in the improved channel in this part of Detroit River, the Laurier Government purchased the waterfronts on the Canadian side and took the deeds in the name of the Crown, giving permission to the U.S. War Department to go on and improve these portions of the channel, but at the same time not giving them any proprietary rights in the portion of the river. Any instructions Col. Lamb may be now receiving are no doubt based on the stand taken by the Government at that time.

The steamer John Harper discharged a big cargo of soft coal for the Pittsburgh Coal Co. and for the waterworks.

Capt. James Handcock of the Great Lakes D. & D. Co., Boston, Mass., was in town a couple of days this week, picking up a crew of men to man a big new steel drillboat on the ocean.

The following drill crew left on Wednesday night for Boston, where they will be employed by the Great Lakes D. & D. Co.: Paul Ryan, John Ryan, William Ryan, Robert Ryan, Earl Lawlor and Orville Fox.

Adam Kiwash [sic], the diver, returned from Beaumaris this week, where he spent a month in wreck diving. He is assisting in placing some cribs at Colchester dock.

August 23, 1912

The head gates on lock 24 on the Welland Canal were struck by the steamer Harry E. Packer and damaged so that navigation was delayed for several hours.

The steamer A.E. Stewart, carrying 200,000 bushels of grain for Buffalo, went on the rocks at Sturgeon Point at 4 o'clock Sunday morning. The weather was very thick on the American shore and the Stewart was proceeding slowly when she fetched upon a flat rocky shore. Following the lightering of part of her cargo, the boat was floated off on Tuesday. Several friends of the owners were on board as passengers.

August 30, 1912

Charles Anderson has gone to Cleveland, Ohio, to ship as second engineer on the tug Francis B. Hackett.

The str. John Harper discharged a cargo of 500 tons of lump and 200 tons of slack [coal] for the Pittsburgh Coal Co. last week.

Ernest McGee, who has been foreman of the Sullivan drillboat Destroyer nights, has resigned and gone to Boston, Mass., as machinist on the Great Lakes D. & D. Co.'s big new drillboat. Capt. Wm. McTaggert has taken his place.

Capt. Parker of the Sandwich Fish Hatcheries was down to Bois Blanc last week with the tug Ranger and a pile driver and drove a number of piles at the Government whitefish dock to hold in the fish boxes to be placed there this fall.

R.H. Goode, local manager of the Buffalo Dredging Co., made a business trip to Buffalo on Saturday, returning Monday.

C.H. Chilvers of Walkerville has purchased the boiler out of the burnt tug Jean from Capt.

Wm. Menzies and is installing it in his lighter Tolmie at the local dock.

In all except river districts, the [U.S.] Navy and Army officers have been retired by a number of recently appointed civilians. Col. C. McD. Townsend, president of the Mississippi River Commission, is one of the very few non-civilian lighthouse inspectors remaining. He is lighthouse inspector of the Fifteenth District.

The big New York Central and Hudson River R.R. steel package freighter Buffalo with 5000 tons of package freight and a big deckload of cedar shingles laid at the dock here from Saturday till Thursday, on account of the strike in Buffalo. The citizens had a good chance to inspect her from stem to stern, which a good many took advantage of.

The dredge Pan-American of the Buffalo Dredging Co. was in port with a broken dipper on Monday.

The barge Troy discharged a big cargo of soft lump coal for the Mullen Co. this week. The tug Trotter brought her to and from Sandusky.

Capt. Clyde M. Tobin is now in charge of the tug Shaun Rhue, formerly mastered by Capt. Robt. Mains, and Capt. Frank Bernard is on the tug Shaughraun.

Hull Donaldson of Cleveland, general superintendent of dock building for the Pittsburgh Coal Co., was in town inspecting the docks last week.

A by-law to regulate the noises in and about the town of Amherstburg was brought up in the council on Monday night and after attaining the dignity of a second reading was laid on the table for future consideration. Its principal clause provided that no person should blow or sound the whistle of any steamer, dredge, drillboat or tugboat lying at any wharf or dock on leaving or approaching same unless absolutely necessary or as a signal or danger or fire. For a violation of this by-law, a fine of \$1 and costs, up to \$10 and costs, was provided. The council did not see eye to eye with Mr. Lukes, who fathered the by-law, hence its rejection. There is no doubt that there is a lot of unnecessary noise made in saluting on the river, but it is not any more annoying than many sources of noise in the town itself, and it would be an impossible task to regulate all these petty annoyances by by-law. The people's respect for law and order should be allowed some play.

The steamer E.A. Shores of the Mullen Coal Co., which has been receiving a general overhauling at the Detroit Ship-building Co.'s yard, has been inspected and granted a certificate by the local inspectors.

GRAND LARCENY ON DETROIT RIVER.-A good deal of excitement was caused at Dunbar & Sullivan's dock, Gordon, Friday near midnight when Watchman Wm. Cox discovered three men busily engaged stealing valves, brass couplings and tools on the drills Hurricane and Earthquake. He quietly wakened Capt. John H. Campbell and Ed. Epley and, arming themselves, they surprised the thieves with a fusillade of bullets which would have done credit to a Fenian raid. One of the gang jumped into the river and was compelled to swim ashore and surrender; the other two disappeared but were later discovered hiding under a disused boiler. All three were bundled into the yacht John C., the gasoline launch into which they had piled a miscellaneous assortment of brass, valves, tools etc. was taken in tow and brought to Amherstburg, where they were placed in charge of the C.O.P. They gave the names Ross Abbs, River Rouge; Thomas Green and Warren Andrews, Detroit. Saturday afternoon they appeared before P.M. McGee and were remanded until Monday morning. During the storm Sunday night, aided by someone outside, whom the chief of police claims to know, they secured some tools and, breaking the locks of their cells, forced an exit, and it was near midnight before the town authorities knew their birds had flown. Chief Addison and Chief Detective Renaud gave chase and caught up with the trio at 2 next morning just above Petrimoulx' Corners. A sharp fight ensued and two of the men - Abbs and Green - were taken, while Andrews sought the cover of a cornfield. They were brought back in shackles and chained to the doors of their cells. In the meantime Detective Renaud made a search of the front road in daylight Monday and found Andrews, whom he arrested by a ruse, and he also was with his partners when they appeared before the police magistrate Monday forenoon. Two charges were registered, that of stealing the stuff mentioned above from the Dunbar & Sullivan Co. and of stealing cells, a whistle, tools etc. from a launch belonging to F.W. Bruckman of the Detroit Fire Department from the Wellington Hotel Thursday before. All the stolen articles were piled in the courtroom and identified by their respective owners. F.A. Hough appeared for Mr. Dunbar and F.H.A. Davis for the prisoners. They pled guilty on both counts and as it was cases of grand larceny committed outside the jurisdiction of Police Magistrate McGee, he remanded the men to Sandwich to receive their sentences from the county judge.

Tuesday a charge of breaking gaol (a penitentiary offence) was laid against them before the police magistrate and the trial was set for Wednesday afternoon. The three men were brought down; Gerald McHugh appeared for the Crown, but owing to the absence of the prisoners' counsel, the hearing was adjourned till next Wednesday.

Another serious offence, that of bringing stolen goods into Canada, now hangs over the prisoners, for it has developed that the launch they had was one stolen last June from Alphon Minnie of Bay City. Mr. Minnie came here Wednesday and made a positive identification of the craft, which he himself had built. It is a steel 25-footer, 5-foot beam, 9 horse-power engine and cost \$400, but has received rough usage the past two months, and had had the name "Mohawk" painted on to obscure its identity. It is now in charge of Dunbar & Sullivan pending the results of the trial, when it will be handed over to the Customs.

Among the spectators at the hearing were Wm. Osborn and Dan Charbonneau, C.O.P. and his assistant, from River Rouge. They knew Abbs as a confirmed river thief who had been in trouble for a dozen years aback. That the trip intended to make a clean-up is evidenced from the fact that they had replenished their gasoline tank from Dunbar & Sullivan's supply; they had made a thorough search of the yacht Slipaway and the office, taking everything of value in the shape of clothing and tools and piled them up handy for loading in their launch, before they were discovered.

The same lot are thought to have been operating at Stoney Island. Saturday U.S. engineers inspected machinery left by the Lochers and found it badly broken up, all the brass couplings taken and cached in a pile of a ton or more to be taken away at their leisure.

September 6, 1912

One of the first steps towards making Grosse Île a leading summer resort along the Detroit River has been taken in the commencement of the construction of a bridge between Grosse Île and Trenton. The bridge will be a single span, steel structure, built on cement piers. The contract for the cement work has been awarded to John Ginzel of Wyandotte and the steel structure to the Canadian Bridge Co. of Walkerville. The bridge will be built strong enough so that in time an electric line may be operated over it. Some of the residents of Grosse Île have complained because of the waste pile of stone which was taken from the Livingstone Channel and dumped near them.

Some of the cement work on the piers has been done and the contractors have purchased [sic]. The scow was taken to the Toledo Fueling Co. The lighter was towed from Toledo Monday by the tug Marion E. Trotter and was taken to Mullen's coal dock at Sandwich, where it unloaded a large derrick which John G. Mullen had purchased. The scow was taken to Grosse Île to be used in the cement construction on the new bridge.

A heavy fog Wednesday morning tied up navigation for a few hours. The honk of the big fellows made sleep impossible during the early hours. One of them went aground at the Lime-Kiln but succeeded in releasing herself without assistance.

It is thought by marine men that the Livingstone Channel will be closed soon after the official opening and a contract soon thereafter let for its widening from the dry cut down. It acts as a funnel and, dam or no dam, there are sure to be accidents. As one well-known expert puts it: "If the work is not done, a wrecking tug will be the best investment round Amherstburg I know of."

Labor Day was somewhat different in Amherstburg this year and things went off very quietly. The owners of the various passenger lines got together and made an arrangement raising the price of the trips that day from 35 cents to 50 cents, which reduced the number of passengers but did not impair the earnings. The D.B.I. & W. Ferry Co. also refused to put on more boats that would take care of the traffic they wished to handle, the result being that they carried only some 8000 people to their popular resort instead of the 12,000 usually brought down, and the merrymakers were all taken home at a reasonable hour, giving the boats time to take out moonlights from Detroit that evening. The roughnecks who by letter and open threats promised to make life hideous in Amherstburg that day were conspicuous by their absence.

September 13, 1912

Robert (Babe) Hancock, foreman on a drillboat of the M. Sullivan fleet, was struck on the head with a fender from the tug Columbia on Monday evening while crews were changing. He was brought to town, where medical aid was summoned, and it is feared it will be a few days before he will be able to be around again.

The Buffalo Dredging Co.'s dredge Pan-American, three big steel scows and tug H.A. Meldrum left this week for Buffalo to work on a big contract there. Dredge No. 1 and drillboat No. 2 will lay up at the Buffalo wharf till after the Lime-Kiln contract is let. The tug Lee and two derrick scows are still at work on the Livingstone Channel.

The steamer E.A. Shores discharged a cargo of soft coal for the Mullen Coal Co. this week. The str. John Harper is also unloading a part of a cargo for the Pittsburgh Co.

September 20, 1912

When the steamer Tashmoo and the steamer Put-in-Bay tied up at their docks Sunday night, the excursion season of 1912 in Detroit came to an end. It had been intended to tie up the steamer Put-in-Bay last Tuesday night, but on account of the fine weather the owners decided to make two extra trips Saturday and Sunday. Over 900 persons took in the last excursion Sunday and had a merry time. They were also shown how popular Capt. A.J. Fox and his crew are. Everybody on the island came to the dock and gave the boat a big send-off. Cannons were shot off and each boat in the harbor kept its whistles blowing till the Put-in-Bay was out of sight. When the steamer reached the Lime-Kiln Crossing on her way home, all the dredges and tugs kept their whistles blowing, while the last farewell was given by the crew of the mailboat C.F. Bielman Jr.

Notice to mariners regarding the establishment of lights and aids to navigation of the Livingstone Channel were issued at the main office of the lighthouse inspector in Detroit Friday. Aids to navigation will be established about September 25th, when it is thought the new channel will open. Each light will be shown from a rectangular tank house on a concrete pier with the number on the north and the south side of the tank house. The illuminating apparatus will be lens lantern, burning acetylene gas. Each gas buoy will be conical with pyramidal skeleton, superstructure showing an osculating light ten feet above the water, light five seconds and eclipse five seconds, moored in 23 feet of water and illuminating apparatus will be oil gas. Each unlighted spar buoy will be in about 23 feet of water. The candlepower and all the characteristics of each light as well as its location is given in the notice. All temporary buoys will be discontinued upon the establishment of lights upon the superstructure which they are to mark, and the Livingstone Channel buoy No. 2 will be replaced by a gas buoy, of which due notice will be given.

While the steamer *Alexandria* was swinging out after calling at Iroquois wharf on Friday, Robert Gates, one of the deckhands, who was sitting on the snubbing post waiting his turn to pull the rope off, got a leg tangled in the line and the limb was completely cut off. He was hurried to Brockville hospital for treatment, in charge of Dr. Johnson. Gates' home is at Eric P.O., near Kingston.

Walter F. Moore, aged 18, a young English deckhand on the steamer *Paipoonge*, was drowned Saturday afternoon while bathing at Port Colborne. His body was recovered. Young Moore joined the steamer *Paipoongie* at Port Arthur and was making his first trip.

At the request of the American Government, differences of opinion which have long existed between the United States and Canada as to who is responsible for improvements and aids in the navigation in the Detroit River have been referred to the International Waterways Commission. Up to a couple of years ago the lights and aids were placed and maintained by the Canadian Government and Lake Carriers' Association. Then the Canadian Marine Department took over all the lights in the channel. Recently the American War Department has added some new lights on the Livingstone Channel and is maintaining those.

The new Welland Canal will be a great undertaking, the lock construction will be as tremendous and the lock walls as high as the Panama Canal; five years will be necessary to complete it, and the total cost will approximate \$50,000,000. The work will be done in several sections at once and seventy-five steam shovels and over a dozen dredges will work at various points along the route. The lift system instead of the swing gate system will be adopted. All will be operated by electricity. Work will proceed all year, more rapid work being done in the winter. There will be no interruption to navigation.

The tug *Charles Williams* came over from Buffalo on Wednesday and took dredge *No. 1* and scows of the Buffalo Dredging Co. to Niagara Falls, where they have a contract.

Gas buoys to be used in marking the sides of the new Livingstone Channel, lower Detroit River, were delivered in Detroit by the steamer *Northern Light* Saturday, and the work of anchoring them along the new route will be started this week. The foundation for the last of the crib lights in the lower channel will also be set in position. In connection with the discussion among vesselmen as to whether the swift current through the channel and the cross currents at various points are likely to inconvenience or imperil ships passing down through the rock cut section of the channel, it is

suggested by some that the Government is likely to allow an appropriation soon for enlarging that part of the channel through the rock to a width of at least 450 feet, the width of the stretch 5600 feet long that was constructed inside a cofferdam. This suggestion receives corroboration in the arrangement that is being made by the Bureau of Lighthouses in locating the foundations for its crib lights on the lower channel. Lights that are to go on the east bank are set back 10 feet from the edge, while bases for lights on the west bank are located 160 feet over from the edge, this arrangement permitting the addition of 150 feet to the width of the channel without the necessity of moving the light stations. The fact that the dry work section of the cut was widened from the original 300 to 450 feet before it was allowed to fill with water is regarded as another indication that the War Department believes it will be necessary to widen the entire rock section of the channel at an early date.

The derrick scow Gossoon has been laid up with a broken crane.

The tug *Trotter* pumped out the last crib at the Livingstone Channel Thursday.

The Canadian Marine and Fisheries Department gives notice that Grubb Reef gas buoy, close to the south of Grubb Reef, Pelee Passage, Lake Erie, shows an occulating red light instead of an occulating white one as previously reported. A red steel cylinder gas buoy showing an occulating white light is being substituted for the red spar buoy on the west edge of the channel of Detroit River off the southern end of Fighting Island.

THE LIVINGSTONE CHANNEL.- Whenever a new channel is to be opened to navigation the assertion is heard that it will likely prove difficult for boats to get through it," says a local vesselman in reference to reports recently given circulation that the new Livingstone Channel, lower Detroit River, may prove a more or less dangerous route owing to the rapidity of the current through the rock cut and because of cross currents. "Similar predictions were made when the new channel through St. Clair Flats was about to be opened, and reports of the same character were circulated during the construction of the Neebish Channels in St. Mary's River. How groundless these fears were in the case of channels already opened is shown from the fact that, aside from the accident to the J.B. Ketchum in West Neebish Channel two years ago¹³, there has been no serious trouble getting vessels through. Any predictions that may be made now about perilous navigation in Livingstone Channel are more or less speculative until the big steamers begin taking that route on their downbound course. Very likely it will not be long before the navigation interests will be asking the Government to widen the upper portion of the new channel. As constructed now, the upper part of the channel is cut through a rock for about six miles with a width of only 300 feet, except that portion about one mile long which was enclosed in a cofferdam and done in the dry work, which has already been given an additional 150 feet of width. Below the rock cut, the channel has a width of 800 feet for about five miles to deep water in Lake Erie. The narrowness of the channel through the rock may cause difficulty. A channel 800 feet wide makes a narrow path for the big modern ships, several of which have a beam width of 64 feet. In a channel that width, where the banks are of solid rock and are below the surface, if a vessel were to swerve a very little out of the direct course she would be very likely to strike the bank and sustain serious damage."

The United States Government is about to spend another large sum in improving Canadian

¹³ The John B. Ketchum No. 2 sank in the West Neebish passage in May, 1910, completely blocking the channel by lying east and west directly across it. (See Vol. VIII, pp. 29-30.)

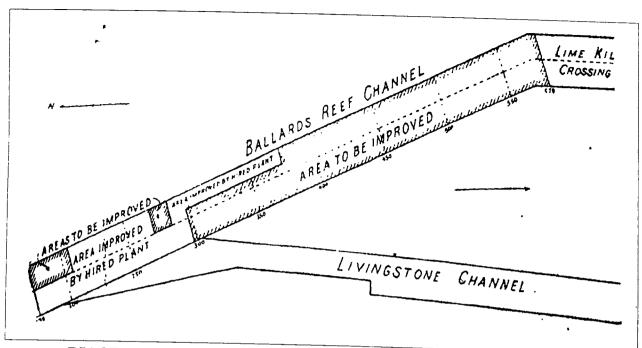


DIAGRAM SHOWING WORK TO BE DONE ON BALLARD'S REEF. In Amherstburg Echo September 20, 1912.

waters in the lower Detroit River. Bids will be opened at the office of Lieut.-Col. Mason M. Patrick, United States Engineer of this district, October 3rd for the improvement of the lower end of the Ballard's Reef Channel.

Upwards of \$300,000 is available for the work, the area of which will be 391,000 square yards. The proposed work is at the southerly end, with about 7000 feet on the west side of the channel and about 5000 feet on the east or Canadian side.

The work will consist of deepening the aforementioned area of the channel and will be contracted for by the number of cubic yards to be removed. It is thought that the required depth can be obtained in the lower part of the channel by removing or blasting several large boulders and sections of stone. The depth required in the two northerly areas is 22 feet and the depth in the north 120 feet of the southerly will be 21 feet. The greatest portion of the area to be deepened underwent improvement before and what is now required is further deepening. The entire work will be let in one contract.

The contractor to whom the job is awarded must agree to do the work in such a manner that navigation will not be impeded. For this reason it is expected that the work will be done first on one side of the channel and then on the other.

Improvement work is at present being executed on the northern end of Ballard's Reef Channel by the Sullivan Dredging Co., which is widening the channel. This work and the work to be let in the new contract will be separated by a stretch of 3000 feet of completely improved channel. There will be two small blocks of channel bed to be deepened in the part separating the two sections which will be under contract.

It has been the intention of the United States Government to do this work for some time past,

but the engineers were waiting for the work on the new Livingstone Channel to be completed before advertising. All that is to be done on the Livingstone Channel is the sweeping, so that by the time the bids are opened this will be completed.

September 27, 1912

Investigations by U.S. and Canadian officials have led to the conclusion that Louis Unbehaun, captain of the tug O.M. Fields, whose body was found in the river at Amherstburg on the morning of July 6th, 1911, accidentally fell overboard and was drowned. Rumors that there had been a fight on the tug the night before caused the investigation.

Red danger signals were freely displayed on the steamer D.R. Van Allen, which passed up the river Sunday evening with a full cargo of dynamite destined for Fort William. The danger lights were displayed in a half-dozen places on the vessel's bow and stern and only the crew of the floating post office were courageous enough to venture in the vicinity of the dynamite ship.

Local marine men strongly criticize the Dominion immigration regulations which prohibit vessel captains from discharging at a Canadian port any member of a crew without such member having been examined by an immigration officer. The prescribed fine is \$20 to \$100. Vessel owners say that the regulation is unnecessarily stringent and liable to cause serious delay to vessels in cases where immigration officers are not immediately available.

Drillboat No. 2 has been laid up at the Buffalo repair yards.

The dredge Old Glory and tug Pauline Heckler have returned from Kingsville and are laying up at Sullivan's dock.

October 4, 1912

The steamer Senator lost all the buckets from her wheel Sunday morning and put into Callam's Bay for a few hours. The Great Lakes tug Pennsylvania towed her to the Great Lakes Engineering Works at Ecorse later. It is thought that the Senator either struck a rock or the sunken schooner Newell Hubbard.

Government divers worked all day Sunday on the wreck of the schooner Newell Hubbard and succeeded in completely dismantling the submerged vessel. Spars and canvas were removed and an unsuccessful attempt was made to tow the wreck out of the channel. It has been decided to dynamite the hull and the remainder of the wreck will then be towed into deep water and sunk. Capt. Charles Hackett is in charge of removing the wreck. The patrol tug of the Canadian Marine and Fisheries Department, which has been stationed as patrol on Ballard's Reef for the last three months, was discontinued by Government orders Sunday night.

Fire of unknown origin almost wholly destroyed the Wyandotte plant of the Detroit Shipbuilding Co. on Sunday. The officers of the company say the loss may be over \$200,000. An excursion steamer in the course of construction at an estimated cost of \$1,500,000 was saved. The fire, which started in the interior of one of the shops, had gained tremendous headway before being discovered. Fed by grease and oils, it spread rapidly, leaping from building to building before firemen in sufficient numbers to do effective work reached the scene. For a time it was feared that the partly-constructed excursion boat being built for the Cleveland & Buffalo Transportation Co. would be consumed and many buildings nearby were threatened. The flames spread to within a few feet of the wooden rests holding the big boat.

The wooden steamer Culligan of Buffalo filled and sank in 100 fathoms of water 30 miles east of Marquette at 9:30 o'clock Friday morning. Not a life was lost or was injury suffered by any of the 16 persons on board. The crew took to two small boats three hours before the Culligan foundered. They were picked up by the fishing tug Columbia and brought to Marquette.

The wrecker Mills finished up two more lighthouses on the Livingstone Channel Saturday. The channel may be opened to navigation on October 8th.

Capt. H. Hawks, formerly of the tug H.A. Meldrum, has arrived in town and has shipped on the tug Pennsylvania. Mrs. Hawks will follow later.

Quite a number of citizens were interested Sunday in the little steel yacht Surveyor, which stopped here for repairs to her engine when on her way from Galveston, Texas, to New York via the Mississippi River and the Great Lakes, coming through the Chicago drainage canal. Her motor power is a forty-horse-power oil-burning engine.

Lieut.-Col. Mason M. Patrick, engineer in charge of the Detroit district, came down on the str. Hancock Saturday and was shown over the work by Engineer Dixon in the yacht Don.

The fishing gasoline yachts Harold and Lena stopped at the ferry dock Saturday evening on their way from Manistique, Mich., to Boston to engage in winter fishing. They will make the trip in five weeks.

October 11, 1912

Men employed on the dredges and drills at work in the lower river have for many years thought that each year would be their last for that kind of work in the vicinity of the Lime-Kiln Crossing. Then the United States Government decided to build the Livingstone Channel, which assured several years more work, and the minds of the greater part of the populace of Amherstburg were at ease. With the completion of the work on the new channel almost at hand, the men again became anxious as to where they would go. But the work in the lower river was not yet finished. Work commenced on the Ballard's Reef channel and only Thursday before that part of the work was finished another contract amounting to nearly \$300,000 was let, which will mean another big year's work for the people who live in this little port down the river. When the Ballard's Reef work is completed will there be any more dredging and drilling work in the lower river? This is the question uppermost in the minds of most of the rivermen employed by the various contractors at present working in that section of the river. "Will it be completed then," said a contractor. "No, it will never be completed. As long as boats continue to navigate the Detroit River there will be work to be done in the lower part of it," he continued. The new lock at the Soo will be 24½ feet deep so that boats will be able to load to a depth of four feet deeper than at present. This will necessitate the deepening of the Lime-Kiln Crossing because at the present time boats can only load to a depth of about 18 feet and there are certain seasons of the year when they cannot load as deep as that. The deepening of the Lime-Kiln Crossing to 24½ feet to correspond with the depth of the new lock will require years of work. There will be drilling and dredging to an enormous extent and will mean that the river workers who make Amherstburg their place of abode will be assured of work until old age at least carries them away. Ballard's Reef channel was a cut of 300 feet in width and when it was found that there were so many boats grounding at that point, contracts were let to have it widened and deepened. The Livingstone Channel is about 12 miles long and nearly 11 miles of it is only 300 feet wide. After it has been navigated for awhile the United States will find it necessary to have it

widened, as the Lake Carriers' Association is always calling for deeper and wider channels. Engineer Charles Y. Dixon has been in charge of the lower river work for 16 years; according to men who have studied the situation out, he is likely to be stationed down here for another 16 years.

Esrias Fox has gone to Boston to work on a Great Lakes D. & D. drillboat.

The steamer Wm. H. Wolfe, Capt. J.T. Hutton, broke her steering gear when upbound Friday and laid in Callam's Bay for several hours for repairs.

The Dunbar & Sullivan dredge Brian Boru has been fitted out with a full crew and has been put to work on some special work on the Livingstone Channel.

The dredge Peltier and tug Tim Healey of the Windsor Dredging Co. stopped here this week for a new dipper while on her way from Windsor to Port Stanley. The tug Marion E. Trotter took the fleet across Lake Erie.

The Goodchild tug which was taken off patrol duty at the Lime-Kiln Crossing has been replaced by the Marine and Fisheries Department. William Goodchild is again in command and the tug is equipped with a regulation crew.

Capt. Theodore Young of the Boone Dredging Co., Little Current, is home for the season. He reports a big storm there the night he left and is quite satisfied with the weather in the "banana belt." Capt. Jarmin was also home a few days this week.

The dredge Old Glory, which has been operating [at Kingsville] for some time, has left. Her boiler has been condemned and she will have a new one installed.

The big tug James Reid with a dredge in tow stopped at this port Tuesday on her way to Port Burwell.

The tug Trotter and derrick Cuilene Rhue are hauling machinery from Stoney Island to Wyandotte to be shipped to New York.

THE LIVINGSTONE CHANNEL TO BE OPENED THIS MONTH.-Before the end of the month the Livingstone Channel, the completion of which is considered by marine experts to be one of the greatest triumphs of marine engineering, will be formally thrown open to navigation.

There will be a celebration in keeping with an event of such significance, and while the details have not been perfected, it is predicted now that it will be long remembered. William Livingstone, president of the Lake Carriers' Association, whose indefatigable efforts and sound judgment are partly responsible for the successful completion of the task and for whom the new channel is named, will be the center around which the festivities will revolve.¹⁴

It is planned now that the venerable marine man will pilot his own steamship through the channel. Mr. Livingstone is not in good health and is away on a rest and vacation, following the strenuous work he put in during the convention in Detroit of the American Bankers' Association, of which he just finished his term as president. When he returns to the city, arrangements for the celebration will be completed.

It is planned to have a party of representative marine men of the Great Lakes aboard the

William Livingstone (1844-1925), a native of Dundas, Ontario, founded the Dime Savings Bank in Detroit in 1900 and later became president of the Michigan Navigation Company and the Percheron Steam Navigation Company. He was an organizer of the Lake Carriers' Association and served as president for 25 years. In 1929 a marble lighthouse was built on Belle Isle and named the William Livingstone Light in commemoration of the man who had contributed so much to the creation and maintenance of shipping channels in the Detroit River. (Source: www.detroit1701.org)

steamer William Livingstone¹⁵ when Mr. Livingstone pilots the boat through the channel. There probably will be a parade of vessels in the wake of the Livingstone and a program of speeches is contemplated to follow the marine demonstration. It is hoped now that the celebration will be arranged for October 15th, but it is not certain this choice can be made.

So far as the dredging is concerned the work on the channel stands completed. There remains a little sweeping to do, but this work will be completed in short order. The lighting will all be done by the United States Bureau of Lighthouses which has that work well in hand. The bureau is building the cribs on which the lights are to be placed and many of them are already installed.

The Livingstone Channel has been completed at a cost of approximately \$7,000,000. Its length is about 11 miles from its junction with the Amherstburg channel at Ballard's Reef to deep water in Lake Erie. The material removed in making this improvement was rock with some overlying earth for six miles at the north end and earth only for the remaining portion. This work has been divided into four sections and the contract for each section was awarded separately. A cofferdam was built around the channel for a length of about 5800 feet in the vicinity of Stoney Island and the enclosed channel area excavated in the dry.

By the terms of the original project, the dimensions of the channel were to be 300 feet wide throughout the north six miles of rock work, then widening to 800, which width was maintained to deep water in Lake Erie. The least depth is 22 feet throughout, except for that portion enclosed by cofferdams, where the least depth is 23 feet.

Later, funds were appropriated by Congress, providing for increasing the width to 450 feet for that portion of the channel enclosed by cofferdams.

In the report of the board of directors of the Lake Carriers' Association, it is declared that no work undertaken by the United States Government on the Great Lakes has seen so much accomplished in the same length of time. In the amount of work performed, particularly with reference to the dry section, all records have been broken.

Night and day, summer and winter, in sunshine and in storm, the work has been prosecuted, vigorously and earnestly. Even the Sundays were given over to the repair of machinery and the placing of the plant and equipment in proper shape for the better prosecution of the work through the regular working days of the week.

Complications arising by reason of the protest against the construction of the dam at the lower end of the rock cut subjected the operations to some months of enforced idleness, the plant being out of commission pending the settlement of this controversy. Notwithstanding this interruption in the progress of the work, all records were broken.

Experts on marine engineering projects declare that the building of the Livingstone Channel is an object lesson, demonstrating the great advantage accruing from the "continuing contract" system, under which the whole of a given work is contracted for at one time. By this means, the various contractors are enabled to assemble and construct a plant suitable for the prosecution of the entire work, to say nothing of the lower bids which are possible and the saving to the Government

15 The steel propeller William Livingstone was built by the Great Lakes Engineering Works at Ecorse, Michigan, for the Mutual Steamship Co. in 1908. It had a length of 532 feet and gross tonnage of 6634. Renamed S.B. Way in 1936 and Crispin Oglebay in 1948, the vessel was scrapped in Spain in 1974. (Information from Historical Collections of the Great Lakes (Bowling Green State University) on-line vessel database.)

thereby of sums proportionate to the magnitude of the undertaking.

The advantages of this system in comparison with the old method, under which a portion of the work to be done was contracted for from year to year until its completion, are apparent. No single contractor could afford to erect so large or so complete a plant for the performance of a part contract as for the whole. Much delay also resulted from partial appropriations and having to wait for available funds each year, as appropriations made by Congress in any one session do not become available until the beginning of the following July, when the fiscal year begins.

December 31st last year, a celebration was held on Stoney Island, abreast of the rock cut, to mark the closing of the work on that section of the channel. When the work was started, the men employed in the undertaking were housed in a village erected on Stoney Island for their special accommodation and this celebration marked not only the completion of the work but the end of the island village.

The cofferdam for the work was started in the spring of 1908, but the actual work was not begun until the fall of that year, and 400 men have been employed constantly upon the contract.

C.H. Locher, a keen-witted Virginian and a member of the contracting firm that helped to build the Chicago drainage canal at a time when workmen found it necessary to go armed to their employment to protect themselves from strikers, deserves such credit for the successful completion of the Livingstone Channel.

It was he who conceived the daring engineering plan of building a cofferdam around the rocky section of the channel. When he proposed it, there were many who laughed in ridicule at the

In cutting this course through the riverbed, more than 900,000 cubic yards of rock has been taken out. This is equivalent to 1,800,000 tons. The combined carrying capacity of 180 freight steamers of the largest type on the Great Lakes would be required to transport this rock. The same quantity of rock would more than fill 45,000 40-ton freight cards. This would make a solid train 426 miles long and on a conservative computation it would require 500 locomotives to remove the mass.

It is deemed by marine men that the project has been well worth the time and money and labor it has involved. It has demonstrated what science, combined with efficiency and determination, can accomplish. It has removed forever one of the most dangerous points on the lakes. Marine men are loud in their praises of the work that has been accomplished.

October 18, 1912

The Canadian steamer India discharged 1000 tons of hard coal for Falls Bros. this week. Alphonse Cote and George Brown have gone to Windsor to act as diver and diver tender at the building of the new Government dock there.

The tug Quickstep, which has been lying on the bottom at the Pittsburgh Coal Co.'s slip, was raised by the aid of a derrick scow last week and taken to Grosse Île.

Joseph King of Detroit, local representative of the Great Lakes Towing Co., who was painfully injured early last week when a tackle broke, hurling a snatch block against his right leg just above the knee, was able to be out Monday for the first time since the accident and is still very lame.

Charles Kelly of Amherstburg will be in charge of office no. 2 of J.W. Westcott & Co., marine reporters, on the west pier of the new Livingstone Channel. The office will be opened when navigation begins through the channel. Duff & Gatfield also have established a marine reporting office on the channel.

While crossing Lake Erie during Saturday's heavy gale, the wooden freighter S.K. Martin, laden with coal from Buffalo and destined for a Lake Michigan port, sprang a leak and foundered four miles off the south shore in 40 fathoms of water. Her crew, numbering 11 persons, one of them a woman, took to the lifeboats before the vessel went down. All were saved, finally reaching shore after being tossed about on the stormy waters for several hours.

The D.B.I. & W. Ferry Co. are having big rocks and boulders from derrick scows piled sky high north of the Papoose dock, Bois Blanc. The rocks will be broken up this winter by local men and taken to Pêche Island next spring to make a breakwall.

The lighthouse tender Marigold makes this port her headquarters. She is marking and putting out lights and gas buoys on the Livingstone Channel for the United States War Department.

The Starke Dredge & Dock Company commenced work on their new contract at Ballard's Reef Tuesday with dredge No. 9. They will not put a drill on until the spring. This company is at present completing the dredging at River Rouge.

The tug Milwaukee and dredge No. 9 of the Starke fleet arrived here on Tuesday and started to work on the Lime-Kiln Crossing contract. Capt. Munson and part of the crew who were here three years ago are still on her. The Starke D. & D. Co. have taken the repair yards which the Buffalo Dredging Co. held. The dredge will dig as much loose rock as she can and then their drillboats will be put on. The contract calls for nearly \$300,000 and will take two years to complete. As many local men as are needed will be employed on the works.

The steamer Rensselaer of the Steel Trust fleet, while upbound early Saturday morning with a heavy load of coal, ran on the rocks at Ballard's Reef on the west side of the channel. Capt. W.W. Smith, the Steel Trust wrecking master, was soon on hand and hired the tugs Marion E. Trotter and Abner C. Harding and they made several attempts to pull her off. On Monday the lighter Rescue was hired, but the big steamer kept going on harder in the swift current. Tuesday the steamer Manola of the same fleet went to the assistance of the stranded ship and it was late that afternoon before they were able to proceed up the river.

The Livingstone Channel will be formally opened to navigation tomorrow (Saturday) with appropriate ceremonies arranged jointly by the Lake Carriers' Association and the Detroit Board of Commerce under the auspices of the entertainment committee of the latter body, and Clyde I. Webster, chairman of that committee, will be master of ceremonies. The steamer William Livingstone will be the first vessel to pass through the channel which, like the vessel, was named in honor of William Livingstone, president of the Lake Carriers' Association, and it will be escorted by about 100 other vessels of various kinds. The Board of Commerce and the Lake Carriers' Association have chartered the steamer Britannia and the officers and members of these two organizations will board the boat and leave Detroit about 1 o'clock the day of the opening. During the morning, downbound boats will be stopped at the Lake St. Clair lightship and held there until 1 o'clock, the time for the formal opening of the channel, when they will proceed down and fall in behind the Livingstone and the Britannia. Efforts being made to have a revenue cutter and the Don Juan de Austria, manned by the naval reserves, participate in the celebration, which is one of great importance, marking a great and expensive improvement in navigation of the Great Lakes. The channel required four years and a half to build. It will provide separate channels in the lower river for up- and downbound boats, relieving the narrow Lime-Kiln channel with its rocky banks, tortuous

turns and swift, rushing current, of half its danger. With the opening of the Livingstone Channel, there will come a revision of the laws governing navigation of the lower Detroit River. As both Governments must adopt them, it will be some time before they come into effect.

October 25, 1912

The tug Columbia has been stationed at this port by the Great Lakes Towing Co. She is in charge of Capt. Ralph Millard of Toledo, a graduate of Capt. James McKinley's school. Both are well-known in the 'Burg, having made their headquarters at this port when Sullivan was bucking the Tug Trust.

While bucking heavy northwest gales on Lake Superior Saturday, the C.P.R. steamer Alberta disabled her steering gear and was at the mercy of the seas for 24 hours. The boat was given a severe shaking and few passengers believed that they would ever see land again.

A wheelsman lost his life and 10 others of the crew of the sand steamer Pine Lake narrowly escaped death on Monday when their vessel went to the bottom in less than a minute after collision with the steamer Fleetwood of Pêche Island in the Detroit River. The man who lost his life was Aleck Kalvey, whose home was near London. It is thought he was trapped in the wreckage of the pilothouse. J.H. Ferguson of Harbor Beach, captain of the Pine Lake, seeing that a collision was inevitable, cried to his men to jump. The crew, however, with the exception of Kalvey, remained on top of the cabin, which did not sink below water for several minutes. The captain jumped into the river and was rescued half an hour later. He said the collision was the result of "cross signals." The Fleetwood is reported to have escaped serious damage.

The enormous volume of traffic being transported up and down the lakes this fall has called into commission all the old-time wooden boats, many of which were discarded years ago as obsolete. Old-time barges are now appearing each day on the river and it is safe to say that they have not been in commission for at least fifteen years. Barges that were rotten long ago are being placed in drydocks and repaired to fit them for a few more trips on the lakes. Sailing boats that have not used canvas for a long time are being rigged out with a new outfit and will soon be carrying freight again to the head of the lakes. Never before, the lake captains report, was there so much freight to be handled in so short a time. Nowhere, they state, can you see a decent boat lying idle unless it is for want of a crew, which are also becoming very scarce. The lack of coal at different ports is being relieved by the use of the small boats and steam barges. It is a familiar sight now to see on the river here eight or nine big freighters upbound with several coming down, all at the same time. The shippers are already feeling the result of some of the unsafe boats tying up before the bad weather sets in. In the past month the demand for sailors of all ranks has been growing stronger and many who know naught of the angry November gales are taking positions. The list of vacancies extends from the captain and engineer down to oilers and deckhands. This scarcity is caused by many "summer sailors" leaving the lakes as soon as the fall gales begin to blow. This demand for men is the same every year, but the demand this year is greater, as there are many more boats in commission.

Death of Capt. T. Lemay.-Capt. Timese Lemay, whose career on the lakes began in the days when its commerce was handled chiefly in sailing vessels, died Monday afternoon from the infirmities of age at the home of his daughter, Mrs. William H. Lehmann, 124 Pitcher Street, Detroit. Capt. Lemay was of French ancestry and was born in Amherstburg 68 years ago, being a son of the

late Victor Lemay. He was one of thirteen, those living being Vital of McGregor; Mrs. A. Pillon and Mrs. Frank Hand of Malden; Joseph of Amherstburg; Louis of London and Rose of Detroit. At an early age he went from Amherstburg to St. Clair, Mich., and entered the employ of Capt. Goular, who then operated several lumber-carrying schooners. About 35 years ago Capt. Lemay went to Detroit, which has since been his home. For about 25 years he sailed vessels owned by Parker Bros. of Detroit. His wife died about 20 years ago. Among the schooners which Capt. Lemay sailed as master were the Eagle Wing, Reuben Dowd, James C. King and Columbian. The first steamer of which he was master is said to have been the Anna Smith, which was lost about 20 years ago in Hammond Bay, Lake Huron. 16 Capt. Lemay put the steamer on the beach after she sprang a leak and he and his crew were marooned several days aboard the wreck, during which they were obliged to start a fire in her coal bunkers to keep from freezing to death. A nephew of Capt. Lemay, disregarding the warnings of his companions, lost his life attempting to escape to shore. Later Capt. Lemay served as master on the steamer Minneapolis, John Oades and Eber Ward, having been in command of the last named vessel when she sank in the Straits of Mackinac about five years ago. 17 His last command was the steamer Langham, which he left a few months before the steamer burned on Lake Superior two years ago. He was a member of Detroit Lodge No. 7 of the Shipmasters' Association. During the summer Capt. Lemay had been acting as watchman on Sugar Island for the White Star Line. He was the uncle of Joseph King, Detroit manager for the Great Lakes Towing Company. The funeral took place Wednesday morning from St. Peter and Paul's Jesuit Church on Jefferson Avenue. Interment was in Mt. Elliott Cemetery.

LIVINGSTONE CHANNEL OPENED.-Saturday a Gala Day on the Lower Detroit River-Gunboat Morrell Fires Salute of 21 Guns-Parade of Big Freighters Follows the Str. Livingstone-All Sorts of Craft Take Part in the Ceremony-Veteran Lake Carriers' President Prophesies that Channel Will Be Made Double the Width.-Four and one-half years after it was begun, the Livingstone Channel in the lower Detroit River, one of the two most stupendous and most important engineering feats on the Great Lakes, which has cost the United States Government fully \$10,000,000, was formally opened Saturday afternoon.

It was a gala occasion, participated in not only by those craft which the regular program included but by every sort of craft imaginable from Grosse Pointe to Bar Point. A large number of visitors from inland came to Amherstburg that day to witness the great event.

The official opening of the channel was announced by a salute of 21 guns fired by the United States revenue cutter *Morrell*. This marked an epoch in Great Lakes navigation, as when the salute started, the steel freighter *William Livingstone* has just entered the waterway between the twin lines of stone. On board were William Livingstone, president of the Lake Carriers' Association, for whom the channel and the first boat through were named, and 40 members of the association from Buffalo, Cleveland and other lake ports with their ladies.

The little lake survey steamer *Hancock* acted as pilot, steaming just ahead of the big red *Livingstone*. Behind the freighter was the excursion steamer *Britannia*, which carried 1700 persons,

The Morrell followed the Britannia. Then came the steam launch Ivy, followed by the freighter William E. Corey, the tug James Reid and freighters J.P. Morgan Jr., Saranac, Wisconsin, Sinaloa, James H. Shrigley, Yuma and others, a stately but not a quiet procession, as the entire distance was marked by salutes ranging in power from the shrill of the airblown launch whistle to the hoarse blast of the largest lake craft. The Livingstone was flag-decked, as were the other boats in the line, the colors softening in the October haze or standing out clear in the sunlight.

The passage was made without accident, the channel being in readiness with only a small amount of sweeping yet to be done. The *Morgan*, when it was struck by the crosscurrent at the head of Bois Blanc Island, seemingly had a narrow escape from going on, but it was only a narrow escape and counted for nothing.

FACTS ABOUT THE NEW CHANNEL.

Cost-\$10,000,000.

Time in construction-Four and one-half years.

Length-Thirteen miles.
Width-450 feet in the dry cut,

Width-450 feet in the dry co

Depth-23 feet.

Named in honor of William A. Livingstone, Detroit, president Lake Carriers' Association.

Formal opening was Saturday, October 19th.

First boat to go through was William A. Livingstone, steered by namesake of boat and channel.

Lake Carriers' Association, War Department, City of Detroit Board of Commerce and craft of every sort within 30 miles joined in celebration of opening.

On the trip downriver, President Livingstone took his station in the pilothouse of the freighter and discussed animatedly the history of the new channel, stopping frequently to give directions to the wheelsman. Mrs. Livingstone and Miss Susan Livingstone, a daughter, and friends of the Livingstone family also occupied seats in the pilothouse. On the forward deck were assembled members of the Lake Carriers' Association and prominent Detroit citizens, whose cheers given in honor of their president and pilot only rivalled in volume the noise of the freighter's big whistle as she responded to almost continuous salutes.

"It is pleasant," remarked Mr. Livingstone, "to see the fruition of one's work when a man attains my years. I think a little pride on this occasion is pardonable. But the work is not by any means complete," he added hastily. "The channel in the 'cut' we are approaching is 450 feet wide. Then it narrows to 300 feet for some distance. We want this portion of the channel 600 feet wide and we won't rest till we get it. You see, 300 feet is not enough for the largest vessels, especially as the current is as capricious as the uncertainty of weather conditions."

Mr. Livingstone altered the course of the vessel several times as it approached the "cut" to test, as he said, certain conditions of wind and tide. He also communicated to Capt. Tousley some of his ideas with regard to navigating the approach. He referred reminiscently to his piloting the first of his ideas with regard to navigating the approach. He referred reminiscently to his piloting the first city of Detroit from Wyandotte back in the seventies and the occasion of his opening the Detroit River Lighthouse in 1882 when he was collector [of Customs] of the port of Detroit.

Lieut.-Col. Mason M. Patrick, United States Engineer of the Detroit River district, and his staff and their families were aboard the *Hancock*. It was met by the Government launch *Don*, which had the engineer staff located at Amherstburg aboard and who were transferred to the *Hancock*,

The loss of the *Anna Smith*, which occurred November 27, 1889, was reported in the December 6th issue of the *Echo*. As the article was not included in the 1889 issue of *Echo Soundings*, it is reprinted as Appendix A of this issue.

¹⁷ The Eber Ward sank in April of 1909. (See Vol. VII, pp. 101-102.)

which returned up the river and met the large fleet coming down at the upper end of Ballard's Reef.

On meeting the steamer Livingstone, the Hancock came about and amidst a bedlam of salutes, swung from the old Ballard's Reef channel into the new cut and headed down through the long line of buoys to the cut between the mountains of stone where the dry digging was done.

The long line of boats following ran along about 1000 feet apart and passed through with seemingly as much confidence as though they had been navigating the channel for years. The stone walls that had formed part of the cofferdam and the high piles of stone that stretch for a mile on either side of the channel were lined with hundreds of people who cheered and waved pennants to the various boats as they passed. An army of people with cameras continued to snap pictures of the boats and the channel until darkness drove them away.

At least five tugs were on the job, each with a large load of sightseers from Amherstburg. A small fleet of motorboats and pleasure yachts raced back and forth alongside the big freighters, while rowboats, sailboats and other craft were tied up to the walls of the cofferdam.

The new reporting station of the J.W. Westcott Co., marine reporters, was opened for the first time and experienced a busy day reporting the vessels as they passed through. Charles Kelly of Amherstburg is in charge of the station, which is connected by a private wire with the office in Detroit. Downbound boats passing the station at the channel will pass so close that they will be hailed and it will not be necessary for the small boat to be used for each steamer that passes.

As the dusk descended, the lights on the channel flashed and the boats continued to go down the new waterway with the same surety and ease as they had done in daylight. The dangerous part of the channel, which is just below the termination of the dry digging, was passed safely by all the steamers and the only fear of an accident was dispelled.

The procession continued until well out in Lake Erie. Then the *Livingstone* came to a stop and the *Britannia* drew alongside. The greater part of the company, which had been entertained by a champagne dinner, trans-shipped and the *Britannia* then started up the river, the *Livingstone* sending back a parting salute which was answered by the *Britannia*.

This exchange of marine courtesies continued up the river, interfering somewhat with the program scheduled for the *Britannia*.

All of the *Livingstone*'s passengers with the exception of Mr. Livingstone and his family made the return trip to Detroit aboard her. These attended a banquet given at the Hotel Pontchartrain that evening in honor of Mr. Livingstone and to commemorate the channel opening.

J.H. Sheadle of Cleveland was toastmaster and opened the speaking with a brief sketch of the history of transportation from the earliest times to the present engineering feat, introducing Mr. Livingstone as the man who had done more for navigation on the Great Lakes than anyone who had ever lived. Mr. Livingstone, in responding, traced the development of the lake carrier service from his own apprenticeship in 1867, pointing out that the Soo locks carry four times the tonnage of the Suez and that more tonnage passes Detroit in 140 days than any other port in 365. H. Coulby, president of the Pittsburg Steamship Company, gave credit for the building of the channel and deepening of the vital waterway to Mr. Livingstone's faithfulness to the precept, "Whatsoever thy hand findeth to do, do it with thy might." He pointed out that the real gainers by its construction were not so much the lake carriers as the consumers, who had seen transportation rates reduced 75 per cent in the last 30 years through deeper draught vessels. Other speakers were: Gen. G.J. Lydecker, Corps of Engineers, U.S.A., retired, who laid out the channel; G.A. Tomlinson, Duluth,

responding to "William Livingstone as a newspaper man"; Homer Warren, president of the Board of Commerce, "Mr. Livingstone as a citizen"; George H. Russell, "Mr. Livingstone as a banker"; George H. Barbour, "Mr. Livingstone as a fellow director"; Capt. D. Sullivan, Chicago, "Early reminiscences and association activities"; C.H. Locher, New York, one of the channel contractors; Col. C. McD. Townsend, St. Louis, "Livingstone Channel"; Lieut.-Col. Mason M. Patrick, district engineer, "The completion of the channel"; and Justice J.B. Moore of the Supreme Court.

Construction of Livingstone Channel was authorized by Congress in 1907 and the work was conducted on the continuing contract plan. Its cost was in the neighborhood of \$10,000,000 and its construction ranks with the important engineering achievements of the age.

Through a channel of practically solid rock extending more than six of its 13 miles of length, the great channel was cut, running in a direct line from above the head of Bois Blanc Island to deep water in Lake Erie. At times more than 400 men were employed.

The preparatory work was begun in the spring of 1908 when the contractors began erecting the mighty cofferdam, which enclosed what is known as the dry work section, about a mile of the riverbed near the upper end of the rock cut. Actual channel digging was begun in the fall of the same year after powerful steam pumps had drained that part of the riverbed enclosed by the dyke.

Originally constructed with a width of 300 feet, the dry section was completed in November 1910 but was later widened to 450 feet, the addition being completed in December last before the river was permitted to fill the enclosed space. Below the dykes for about five miles the channel has a width of 300 feet, while below that point, where the material to be removed was earth, the width is 800 feet. In the dry section the channel has a depth of 23 feet. Throughout the remainder of its length the least depth is 22 feet.

The construction work was done under supervision of Col. C. McD. Townsend, Corps of Engineers, U.S.A., who recently was transferred from Detroit to St. Louis, with C.Y. Dixon, junior United States engineer, in direct charge of the work.

Originally the contract for the channel was let in four sections. Section No. 1, including the dry work and about 4000 feet above to the intersection of Livingstone Channel with Amherstburg Channel was awarded to the Great Lakes Dredge & Dock Co., Chicago, which sub-let the work to Grant, Smith & Co. & Locher, the contractors who were awarded the work on section No. 2, extending about 3000 feet below the dyke.

Grant, Smith & Co. & Locher established their workers in a colony on Stoney Island, where homes were built for their families and a school and church provided.

Section No. 3 about 18,250 feet in length was awarded to R.B. McNaughton and O.E. Dunbar of Buffalo. Section No. 4 about 29,000 feet long at the lower end of the channel was awarded to G.H. Breymann & Brother, Toledo.

Workers on the dry section of the channel celebrated the completion of their work with festivities on Stoney Island December 21st, 1911, the event immediately preceding the beginning of the removal of their village.

Section No. 3 of the channel was completed last summer and since that time the finishing touches have been added in the way of removing broken rock and boulders from the bed of the channel and from along its banks.

Under the direction of Commodore Charles M. McCormick, United States Navy, and Edward Woodruff, who recently succeeded him as lighthouse inspector of the eleventh district, the new

channel has been marked by fixed and floating aids to navigation.

November 1, 1912

All the Canadian tugs at this port were inspected Friday by Inspector Stewart of the Department of Marine and Fisheries.

Lawrence Bertrand, engineer on Sullivan's supply boat *Marguerite*, which has been laid up, has gone to Detroit to take a position in Sullivan's motor works.

The survey parties appointed three years ago from both the Canadian and United States Governments have nearly completed the survey and will soon settle the question of boundary lines. The party working on the St. Lawrence River will report this week.

Four spar buoys¹⁸ just below the dykes on the new Livingstone Channel and one at the entrance of the cut, which have been lighted by the Lake Carriers' Association, will from now on be lighted by the Lighthouse Bureau. The spar buoys will not be replaced by gas buoys this season, but it is thought that with the opening of navigation next season gas buoys will be placed where the spar buoys are now. The spars will be lighted.

Since the Livingstone Channel opened, 200 boats have passed through and, contrary to the predictions of some experienced captains, no boats have as yet gone aground. Some of them even expressed the opinion that one of them would pile up on the channel bank at the opening. They have not even scraped the channel bank, though old navigators say it's enough to make one's hair run grey to run the cut. A moderation of the rules by which the navigation of the channel is to be governed temporarily was made, by which boats are allowed to travel at a speed of 10 miles an hour instead of eight miles an hour, so that they would have a better chance of keeping their headway. After November 10th all downbound boats will pass through the new channel whether they come down the river night or day. The first laden boat to pass down the channel was the steamer *William E. Corey* and the first tow was the steamer *Frontenac* and the barge *Chattanooga*. When the boats all start going down the new way, the channel will bear the distinction of having more traffic pass through all bound in the one direction than any other waterway in entire world.

Ever since it began to appear that the spoils pile at the Livingstone Channel was to be left as an unsightly legacy for the residents of this section, the *Echo* has been urging the county of Essex to pre-empt it in some way and crush the splendid road-building material for distribution to the municipalities of the county to be used in grading and rebuilding all the truck thoroughfares. The benefits to be derived from such an undertaking, the comparatively small cost of crushing, the easy distribution by boat from the rock pile to Leamington, Kingsville, Colchester, Belle River, Stoney Point, Windsor, Sandwich, Amherstburg; then by M.C.R. from Amherstburg and Leamington, by W.E. & L.S. from Leamington to Windsor, thereby reaching every municipality in the county, were urged upon the county council at the June session and one after another of the county solons expressed themselves as favorable to a movement looking to Essex County getting this material, and the following resolution was unanimously adopted: "Moved by Mr. McKee, seconded by Mr.

Dewhirst, that the Warden and the Clerk be authorized to take the necessary steps and to memorialize the Government of the Dominion and the Province to allow the county of Essex to secure the so-called spoils pile of excavated limestone from the Livingstone Channel in the Detroit River, such pile of stone being in Canadian waters and in the county of Essex." Since that time, the Provincial Highways Department has taken the matter up and it is reported that W.A. McLean, engineer of the department, has been on the spot and recommended that the Public Works Department place crushers there to break up the rock into sizes suitable for roadmaking and distribute it where it is required. Whether or not this will be undertaken soon is not announced yet.

The Lake Erie Fish Co. had such a big haul of whitefish Thursday that the tug Marion E. Trotter was sent to the fishing grounds and took a full deckload over to Toledo.

TOLL OF THE LAKES.-MANY TRAGEDIES OCCUR ON THE GREAT INLAND SEAS.-Lake Men Remember the Terrible Record of the Year 1905-Danger of Fire is Not so Great as When Wooden Vessels Were in Vogue-How the Size of Lake Freighters is Increasing. This is the time of the year when the sailor men of the Great Lakes begin to prepare for the rough weather days and the rough weather work that are sure to be theirs in greater or less degree until the close of the season of navigation. The tourist who promenades the deck of a modern lake steamer with bright skies and sunshine overhead and rippling blue water all around can have no conception of the change that comes over the upper lakes once the middle of the month of September has passed. Bright skies and sunny days there are, but they are the relief, welcome at all times, from many more days when winds howl and fogs lower and snowstorms hide everything from view until the ship seems to be the centre of a great hollow sphere. Then it is that the test of good seamanship and good navigation comes, for every skipper knows, as every sailor man knows, that not far distant at any time are those rock-bound coasts upon which many a good ship has found a grave and upon which many a good ship will yet find its grave.

The men who follow the business must take it for good and ill, for fair weather and foul, their own lives and the lives of others depending so often on good judgment in a critical moment. It is a calling that demands the very best in a man and that brings out the very best that is in him.

1911 a Fortunate Season.-Last season was one of the most fortunate on record in the matter of lives lost. The tragedies that did occur cost the lives of thirty-seven men and one woman. But when compared with the season of 1905 when one November storm alone took more than one hundred lives. 1911 will be remembered with gratitude. It will take long to blot out the sad memory of 1905, the season that closed with a terrible record after that late season storm had raged for several days. On November 28th the steamer Mataafa was wrecked just north of the Duluth ship canal under circumstances as sensational as the history of the lakes can record. Henry Wright and Walter Bush, Amherstburg, were among the victims. Thousands of people filled the streets, docks and bridges nearby and, helpless to aid, watched nine shipwrecked sailors freeze to death. Every effort was made to save them, but the peculiar situation in which the wrecked vessel was placed made any attempt to go to the rescue little short of suicide. Yet, let it be told, to the credit of the men who sail the lakes, there were scores ready to volunteer for the work of rescue. But what tug or lifeboat could live for an instant when giant waves rolling the hundreds of miles of Lake Superior's length were breaking in destruction on the doomed vessels. The men perished one by one and

¹⁸ buoys shaped like a log or spar, anchored vertically

¹⁹ Windsor, Essex and Lake Shore electric railway

²⁰ law makers

²¹ More details can be found in Vol. VI(1).

dropped to the icy grave. Duluth has had many heartrending tragedies within its vicinity, where wrecks occur every year, but has known none more piteous than that of the *Mataafa*.

Others in Trouble. The Mataafa was not the only steamer in trouble on that day. The big carrier William Edenborn was on the rocks at Split Rock that same day and one man was drowned. The Crescent City was thrown high and dry on the beach near Lakewood, the steamer Lafayette at Encampment Island and the steamer R.W. England on Minnesota Point.

Earlier in the season, the Sevona, during a severe gale, struck a reef in the vicinity of York Island, one of the Apostle group at the west end of Lake Superior, and sank, seven people perishing. During the storms of September, October and November of that year, fifty-four vessels were total losses, most of them on Lake Superior.

Loss of the Bannockburn.-Next to 1905, the year 1902 is remembered by sailors as a particularly disastrous one on the lakes. In that year there were 237 lives lost, about 111 of them by stormy weather. The loss of the Canadian steamship Bannockburn late in the season is one that is particularly well remembered in Ontario, for her crew were all Ontario men and not one of them survived the mysterious happening that sent this staunch little vessel to the bottom. She left Fort William loaded with grain. At daylight next morning the big passenger steamer Huronic passed her away out in Lake Superior, low in the water, but showing no other evidence of trouble. A vessel low in the water causes no special attention in the late season, when cargoes are plentiful and rates high. It was a cold, misty morning and the boats were soon out of sight of each other. She was never days they searched the eastern end of the lake without result. A life buoy or two picked up later is about the only evidence of the disaster that has ever turned up. It was on the 27th of November that

Other Wrecks of 1902.-There were many other wrecks that fall. During a heavy gale on Lake Huron on November 29th the schooner *Celtic* broke from her towing steamer and was never seen again. A crew of eight were lost. Seven lives were lost in the foundering of the steamer *George Dunbar* two miles east of Kelley's Island, Lake Erie, on June 29th. The steamer *S.J. Macy*, coalladen, on November 23rd foundered off Port Burwell, Lake Erie, during a heavy southwest gale. Fourteen men comprising the crew were lost. Ten lives were lost in the foundering of the steamer *C.B. Lockwood* on Lake Erie and a crew of nine lost their lives on the steamer *John E. Hall*, which stranded on Duck Island, Lake Ontario, during a December snowstorm.

The Loss of the Hudson.-A peculiar wreck was that of the Hudson in 1901 on the south shore of Lake Superior. This big, gray steamer left Duluth with a cargo of flaxseed, a cargo that no sailor man likes, because it is as slippery as mercury and in a rolling sea is liable to shift and cause a ship to turn turtle. It is believed that this is the fate that overtook the Hudson, though no one survived to tell the tale. Yet, strange to relate, about a year later the wheelhouse of the Hudson came ashore and in it was the perfectly preserved body of the wheelsman. From whence did it come and did the ice-cold water preserve the body from decomposition? These are mysteries of the great upper lake.

²² A list of marine casualties from 1902 is found in Vol. V(3), pp. 59-60.

The season of 1909 on the Great Lakes was a more disastrous one, 128 lives being sacrificed. In the sinking on Lake Erie of the car ferry Marquette & Bessemer No. 2 thirty people lost their lives. In one of the lifeboats nine frozen bodies were found. On July 12th of the same year the steamer J.B. Cowle sank when it collided with the steamer I.M. Scott on Lake Superior. Fourteen of the crew perished. Thirteen men were lost with the steamer Adella Shores and fifteen lives were claimed when the steamer Clarion of the Anchor Line burned on Lake Erie on December 8th. Thirteen men got away from the Clarion in a yawlboat, but were doubtless frozen to death and sunk by the ice, as they were never heard from. There were several other accidents in which lives were lost during the season of 1909 and the record was a terrible one.²⁴

Bad Wrecks in 1908.-The year 1908 saw some bad wrecks, none worse than the foundering of the big steel steamer *D.M. Clemson* near Whitefish Point, Lake Superior, about November 30th, 1908.²⁵ The entire crew of twenty-four men went down with the boat and no one survived. [S.R.] Chamberlain of Detroit was [the captain] [rest of paragraph torn from original]

Many Die in 1907.-One hundred and thirty-five lives were lost on the Great Lakes during the season of navigation in 1907. Twelve men were lost in collisions, fifty-two persons lost their lives in wrecks, eight were washed overboard and forty-three lost their lives in the burning of vessels and from other causes. Twenty-two men went down on October 12th when the steamer Cyprus foundered in Lake Superior. Fourteen people lost their lives on April 23rd of the same year when the lumber hooker Arcadia foundered on Lake Michigan. Not a surviving witness was left to tell the story. The steamer Naomi burned during the season on Lake Michigan. Five of the crew and two passengers met death.²⁶

Few Lives Lost in 1906. There were few lives lost in 1906 and no great marine disasters recorded on the Great Lakes. Only fifteen people are reported to have perished in the lake trade during the entire season. But the season of 1905 will long be remembered among marine men as an ill-fated year for vesselmen. More lives were sacrificed during those few months of active navigation than there have been since. Almost one-third of the fatalities on the lakes which have occurred within the past ten years took place during 1905. It is stated that 444 persons lost their lives on the waters of the Great Lakes and connecting waters during the season of that year.

Not a Passenger Lost.-During the season of 1904, 195 persons lost their lives from various causes on the Great Lakes. Of this number it is understood that only thirty-two lives were lost as a result of stormy weather. That not a single passenger was lost during the season is a noteworthy fact.

²³ See list of marine casualties in 1910 in Vol. VIII, pp. 85-86, which states that there were 51 lives lost.

²⁴ "Marine News" of 1909 is found in Vol. VII.

²⁵ See Vol. VII, pp. 90, 91 and 92.

²⁶ "Marine News" of 1907 is found in Vol. VII.

During the season of 1903 sixty vessels were lost, entailing a loss of but twenty-eight lives. There were no destructive storms during the season of 1903 and the weather during the summer months was uneventful. A cold spell set in about November 15th that year and navigation closed early.

The Record for Ten Years.-Within the past ten years, according to fairly accurate records which have been kept, 1328 persons have lost their lives on the Great Lakes. A very small percentage of this number were passengers and in most instances they were the sailors on freighters in the lake trade.

The average loss of life on the lakes during the past ten years has been 132 persons and it may be readily seen that the 1911 death roll falls away below this figure. The same was true in 1910 when but forty-nine persons lost their lives on the Great Lakes. The records for the other years follow:- 1909, 128; 1908, 58; 1907, 135; 1906, 15; 1905, 444; 1904, 195; 1903, 28; 1902, 237.

The Danger of Fire.-One of the old horrors of the Great Lakes that is disappearing is the burning of vessels far out from shore. In the days when all the boats on the lakes were built of wood, destruction by fire was not uncommon, but with the advent of steel construction the number of such losses grows less each year.

Veterans of the lakes can tell thrilling stories of fire experiences. Chief Engineer Sam Brisbin of the big Canadian steamer *Hamonic* was engineer on the *Prussia* when she was burned on Lake Superior in October, 1885.

The officers and crew were forced to leave the steamer in a hurry in the vicinity of the Apostle Islands. So rapidly did the fire spread on the old boat that the majority of the men were forced to leave only partially clad. In thirty minutes the boat was gone. Engineer Brisbin had no coat and only a light pair of slippers on his feet. In October it is cold on Lake Superior and for the twelve hours that they were out in open boats all suffered severely. They finally landed on one of the Apostle Islands and for two days more had only salmon and potatoes for food. They were then taken off by a sailboat and landed at Bayfield on the shore of Lake Superior.

Occasionally one of the old-timers that has survived takes fire and thus ends its days, but the newer type of vessels stand little danger in this respect. The steel boat, however, is just as helpless as the wooden boat when it gets on the rocky shores of Superior, where jagged rocks crash in plates and rend beams asunder. The Great Lakes seem bound to have their toll of life, the price of the commerce that man floats upon their great waters.

A Marvel of the Century.-The growth of the commerce of the lakes is one of the marvels of the last fifty years on this continent. Anyone who stands at a point like Amherstburg, Detroit, Sarnia or the Soo and watches the directions cannot fail to be impressed with the importance of this chain of waterways in the commercial life of Canada and the United States. The development through the years is an interesting record.

In 1855 the Soo Canal was opened. All great ore deposits are in the Lake Superior region. The only way to transport the ore prior to the opening of the canal was to carry it in vessels and then portage the product over St. Mary's Falls. And such vessels they were that carried that ore! The schooner *Swallow*, the biggest of the Lake Superior crafts, had an 80-ton capacity and she was too large to be considered practicable for the Lake Superior trade. The average tonnage of ore carriers at that time was 20 tons. All the ships in the Lake Superior ore trade then, including their cargoes, could be put into the hold of the mammoth steel steamer today, the *William E. Corey*.

In 1860 almost all lake carriers had a capacity of about 500 tons. A jump of twenty-five years

to 1885 showed the advent of 1200-ton carriers. In 1895 the carrying capacity of the big steamers had risen to 2500 tons. Wise people shook their heads and gloomily remarked that such heavily laden boats would surely "bust" in two if wave-harassed, and sink stern foremost to the confines of Davy Jones' locker.

Started by Rockefeller.-In 1895 Rockefeller, becoming interested in lake traffic, built a 5000-ton steamer. Then came A.B. Wolvin with four steamers of 7500 tons each and 500 feet overall. This was in 1899. That was the birth of the modern monster monarchs of the unsalted seas, although the average cargo was not over 4000 tons until 1904. Then the *Augustus B. Wolvin*, 560 feet overall, 62 feet longer than any other lake boat, was launched. This was the first of the so-called 10,000-ton carriers.

The economy of this type of boat was at once demonstrated. The *Wolvin* carried double the cargo of any other lake vessel at no greater cost for fuel and carried only three more men in her crew than the next largest boat. Since then, vessel building has received a remarkable impetus. Of the practical duplicates of the *Wolvin*, some are shorter and some longer, one of the longest being the *Thomas E. Cole*, 605 feet overall, with a carrying capacity of 12,000 tons. There are now afloat or building about a hundred 10,000-ton boats on the lakes and there are some that carry 13,000 tons.

November 8, 1912

D. & C. steamers will continue daily service each way until December 1st.

Dredge No. 9, which is being operated by the C.H. Starke Dredge & Dock Co. of Milwaukee on the deepening of Ballard's Reef channel, is doing excellent work. Two and three scowloads of material a day are being removed from the riverbed. The company has not yet put a drillboat on the work and so far the powerful steel dredge has had no engine breakdown.

In connection with the investigation of the circumstances attending the sinking of the steamer Fleetwood above Belle Isle October 21st, Capt. Fred. J. Meno and George M. Milne, United States fleetwood above Belle Isle October 21st, Capt. Fred. J. Meno and George M. Milne, United States fleetwood above Belle Isle October 21st, Capt. Fred. J. Meno and George M. Milne, United States fleetwood inspectors of steam vessels, have preferred charges against the mates of the two steamers. The nature of the charges is not disclosed. The mates, Gilbert Charette, Windsor, of the Pine Lake and Alfred B. Ward, North Tonawanda, of the Fleetwood, will be given a hearing as soon as they can be brought before the local board.

Notwithstanding the fact that the Pelee Island and Lake Erie Navigation Co. found that they must reorganize their company, get a new charter, which has already been applied for, and have their stock all re-subscribed before they can undertake the building of their proposed new boat, the company's officers are getting together all the data they can so that details will not retard the progress of the work, when the red tape is all unwound; and to that end met the engineer at Windsor last week to examine the plans and drawings prepared for them. These drawbacks have dampened last week to examine the plans and drawings prepared for them. These drawbacks have dampened the ardor of some of the stockholders, but in no way have dulled the optimistic view that the officers have held of a new boat of adequate power being placed on the route in the way of meeting the growing requirements of the residents of this beautiful island.

The Welland Canal was put out of commission again last week for the fifth time this season, the steamer *Marshall* carrying away the four gates of Lock 13 and badly damaging the bridge crossing the canal. It took 30 hours to repair the damage.

Late Thursday night the steam barge Juneau, with the barge Locke in tow, sprang a leak when halfway between Port Hope and Cobourg. The tow barge was cut adrift and the Juneau put back

to Cobourg, where she sank at the pier. The anchor of the barge Locke failed to hold and the barge sank near Gull Light, east of Port Hope. The crew, consisting of three men and one woman, took to the lifeboat and reached Port Hope in safety after a perilous trip.

When the steamer Willis L. King departed from Fort William for Buffalo on Saturday, she carried the largest cargo of wheat that has ever been taken from any of the lake ports. The King went under the elevator spouts early on Saturday morning to load capacity. It is expected that her cargo will be 425,000 bushels. The previous grain record was 405,000 bushels, including flax, taken by the steamer Jones at Duluth. The biggest cargo previously carried from Fort William was 384,000 bushels. The Willis L. King is owned by the Interstate Company of Cleveland and is one of the biggest American boats and this is her first trip to the head of the lakes.

Representations have been made to the Marine Underwriters of the Great Lakes which may result in extending the season of navigation until December 10th. It is pointed out by vessel owners that the unprecedentedly large grain harvest, already several weeks late, has left a great amount of wheat at the head of the lakes for shipment and that with the expiration of insurance on November 30th as planned, much of the wheat would necessarily have to be dumped into Lake Superior elevators and cause a congestion, which the railroads would find it impossible to more than relieve temporarily. The matter will likely be definitely settled within a few days.

The tug Francis B. Hackett is towing a Great Lakes dredge from Cleveland to Chicago.

The Great Lakes tug Columbia, Capt. Millard, has gone to Toledo and has been replaced by the tug Harding, Capt. Hagen.

Orville Fox is home from Boston for the winter. He was in the employ of the Great Lakes D.& D. Co.

William Pillon has engaged as engineer on the tug Hackett and his place on the Aldrich has been filled by Alvin Sanford of Kingsville.

The dredge Handy Andy placed the last crib for the sixth light on the Livingstone Channel Tuesday. The channel is well lighted now and there is not an accident to its credit yet, though all kinds of disasters were predicted.

Wm. H. Cousins, Mrs. Cousins and son have arrived south to spend the winter. Will is employed with the C.S. Boone Dredging Co. at Little Current. There was good sleighing in the north when he left.

November 15, 1912

The great steel hull of the mammoth new passenger steamship for the Cleveland & Buffalo Transit Co. was safely launched at the Wyandotte yard of the Detroit Shipbuilding Co. just before noon Saturday. The new boat, which is the largest of their fleet, was christened the Seeandbee. The name was selected by officers of the C. & B. from about 27,000 suggestions received from the general public. It was submitted by only two persons, both young women resident in Cleveland. The first prize of \$50 goes to Miss Mary Knight and the second, amounting to \$30, was awarded to Miss Eva Todd. The Seeandbee is 500 feet in length overall with breadth of 97.66 feet over the guards and molded depth of 23.6 feet. Her engine will be capable of developing 12,000 horsepower.

As no vessel has been reported to Lieut.-Col. Mason M. Patrick for violation of rules for regulation of navigation in the lower Detroit River, it is believed that all downbound steamers are taking the Livingstone Channel route. Very little difficulty apparently is being encountered in navigating the Livingstone Channel, the greatest trouble being cross-currents, to control which the War Department planned construction of a dam from the upper end of the dyke on the east bank of the channel across to a point near the head of Bois Blanc Island. The objection raised by owners of property on Bois Blanc and residents of Amherstburg caused reference of the project to a joint commission on waterways representing both Governments. The joint commission will meet in Washington next week when the necessity for erection of the dam at the place contemplated will be given consideration. He expects to be in Washington for the meeting. Announcement was made Wednesday by Edward L. Woodruff, inspector of the Eleventh Lighthouse District, that Livingstone Channel gas buoy No. 29 will be moved Friday to a point about 400 feet north 6 degrees east true magnitude from its present location, where it will mark the westerly limits of the north entrance of the channel. On the same date Livingstone Channel lighted buoy No. 31 will be discontinued.

Three of the large car ferries used by the Michigan Central before the Detroit River tunnel was completed have been purchased by the Wabash Railway and will become a part of the fleet of boats used jointly by the Wabash and Grand Trunk. The boats purchased are the Detroit, the Transport and the Transfer. While the purchase price has not been announced, railway men estimate that the sum paid by the Wabash was something like \$200,000. The purchase of the Michigan Central ferries makes a certainty that the Grand Trunk and Wabash will not use the tunnel but will continue using the boats.

The steamer Chisholm from Sandusky delivered a load of stone this week for the new wharf [at Colchester]. Sheet piling is being done when weather permits, and the completion of the dock is now in sight.

The dredges Gladiator and Hercules of the Sullivan fleet, both employed on Ballard's Reef, were in this week for repairs.

The lighter Tolmie, which sank at Rondeau last week, has been raised and brought to this port. She is not injured in the least from the accident. Trotter's big pump No. 3 was used to raise her.

The U.S. derrick scow No. 1 has returned to this port from Lake St. Clair, where she has been employed removing the wreck of the Pine Lake. No. 1 has gone to work picking up rocks on Ballard's Reef.

The old passenger steamer Douglas is no more. For almost two years the hulk occupied a prominent position on the river's bank near the Walkerville park, but during the past week men have been employed burning the hull to the water's edge. Next week the old rusty machinery will be taken out and what remains of the boat will be dynamited.

Capt. Louis Belcoure, first mate on the steamer Castalia all season, is home for the winter. He has taken a position as wine clerk at the Amherst House.

Amherstburg and vicinity are enjoying the fringe of a snowstorm, the body of which swept the upper part of Michigan. Snow fell to the depth of several inches at Petoskey, Cheboygan and Alpena, while the worst storm of the season passed over the Soo section of the Great Lakes on Wednesday. The snowstorm, which was raging near Detour Tuesday night, reached the Soo early Wednesday morning, blown along by a fresh northeast wind which drove all vessels to shelter. The steamer Rochester ran ashore at Whitefish Point Tuesday night but released herself Wednesday morning. The J.L. Weeks, downbound, is aground on Round Island in the upper St. Mary's River. The tug Inman was dispatched to her assistance. While running down Lake Superior, the steamer L.L. Barth of the Hines Lumber Co. lost her deckload of 100,000 feet in a gale. Leaking badly, the steamer Nipigon pulled in at the Soo while on her way to Shelldrake to load lumber. A diver examined her hull and repairs will be made.

The steamer James H. Srigl [Shrigley], upbound light, ran hard aground at Bar Point Monday night and was released by the tug Trotter Tuesday noon.

Machinery for John Fraser's new dredge has arrived at Gordon and will be placed in a brand new hull, which will be built at the old C.S.R. slip during the winter. The new dredge firm will be named "The Amherstburg Dredging Co." All interested in the firm are local men.

November 22, 1912

Starke's big dredge No. 9 was in the first of the week for a new dipper.

The steamer Clarke stopped at this port on Sunday from Pelee Island to Windsor, loaded with potatoes and wine. She will have to make a number of extra trips this fall, owing to the great amount of freight requiring transportation from the island.

Everett Bertrand, employed on one of the Buffalo Dredging Co.'s scows working at the Livingstone Channel, got mixed up in a kedge anchor the other day and was badly bruised, requiring his confinement to the house for several days.

The patrol boat McCarthy has been stationed at the intersection of Livingstone and Ballard's Reef Channels in the lower river to aid boats at night in navigating the new Livingstone Channel. The War Department desires all downbound vessels to use the new \$6,000,000 cut. The McCarthy will anchor at the head of the new channel and vessels entering the channel will pass to her port side. She will show two red lights in her rigging, six feet above the other.

To avoid possibility of accidents to vessels that are employed on improvement work in the lower channels of Detroit River, Lieut.-Col. Mason M. Patrick, United States Engineer in charge of Detroit district, issued Thursday to vessel masters a warning relative to Rule 9, approved by the Secretary of War, for the navigation of Livingstone Channel, which is as follows: "All vessels passing dredges, drill scows, derrick scows or other stationery plant engaged in the channels are required to slacken their speed when given a signal by three distinct blasts of the steam whistle. The attention of masters is called to this rule," says the notice, "and to the fact that a stationery plant is now engaged in building the foundation for light No. 3 and that it is necessary for them to slow down when passing light 4, just opposite where the plant is working, whenever the three-whistle signal is received by them."

The U.S. War Department, as represented by the Engineer's office at Detroit, is still actively engaged trying to "dam" the lower Detroit River, and this week Lieut.-Col. Patrick appeared before the International Joint Commission on Waterways at Washington to submit reasons why the War Department believes it is necessary to erect a dam from a point near the head of Bois Blanc Island to the east dyke of the dry section of Livingstone Channel. It is recalled that the proposed dam was made a part of the Livingstone Channel plans, not only to serve as a compensating work offsetting the increased outflow of water resulting from construction of Livingstone Channel, but to control cross currents which engineers expected to some extent would interfere with navigation through the upper stretch of the new route. That no accidents have occurred as anticipated have rather upset their calculations. When the matter was first broached it created a furor at Amherstburg and feeling is no less intense today than it was then. Strenuous objections to the dyke were filed at Ottawa in this and

adjoining municipalities, believing that such a dam, if built, would strengthen the current on this side, make mooring along our docks dangerous, inundate our riverfront, divert sewage from the Canard and other streams to our intake pipe, destroy the beauty of a great natural waterway, interfere with a pleasure ground for yachts and craft of all kinds, and besides was a selfish and high-handed way of accomplishing results that could just as well be obtained by running a dam out from Grosse Île and "damming" their own side, not ours. The then Government of Canada saw the justice of these objections and withheld their consent to allow any such proceedings. Since the Government changed, the matter was placed in the hands of the Waterways Commission, which has had engineers here measuring the currents, the volume of water, etc., and they are now in possession of the minutest data connected with the proposed obstruction. When it came up for discussion at Washington Wednesday, at the request of the Canadian Government, the proposed work was held up pending a report on the project. Since this contention arose two years ago, the boundary line between Canada and the United States has been delimited and rumor says that the new line places nearly all the spoil pile in American waters, whereas the old line divided it almost equally between the two countries. If this be so, there is all the more reason that any compensating dam should be kept in that side of the line, not foisted on this.

Harry Cook is home from Chicago, where he went as mate on the Trust tug Pennsylvania. Walter Anderson, steward of the tug Columbia, spent last week in town. He resumed work Sunday.

Two men were frozen to death as a result of the sinking of the schooner St. Celestine in the St. Lawrence after striking a rock. The dead are Joseph Trepanier, captain of the schooner, and his son Thomas.

Scows are now at work night and day carrying stone from the Livingstone Channel cut to the Dunbar & Sullivan stone crusher in River Rouge.

Capt. Jarmin and daughter, Mrs. (Rev.) C.C. Simpson, arrived on Wednesday from Little Current. The captain has his fleet laid up for the [season].

Andrew Mickle met with an accident on the steamer Tolmie one day last week, which resulted in the loss of the big toe on his right foot and severe laceration of his foot. After getting through unloading wheat at C. Wigle & Sons' mill for the day, the derrick was not properly stayed and when he was putting down the hatches it tipped over on his foot. He was extricated from his position and hurried to a physician, where he fainted away from the pain. He is doing very well now, but will be laid up for some time.

November 29, 1912

The tug Abner C. Harding (Capt. Thomas Hagen) is again stationed at this port and will give the crew holidays until Christmas.

The steamer E.L. Wallace, which struck in the Livingstone Channel, had 16 damaged plates and it took a week to make repairs. The steamer went in dry-dock at Toledo.

The steamer City of Mt. Clemens (engineer Wm. England) stopped at this port Saturday and Saturday night on account of the storm, giving him a chance to visit his numerous old friends in

The tugs John B. Breymann and George H. Breymann, dredge No. 2, scows 5, 6, 7, and 8 of Breymann Bros.' dredging fleet were in port Saturday and Sunday on their way to Toledo from Saginaw.

The hull of the new side-wheel passenger steamer Seeandbee, launched two weeks ago at Wyandotte, was towed Saturday to the Orleans Street dock of the Detroit Shipbuilding Co., where her upperworks will be completed. The steamer, the largest of its type in the world, will be delivered to the C. & B. Line of Cleveland next June. It is hoped to have her under deck coverings before snow flies.

The new Government dock for the Marine and Fisheries Department has been completed. It is 288 feet long, 65 feet wide, is faced with reinforced concrete, while the top remains as it was, of mother earth. A two-storey 18- by 30-foot frame building will now be built on the northwest corner for testing room, wharfinger's offices, etc. At present there is only 16 feet of water outside the dock, but it will be dredged to a depth to allow boats of deep draft to call. The dock will be used for the storing of all lights, buoys, etc. used in connection with the lighting of the lower Detroit

Elmer Carpenter and James Hanley were two pieces of solid matter in the waters of the lower Detroit River the other day that even chlorination could not have removed. They were assisting to load a hole with dynamite from Sullivan's drillboat Destroyer when the footboard gave way and before they realized what had happened they were submerged in the coldest water they had ever bathed in. Mr. Hanley hurt his hand in the fall but managed to pull himself up aboard the drillboat, but Mr. Carpenter, not knowing how to swim, went under a couple of times before his companions got a strangle hold on him and drew him safely aboard.

The Joint Waterways Commission of the United States and Canada, in session at Washington, D.C., adopted a preliminary program for an investigation into pollution of boundary waters between the two countries. The investigation will cover only those cases of pollution on one side of the boundary which are likely to affect the waters on the other side of the boundary. Under this limitation the commission will investigate the effect of the sewage disposal systems on the waters of the Rainy River, St. Mary's River, Lake St. Clair, St. Clair River, Detroit River, Niagara River and a part of the St. Lawrence River, together with investigations of the waters in the vicinity of Port Arthur, Fort William and Duluth on Lake Superior; Saginaw Bay on Lake Huron and the lower end of Lake Huron in the vicinity of Sarnia and Port Huron; the lake in the vicinity of Port Stanley, Cleveland and the bay at the western end of Lake Erie; Rochester, Toronto and the eastern and western ends of Lake Ontario. Examination of these waters will consist of bacteriological tests, including the bacteria count and qualitative and quantitative estimates. It is expected the examination can be finished as far as the preliminary examinations are concerned within a year.

New Pelee Island Steamer.-The plans and specifications for the new Pelee Island steamer have been received from Hugh Calderwood of Barrie, the well-known expert marine designer for the Northern Navigation Co. They provide for a boat 145 feet long by 24 feet beam, with an average speed of 13 miles, but capable of making 15 miles; her draft is nine feet; her engine 12x21³/₄; boiler 12 feet by 10 ft. 6 and allowed 185 lbs. of steam. Splendid accommodation for passengers is provided. The cabin and saloon on upper deck is 66x16 feet with dining room 15x16 feet. There is 48 feet in clear between the boiler room and bow, with 7 feet between decks in main deck and hold. On texas²⁷ are the captain's and mate's staterooms, besides pilothouse and seats in the stern

²⁷ the uppermost deck

December 6, 1912

The Great Lakes tug James Byers, Capt. Jacques Laframboise, called at this port over Sunday while on her way from Marine City to Cleveland to lay up.

Although there has not been a wrecking job of any kind in the vicinity of this port since the opening of the Livingstone Channel, nearly all the wrecking companies have a tug stationed here. Six tugs in all are here. All are manned by a full crew which stays aboard nearly all the time. Marine men declare that they can see no work for the tugs in this vicinity unless they might obtain some ice-breaking jobs later on in the season.

All United States naval vessels may be withdrawn from the Great Lakes as the result of the refusal of the shipbuilding companies on the lakes to enter into repair contracts with the Navy Department on account of their hostility to the eight-hour day.

For improvement of rivers and harbors along the lake coast of Michigan, estimates aggregating \$2,573,000 are included in the total of \$56,766,992 which represents appropriations requested for rivers and harbors of the entire country in the recommendation of Gen. William H. Bixby, Chief of the Corps of Engineers, U.S.A. The recommendations were submitted to Congress Monday by the secretary of the Treasury Department. The largest single item in the list for Michigan is \$1,147,000 for work on the two new locks and second canal for Sault Ste. Marie, for which \$1,500,000 was appropriated for the fiscal year ending June 30th next. An additional \$236,000 is asked for completion of the widening and deepening of Saginaw River channel and \$365,000 for continuing the widening and deepening of the lower Detroit River channel west of the Detroit River Lighthouse.

Captain Alfred Nicholson and his brother-in-law, Joseph N. Precious, of Port Huron lost their lives in St. Clair River early Friday morning when the loaded sand scow Hustler went to the bottom opposite Grande Pointe. The Hustler was being towed to Detroit by the tug Annie Moiles, commanded by Captain Hedderich of Marysville, and when opposite Grande Pointe near Algonac collided with the sand barge Chinook, Capt. James Allen, master, which was upbound light in tow of the tug Annie Smith. The barge Chinook and the tug Annie Smith are owned by E. Jacques & Sons. The sunken barge *Hustler* is owned by C.W. Cadwell of Windsor and is valued at about \$20,000. Her capacity is about 500 tons of sand. The vessel will be raised.

The tug Walter Mattick, on her way from Rogers City to Buffalo, stopped in port over Sunday. She was in command of Capt. William G. Fox and Joseph Whalen, former Amherstburg old boys.

The Buffalo Dredging Co.'s Logan left on Wednesday for Toledo, where she has a contract for the Great Lakes Co. and will work till winter sets in.

A heavy fog hung over Lake Erie Thursday and the foghorn at Bar Point was blowing steadily

all day.

While working on the excavation of a large ditch about seven miles below Wheatley, the dredge Digger, owned by a Windsor firm, was buried beneath a large sand slide. The dredge had a high bank of sand piled up on either side of her. The sand became loosened on both sides at the same time and, giving way, buried the dredge, only her upperworks showing above the sand. No member of the crew was hurt, although one narrowly escaped being buried beneath the slide. The tug Marion E. Trotter of Amherstburg went to her assistance and a gang of men are at work removing the sand.

Capt. Parker finished taking spawn from whitefish at Bois Blanc Island this week. He has secured a greater amount than in previous years.

The Grubb Reef gas buoy was brought into port by the tug Marion E. Trotter Thursday for the winter and a spar buoy put in its place.

The tug Harding has gone to Buffalo and the tug Hackett up the lakes. The Southeast Shoal lightship Falken is expected in to lay up for the winter.

THE BOIS BLANC DAM.-International Commission Go Over Lower Detroit River---Receive Preliminary Protests of Amherstburg Citizens Against Proposed Dyke---To be Determined at a Public Hearing in Detroit, during February.-The continued protests of Amherstburg citizens against the proposal of the United States War Department to construct a dam from Bois Blanc to the spoils pile corner, as a means of cutting off cross currents and as a place to dump the unsightly pile of rock taken from the dry section of the Livingstone Channel, the disposition of which was overlooked by engineers making the original contract for the work, was advanced another step this week, and it affords some comfort to know that the stand taken by the Town of Amherstburg against the dam has been brought in detail before members of the International Commission, who are the final judges in the case, and if they are not seized with the tremendous importance of these objections it is not because they have not been presented clearly and forcibly, and will be backed by evidence and petitions and declarations when the commission meets in Detroit February 15th to 18th to finally determine whether this dam shall be permitted or not.

Being advised that the International Commission would visit Amherstburg Tuesday to receive the protests of the citizens, go over the ground and make a preliminary inspection of the lower Detroit River, a public meeting was held at the council chamber Friday night, when it was decided to prepare petitions covering the objections taken by Amherstburg to the proposed work and circulate them for signatures. The result was that nearly 1000 names were secured and also a certified petition of a like nature from the Essex County Council, then in session; and these will be used later when the commission meets.

The United States lighthouse tender *Hancock* arrived here about 12:30 Tuesday, having aboard the following members of the International Commission: T. Chase Casgrain, Montreal, chairman of the Canadian section; H.A. Powell, St. John. N.B.; Charles A. Magrath, Ottawa; James A. Tawney, chairman of the United States section; General Frank S. Streeter, Concord, N.H.; and S.R. Thompson, son of the late Sir John Thompson, solicitor for the Dominion Government in this matter; J.W. Stewart, Canadian engineer, member of the old Waterways Commission. They were accompanied by Lieutenant-Colonel Mason M. Patrick, district engineer, representing the U.S. Government, and were met at the dock in Amherstburg by representatives of the town, who by invitation accompanied them over the works when they were getting their bird's eye view of the physical conditions of this portion of the lower Detroit River.

The Commission were in a very receptive mood and treated the Amherstburg delegation most cordially, asking questions involving every phase of the matter in dispute.

They were taken down the Livingstone Channel and were impressed with the great amount and varied shipping passing through, vessels of ten to twelve thousand tons capacity running the narrows without wavering, at from 8 to 10 miles an hour. The three principal reasons for opposition to the dam were pointed out - a dike will prevent the sewage from upriver points from taking its natural course. This condition will particularly prevail with the Canard River, the sewer of Essex County, which empties into the Detroit River some miles north of Amherstburg. A dike will make the current so strong that boats can be moored at Amherstburg with difficulty; the new channel is not completed and it will eventually be widened. It is asked that the construction of the proposed dike be delayed until the channel is widened. The diverting of the ice which divides at the head of Bois Blanc will drive such masses down past Amherstburg that the wharves will be damaged, if not swept away.

Maps and charts were produced showing the lower river in its natural state and since the improvements to navigation have been made. They were shown that the reason given in the first place for the work was for a dam to compensate for lowering the water by reason of the increased flow when the new channel would be opened; but since it was found that there had been no lowering of water, as practical navigators had contended from the first, the plea was now for "a dam to prevent or eliminate cross currents."

All the party expressed opinion that the whole question should be left over for consideration until the work of widening the lower part from 300 to 450 feet or over is completed and the removal of what now forms a funnel would eliminate cross currents.

Another fact pointed out and verified by charts prepared by engineers from the Canadian Department was that there is a strong cross current westward of Bois Blanc carrying sewage and everything else that way. Of twenty-one floats set off in the river above Bois Blanc during these experiments last summer, every one refused to follow the main channel but struck out before reaching the head of Bois Blanc and went down west of the island. Several of these bobbing floats were released quite near the Canadian side at the Lime-Kiln Crossing, proving conclusively that the Canard sewage divides.

All these arguments will be brought before the Commission when it meets in Detroit in February. The settlement of questions of this nature by commission is new. It gives the people of the United States and Canada their first opportunity to settle controversies without recourse to England. The treaty was accepted in 1909 and prior to that time a case like this went from Ottawa to Washington; thence to London; thence to Ottawa; then back to London; and again to Washington. It would take years to settle this case under the old way. Now Canadians and Americans treat directly over the line fence.

The American delegation was joined by W.E. Campbell, president of the D. & W. Ferry Co., and Capt. Nicholson, commodore of the fleet, who maintain that the increased current caused by the dam would render the landing of their boats on the east side of Bois Blanc positively dangerous, and the probabilities are that if the work goes on they will have to change their landing to the west side. December 13, 1912

Mrs. George Jones left Monday for Toledo where Mr. Jones is employed with the tug Logan till the close of navigation.

Charles Hackett is rushing all the gas buoys and aids to navigation which are in difficult positions and the hardest to get later and the rest will be left out till the last possible minute. The Bois Blanc lighthouse will be kept burning until the last steamer passes down.

The ice-breaking tug Francis B. Hackett, owned by the Hackett Towing and Wrecking Company of this port, will probably be sent to Buffalo to break ice in the harbor this winter. The Hackett was built in 1909 and is designed as an ice-crusher. She is 194 gross tons, 96 feet long and 24 feet beam. The price paid for the use of the tug from December 15th to April 1st next is \$2000.

The steamer E.A. Shores discharged her last cargo, her last cargo of coal for the Mullen Coal Co. and has gone into winter quarters.

Fishermen all along Lake Erie shores are pulling up their stakes and returning to their various ports after a successful season. Whitefish spawn is being brought up to the Sandwich fish hatcheries in large quantities.

All vessels that were out in the storm during the past few days have been heard from and, according to reports, they suffered little damage. The boats that were in shelter at Whitefish Point started out Monday, but three steamers put back and are still at anchor. The steamer W.P. Snyder was the first of the fleet to sail and there was a strong northwest wind blowing when she put out. The steamers Umbria and Barnsford reached Fort William safely. The steamer Anna C. Minch, which was caught in the gale that swept Lake Superior last Saturday, arrived at Cleveland with a cargo of storage grain.

Writing on the "compensating dam project" to the Echo, October 1910, J.T. Keena, Detroit, said:- "What Amherstburg is apprehensive of is not the waters of the Canard as they flow in their normal condition, but the washings of the putrid decayed matter into the stream in the spring freshets and at the time of the spring rains and overflows. Under these conditions the greater part of the increased flow from the Canard marsh finds the way round the head of Bois Blanc Island to the western channel, and the lily pads, sedge and bulrushes strewn along the head and west shores of Bois Blanc are practical witnesses, which satisfy me even against the scientific theory of a bobbing float." Twenty-one floats set off by Canadian engineers from different points in the Lime-Kiln Crossing last summer all crossed at the head of Bois Blanc and went down west of the island. showing conclusively that a large portion of the Canard sewage will follow the current that sets off that way and will be diverted into the Amherstburg channel if the compensating current-arresting dam is allowed to be constructed. The water supply for Amherstburg is impure enough now without giving us all the concentrated extract of filth from the sewer of Essex County.

A heavy west wind blew from Friday to Tuesday night with lowering temperature. Boats hurried to shelter and citizens deluded by the warm weather up to that time began making preparations for winter, which seems to come in earnest. Essex County had its first active snowstorm yesterday (Thursday) morning when snow fell to the depth of an inch.

Marine interests believe navigation on the lakes will have ended by December 15th, as the last cargoes of the season are now in transit. No more loading is being done at the head of the lakes, the extensions of insurance having expired Saturday night.

The steamer Easton of the Booth Line went aground on Iroquois Reef, Lake Superior,

Thursday morning and pounded there until Friday evening, when she released herself.

A Bill introduced in the House of Commons by the Minister of Marine provides that all Canadian vessels carrying 50 or more passengers and plying between ports 200 miles apart must be equipped with wireless apparatus. An amending clause requires all passenger ships, Canadian and foreign, to be so equipped. The Bill applies to lake and St. Lawrence River traffic and will take effect next April.

The tug Shaughraun of the Dunbar & Sullivan fleet has gone to Windsor to look after the dredge Handy Andy, which will work until Christmas.

The steamer John Harper, which discharged a cargo of coal at this port for the Pittsburgh Coal Co., carried away the small coal schute when going out Monday.

The lightship Falken of the Southeast Shoal came into port on Monday, but was ordered back on duty until the close of navigation. The crew will have to face the stormy main for several days yet before they can warm themselves by their "ain" fireside for the winter.

It was reported that Lewis Wage, watchman on the C.H. Starke D. & D. Co.'s dredge No. 9, had fallen into the river at Texas Landing Thursday night and drowned. Capt. Munson came down on the tug Milwaukee and reported the matter in town, when he met his missing watchman. Whose the voice was calling help is still a mystery.

There is a great deal of discussion in the daily papers just now as to the position taken by Great Britain in relation to Uncle Sam's decision to impose tolls in the Panama Canal. The Panama Canal is not bothering us, nor whether the international boundary line does hand the spoils pile over to our uncle across the way, but we hate to see them gobble up 3300 feet of our lower Detroit River by the projected dam and leaving us with a channel scarce 1000 feet in width, while they take five times as much. Five to one is a pretty stiff ratio to pay for allowing the lower Detroit River to be improved.

December 20, 1912

LIGHTKEEPERS ICE MAROONED.-Fred. Malott, keeper of the Colchester Lighthouse, and his son Wilfrid, both of Ruthven, had a perilous trip through ice floes Saturday while trying to make the shore, and a narrow escape from losing their lives. Their provisions running short and the season being near a close, they decided early Saturday morning to close the lighthouse, and as the lake was comparatively free from ice, thought they could easily bridge the five miles that separated them from land in their gasoline launch. They had gone more than halfway when they ran between two floes and there they stuck, working all day without being able to extricate themselves. Their boat was injured by the ice and commenced to leak. Realizing that their position might at any time become hazardous and fearing to spend a night in the ice, even though they were well supplied with warm clothing, blankets, etc., they put up a signal of distress, which was seen by those along the shore, and shouted through their megaphone to send help. The news was telephoned to Amherstburg from Oxley, where the tug Columbia (Capt. Barnard, Mate Thomas Patterson) was ordered to their assistance by George Gott, Harbor Master. It was arranged by Oxley people that a huge bonfire would be built on the shore opposite the marooned lightkeepers as a guide to the tug, and Eldah Harris and a willing band of men scoured the neighborhood of Oxley and gathered all the wood in sight, which when night fell was lit and sent out its cheering message to the Malotts and its beacon to the oncoming tug. Another bonfire on the ice as the tug came near also helped out, so it had no difficulty finding the imprisoned mariners and picking them up about 8 o'clock that night, returning to Amherstburg with them at midnight. As the tug turned in the lake she blew a thank you salute, which was answered from shore by the waving of a flaming flag, and all departed happy. Mr. Malott and son remained at Amherstburg until Sunday noon, when they departed for their home in Ruthven, none the worse for their experience.

The iron-clad steamer Lakeside brought a load of coal from Sandusky to Pelee [Island] on Sunday.

The tug Trotter has gone to Huron to assist Capt. Baker raise the steamer Leland, sunk at that point.

Capt. Jacques Laframboise has been laid up at his residence, North Street. He caught cold in his eye when he took the tug Byers over to Cleveland.

A gust of wind one day last week slew down a huge steel strap from the frame of the dredge Gladiator. It crashed through the roof and landed within an ace of Capt. Peter Laird, who shivers vet when he thinks of his narrow escape.

The Great Lakes tug Pennsylvania, which was engaged in breaking ice in the Detroit River last winter, will perform the same service for the Pere Marquette Railroad this winter. The tug came down from Port Huron on Sunday with the lighter Newman, which has been placed in winter quarters in Detroit.

The steamer Harvey H. Brown (Capt. D. Girardin, mate Walter Manson, both of this town) had a perilous trip over Lake Erie in the storm last week. They battled with the gale off Long Point for 20 hours, making little headway, but managed to reach the upper end of the lake at last, almost out of commission. When she stopped at Detroit for repairs her bulwarks and pilothouse were stove in, her windows were smashed, there was three feet of water in her forward cabins and everything was soaked. After repairs, she proceeded up the lakes with a load of coal.

Officials from the sheriff's office, Sandwich, were in town last week with papers to serve on a boat, but could not secure a tug to libel the steamer in the Livingstone Channel, as there was a question of jurisdiction. The boat is still free and the papers will have to be placed in cold storage until she comes up the Canadian channel next spring.

James Bellecoure has returned from Toronto, where he had charge of a drillboat doing harbor work there.

James Hamilton, employed all summer on the U.S. Government water gauge, has returned to Detroit for the winter.

Lake sailors are coming home to enjoy the comforts of their own firesides. William Adams and son Milton, Raymond McDowell, Norman Wilson, George McCurdy, James Monroe, Theo. Foster, all first-class chefs, will cook up something for the home folks for the next few months. They have had a prosperous season.

Orders have been given from the Department, Ottawa, to close all lights and take in aids to navigation, as almost the last boat has passed down for the season. The Government storm signal station here has been stripped and the fixtures stored in winter quarters. The Southeast Shoal lightship, which came in prematurely and was sent back, was ordered in Tuesday, while the Colchester Light, some account of which appears elsewhere, has also had its light dimmed for the winter. The beacon at Bois Blanc still flashes and will continue to do so until the last boat shows her stern past Bar Point.

The tug Alva W. of Kingsville had a perilous trip on Sunday. She left that harbor on Sunday morning to pick up nets with the following aboard: E.G. Westcott; B.S. Sheldon, manager Union Bank; L.L. Wright, J.P. Black, A. Girardin, Raymond Sawyers, Orley Wigle, George Graham, Roderick Smith, A. Baltzer, Sidney Cook and Ed. Brown. She had just got nicely started to work when she was caught in an ice floe and burned nearly her whole fuel supply trying to make the harbor. When night came on, her lights disappeared and the excited people on the shore were frantic, thinking she had gone down. Through the night the wind opened a passage and they made for Bar Point, where they again stuck until two steamers passed. The tug followed in the wake of the steamers as far as Amherstburg, where the men got a couple of squares and left for their homes by car or train. They were twenty hours without a bite, though otherwise comfortable. The tug remained at Amherstburg until yesterday (Thursday) when she was escorted to Kingsville by the tug Hackett on her way to Buffalo.

Substitution fog lights of a fixed character for the flashing ones now marking Livingstone Channel, Detroit River; installation of fog signals at ten or a dozen light stations where they are not now in service; and the replacing with lights of the second order all those which are now of a lower order²⁸ - those are some of the principal improvements of aids to navigation which will be recommended by a committee of vessel masters representing lake transportation companies, which met Monday in the rooms of the Lake Carriers' licensed officers in the Bamlet building, Detroit. The substitution of the fixed lights for those of the flashing type in Livingstone Channel is urged as a change which will make it less difficult for masters or pilots to line up their vessels in passing through the channel. With the present system, described as "flicker lights," the captains say it is difficult to get the correct range.

Capt. John T. Smith has arrived home from Ashtabula after sailing all summer as mate on the steamer Weston.

The tug Trotter found U.S. gas buoy No. 7 Thursday of last week near Toledo and brought it into port. The ice had injured it very little.

December 27, 1912

Duff & Gatfield, marine reporters and vessel agents at Texas Landing and Livingstone Channel, are laid up for the winter.

The derrick and dredge Cuilene Rhue was taken to Windsor Saturday by the tug Trotter to work for the Wabash Railway in their new slip.

Capt. J.T. Hutton and Mate Walter Gibb are home for the winter after sailing all season on the steamer W.H. Wolfe. The steamer laid up at Duluth and they had a good season.

Detroit River in 1912 claimed 13 victims, as compared with 65 in 1911, the drowning list this year being the smallest in several years. Five were drowned from canoes, two from rowboats, one being drowned when the boat in which he was riding was run down by a steamer, while the others lost their lives while swimming or through falling into the river.

²⁸ Fresnel lenses, used in lighthouses beginning in the 1850s, were divided into six "orders', with six being the weakest and one the strongest. A sixth order lens was about 17" high and could be seen for up to 5 nautical miles. A second order lens was about 81" high and had a useful range of up to 20 nautical miles, with a relative brightness 11.54 times that of a sixth order lens. (Source: www.iwaniw.net/lights/lenses.htm)

After a battle with the ice and being caught in snowstorms on her way down from the Soo, the steamer W.D. Matthews passed down to Lake Erie on the way to Port Colborne Sunday afternoon, where she will go into winter quarters. The boat is reported to have met with a slight accident in Lake St. Clair Saturday morning. According to reports, she passed Pelee Light about 5 o'clock and was making good headway. Navigation is now officially closed, the steamer Matthews being the last big freighter to pass Detroit this season.

The steamer Osborn, built last winter by the American Shipbuilding Co. for the Pelee Island Sand & Gravel Co., has been sold by that company to the Superior Sand & Gravel Co. of Detroit. The Osborn was delivered at Detroit Tuesday.

The Sullivan tug Sydney T. Smith went to Detroit Monday to have a new wheel put on, she having struck a rock on the dumping ground. She will lay up in that city.

Albert Brown has arrived home from Courtright, where he has been chef on dredge No. 114 for the Department of Marine & Fisheries. The dredge laid up in Sarnia.

The tug Dalton McCarthy ran out her full length and her wheel was showing full on the rock pile at the foot of Bois Blanc Thursday night and the tug Marion E. Trotter worked for an hour before finally pulling her off her high perch.

The tug W.B. Aldrich, lighters Snowden, Prescott and Emma E. Tyson went into winter quarters Friday of last week. The tug Marion E. Trotter and steamer J.E. Mills went into winter quarters yesterday (Thursday) after a busy season.

The tug Sydney T. Smith and dredges Gladiator and Old Glory, tug Pauline Heckler, drillboat Dynamiter and two derrick scows have gone into winter quarters at the ferry dock. The tugs Sioux and Milwaukee and dredge No. 9, tug Columbia and dredge Hercules went to Detroit to lay up Friday last.

The drillboats Destroyer and Exploder of the M. Sullivan drill fleet came down from Detroit Christmas Eve in tow of the tug Columbia and are laying up at the foot of Gore Street.

Appendix A

from the Amherstburg Echo December 6, 1889

LOSS OF THE ANNA SMITH.

HENRY REAUME OF MALDEN, DROWNED.

An almost unprecedented event in the marine annals of Amherstburg and vicinity occurred during last week's severe storm on the upper lakes - being the loss of a sailor hailing from this port. At an early hour on Wednesday morning of last week, the steamship Anna Smith and her consort, the schooner Redwing, which were loaded with coal for Milwaukee, where they were going into winter quarters, were parted north of Cheboygan and the schooner went ashore at Hammond's Bay and is a total loss. After losing her consort, the Anna Smith proceeded and on Wednesday night struck near Cheboygan. After a terrible experience the crew, with the exception of the second mate, were rescued by a harbor tug. The second mate, Henry Reaume, was drowned. Those of the crew who were rescued were in a very exhausted condition. The steamship is pronounced a total loss. She was commanded by Capt. Tim Lemay, formerly of Amherstburg, an experienced and capable officer, and Andrew Anderson of this town was mate. The Anna Smith was built at Algonac by Navagh in 1873. She was rated A2, was valued at \$47,000 and insured for \$43,750. Both boats were owned by Parker Bros. of Detroit.

Henry Reaume was a son of Antoine F. Reaume of Malden and a brother of Dan. F. Reaume of Montreal. He was about 25 years of age.

Chief Engineer Dins of Detroit gives the following account of the loss of the Anna Smith:-"About 8 o'clock Wednesday night, the Smith struck and the captain headed her out into it for two hours to work her off the shore. By that time, however, she was leaking so badly that the pumps would not keep her free and she was headed for shore to save the crew. When she struck, the sea commenced to break over her and lifted her bodily around broadside to it and to the shore. The crew took refuge in the quarters forward, but during the night these were carried away. Then they went down below and tried to keep from freezing, though they found it hard work. In the morning she commenced to break up and the second mate, Henry Reaume, said he was going to try and reach the shore, which was only about two blocks away. He appeared to have become violently insane from exposure, got on a hatch cover and jumped overboard on the leeside, where the water was comparatively smooth. But he hadn't gone more than 20 feet from the boat when he was washed off. He sang out to throw him a line, which was done as promptly as the benumbed sailors could act. The second mate caught it, was pulled back to the boat and hoisted halfway up the side. But the cold had taken away his strength; he let go his grip and dropped back into the icy waters, which closed over him and he was seen no more. All day Thursday we suffered terribly from the cold and wet and from the fear of her going out from under us. We were near the shore, but after the fatal experience of the second mate we did not dare try and reach it. We suffered everything but death Thursday night. On Friday morning we sighted a steam barge going up and waved a tablecloth to her. She ran into Cheboygan and sent a tug to our rescue. The Smith broke up shortly after we left her. Fire had been built in the coal bunkers to enable them to keep warm and, when leaving, the fire had not been extinguished and caught the steamer and burned it to the water's edge."

OTHER DISASTERS.

There were numerous other disasters during the same storm.-The steam barge Calumet,

ashore at Fort Sheridan, has pounded to pieces.-The E.B. Blake, ashore at Mission Point, is a total loss. She was uninsured.-The barges G.W. Wesley and W.L. Peck, owned by J.W. Westcott of Detroit, broke loose from the steam barge Lowell and went ashore at Whitestone Point. The Peck is a total loss.-The steamship North Star returned to Port Huron after a terrible experience on Lake Huron. Her cabins were damaged and everything moveable on deck was washed overboard.-The steamer Albany, which left Chicago Wednesday with a general cargo of 2500 tons of corn, meal, flour, etc., was nearly swamped Thursday by being struck by a terrific sea off Point Little, which swept the decks of everything, stove in the forward bulkheads and crushed the forward cabin and officers' rooms, but she got back to Chicago.-The largest sailing vessel of the Great Lakes, the fivemaster David L. Dows, coal-laden, foundered in 42 feet of water 10 miles southeast of Chicago. She was being towed by the Aurora. The Dows had sprung a leak off Point Au Sable and the donkey engine, which was working the pumps, gave out. Sea after sea boarded her and when the Dunham wreckers came alongside of her, she was too far gone to be saved. The crew had barely left when the boat sank. She was valued at \$65,000 and insured for \$60,000.-The barges Mears and Midnight were being towed by the steam barge Wilhelm when the towline parted and the Wilhelm went into East Tawas alone. The two barges went ashore off Fish Point, Lake Huron, and the crew of the Midnight, thinking the Mears the best boat, got onto her as they were lying together. Elijah Powers, mate of the Midnight, while trying the pump was struck by a wave, which also shifted the water cask so that it struck Powers and broke his leg. David Mowat, a sailor, died from exposure. All suffered terribly before being rescued by the life-saving crew from East Tawas Point. Both boats are total wrecks and the Wilhelm lost her deckload of lumber and is considerably damaged.

Index

Ships with names of people are listed by first letter; eg, tug A. Chambers is listed under "A." **Boldface** type indicates a photograph or illustration. For numbered vessels, see under "No." (indexed as "number").

The Administration and	
A. Chambers (tug), 9, 54	accidents (continued)
A.E. Stewart (steamer), 72	Lake Ontario
Abbott,, Dr., 28	Burlington, ON, 1-2
Alba Poss 73-74	Cobourg, ON, 95-96
Abuse C. Harding (tug), 4, 9, 12, 19, 24, 25, 26, 29,	Duck Is., 92
30, 32, 33, 35, 53, 54-55, 56, 57, 58, 58-59, 67,	Port Hope, ON, 95-96
68, 69, 84, 96, 99, 102	Lake St. Clair, 69-70
accidents, 91-95	Lake Superior, 85, 86, 91-92, 93, 97-98
Detroit River, 15, 66, 79, 81, 85	Apostle Islands, 94
Anderdon, ON, 43	Duluth, MN, 70, 91-92
Ballard's Reef, 21, 67, 68, 69, 84	Iroquois Reef, 104-105
Belle Isle, 95	Manitou Is., 59, 70
Bois Blanc Is., 108	Marquette, MI, 80
Fighting Is., 58	Port Arthur, ON, 18
Grassy Is., 56-57	Portage Lake, 14-15
Lime-Kiln Crossing, 68, 69	Whitefish Point, 2, 93, 97
Livingstone Channel, 99	River Rouge, 56
Mamajuda Is., 1	St. Clair River, 15, 25, 61, 68, 101
Pache Is 13-14, 19-20	Fawn Is., 69
Walkerville, ON, 5, 9, 12, 21, 53-54	Port Huron, MI, 68
Lake Erie, 84, 92, 93	Sarnia, ON, 12
Bar Point, 4, 98	Stag Is., 67
Colchester, ON, 1	St. Lawrence River, 99
Kelley's Is., 92	St. Mary's River
Long Point, 58-59	Round Is., 97
Middle Sister Is., 25	Neebish Channel, 77
Pelee Is., 57, 58	Welland Canal, 65, 72, 95
Point Abino, 31	Active (tug), 67
Port Bruce, ON, 42	Ada Allen (steamer), 26
Port Burwell, ON, 92	Adams
Rondeau, 97	Milton, 54, 106
Sandusky, OH, 17	William, 54, 106
Lake Huron, 93	Addison,, 74
Fish Point, 110	Adella Shores (steamer), 93 aids to navigation, 11-12, 32, 33-34, 35, 51, 54, 104
Georgian Bay, 11	See also buoys; lighthouses; lightships
Hammond's Bay, 86, 109	See also buoys; fightiouses, fightismps
Middle Is., 27	in Livingstone Channel, 76
Mission Point, 110	responsibility for, 76
Outer Duck Is., 7, 16, 66	Albany (steamer), 110
Pointe aux Barques, 1	Albatross (barge), 11
Richard's Landing, 6	Alberta (steamer), 55, 85
Sturgeon Point, 72	Aldrich, Byron S., 34
Thunder Bay, 9	Aldrich (tug). See W.B. Aldrich
Whitestone Point, 110	Alexander, John Harold, Dr., 56
Whitestone 10th, 110	Alexander Maitland (barge), 68
Lake Michigan, 93	Alexander McDougall (steamer), 56
Chicago, IL, 110	Alexandria (steamer), 76
Fort Sheridan, IL, 109-110	The state of the s

Alfred Clarke (steamer), 8, 28, 48, 55, 57, 65, 98	Ballard's Reef
Alfred Krupp (barge), 67, 68	accidents at, 21, 67, 68 69, 84
Alice B. Norris (barge), 8	channel work, 32, 35, 49, 50, 53, 78 , 78-79, 80,
Allen	84, 95, 97
See Rose, John, Mrs.	lights at, 69, 70
C.C., 25	Baltzer, A., 107
C.C., Mrs. (née Burk), 25	Bannockburn (steamer), 92
James, Capt., 25, 101	Bar Point
William, Capt., 25-26	accidents at, 4, 98
Alva W. (fish tug), 50, 107	channel work at, 16, 22
Amaranth (lighthouse tender), 32, 33-34	Barbour, George H., 89
America (steamer), 69	Barclay (steamer), 58
American Bankers' Assn., 81	Barnard,, Capt., 105
American Eagle (tug), 43	Barnsford (steamer), 104
American Shipbuilding Co., 40, 50, 108	Barrett,, 18
American Steel & Wire Co., 5	Barron, Hector, 4
Amherstburg Dredging Co., 98	Bates & Rogers Construction Co., 1
Amherstburg Iron Works, 49	Battle of Lake Erie, 58
Amity (vessel), 25	Baxter, Dick, 22
Anchor Line, 8, 34, 93	Beamer, August Jr., 17
Anderdon, ON, accidents at, 43	Beauvais,, Capt., 31
Anderson	Beaverton (steamer), 54
Andrew, 109	Becker fleet, 4
Charles, 7, 26, 72	Belanger, Joseph, 64
John G., Capt., 19, 46	Belcoure. See Bellecoure
Walter, 54, 99	Belle Isle, accidents at, 95
William B., LieutCol., 62	Bellecoure
Andrews, Warren, 73-74	James, 106
Anna C. Minch (steamer), 104. See also Minch	Lewis, Capt., 23, 97
(barge)	Bernard
Anna Smith (steamer), 86, 109	Frank, Capt., 64, 73
Annie Moiles (tug), 31, 101	Jacques, Capt., 64
Annie Smith (tug), 101	John, Capt., 19, 24, 59, 61
Apostle Islands, accidents at, 94	Lewis, 67
Arcadia (lunber hooker), 93	Bertrand
Argo (ferry), 6	Everett, 98
Ariadne (fish tug), 50	Gurvin, 19
Ashley & Dustin, 13, 52, 59, 62, 63	John, 23
Assiniboia (steamer), 55	Lawrence, 90
Athabasca (steamer), 55	Simon, 54
Atkinson	Bessemer (ferry). See Marquette & Bessemer No. 2
C.L., Capt., 1	Best, Rube, 54
J.H.C., 67	Bezaire
Auffret, Frank, 57	Dolphus, 54-55
Augustus B. Wolvin (steamer), 95	Melville, 50
Aurora (vessel), 110	Birnbaum. See Morris Birnbaum & Co.
Austin, George, 2	Bixby, William H., Gen., 14, 42, 65, 101
33.00.00.00.00.00.00.00.00.00.00.00.00.0	Black, J.P., 107
Bainbridge, James, 34-35	
Baker,, Capt., 106	Blauvelt, John, Capt., 10
/ / - ·· r ·· , - · · ·	blizzards, 27, 97-98
	Bob Hackett (vessel), 62

1 1 1	
4-11-19	Bois Blanc dam, 97, 98-99, 102-103, 104
	Bois Blanc Island, 14, 19, 35, 58, 60, 84
	accidents at, 108
1 1 B.	Bois Blanc Lighthouse, 104, 106
	Bongard, B.W., Capt., 1-2
, ∭	Boone. See C.S. Boone Dredging Co.
	Boone, See C.S. Boone Broaging out
	Borland, Angus, 36
[[]	Boston, H.F., 71 Boston, MS, channel work at, 23, 24, 28, 35, 81, 96
7 1	Boston, MS, chamier work at, 25, 21, 25, 27
1 1 15	Bothnia (steamer), 67
	boundary, international, 22, 90
5	Bowers, Al., 52-53
7 5	Bowler
	James, 30
	Jeanette (Manson), 30
!) = a '	Boynton (tug), 56
A T A	breakwalls, Pêche Is., 35, 84
	Breakwater Co. (Philadelphia), 1
	Arthur \/
7 ~¶"	Droc See (T.H. Dicyllain & Dic.
	Rrian Boru (dredge), 8, 21, 28, 32, 33, 66, 61
	bridges, railway, 60
Ŋ)	- : 1:- Com 94
7 7 6	n :ia (steamer), 42, 04, 00-07, 00
	Promyell Charles S., Wajor, 42-45
	Brooks (tug). See Leroy Brooks
!! 	Drown
	Ada (Laframboise), 28
	Albert, 14, 108
	C.H., 23
T OF	C.W., 23
	Ed., 107
	George, 83
1)	Brown Bros., 26
r TN	Bruckman, F.W., 74
	numer John, 40
1	Buffalo (freighter), 73 Buffalo (freighter), 73 A d. 6, 8, 9, 10, 11, 12,
	Buffalo (freighter), 73 Buffalo Dredging Co., 2, 3, 3, 4, 6, 8, 9, 10, 11, 12, Buffalo Dredging Co., 2, 3, 3, 4, 6, 8, 9, 10, 11, 12, Buffalo Dredging Co., 2, 3, 3, 4, 6, 8, 9, 10, 11, 12,
	Buffalo Dredging Co., 2, 3, 3, 4, 5, 5, 50, 60, 61, 63, 67, 13, 14, 17, 18, 19, 23, 24, 26, 29, 30, 32, 33, 42, 13, 14, 17, 18, 19, 23, 54, 55, 56, 57, 59, 60, 61, 63, 67, 50, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 60, 61, 63, 61, 61, 61, 61, 61, 61, 61, 61, 61, 61
	47 40 53, 54, 55, 50, 57, 55, 60, 62, 62,
	- 40 75 76 79 84.70, 101
. T' M	"Buffalo John". See Blauvelt, John, Capt.
	Bulgaria (steamer), 29 buoys, 4, 29, 32, 33, 35, 49, 54, 104, 107 buoys, 4, 29, 32, 33, 35, 49, 54, 104, 107
<i>!</i>	buoys, 4, 29, 32, 33, 30, 41, 41, 41, 41, 41, 41, 41, 41, 41, 41
'I 🦈 🖟	Detroit River, 90
	Fighting Island, 77
L 1	Grubb's Reef, 77, 102
· 🖈 🛍	Lake Erie, 19
' 1	Burk C.C. Mrs
	See Allen, C.C., Mis.
"]	J.D., 25
n 1 1	Burlington, ON, accidents at, 1-2

```
Burnham, George H., Capt., 2
Bush, Walter, 70, 91
Butler, A.H., 69
Byers (tug). See James Byers
C. & B. See Cleveland & Buffalo Transportation Co.
C.B. Lockwood (steamer), 92
C.D. Thompson (tug), 25
C.F. Bielman Jr. (mailboat), 76
C.H. Little (sandsucker), 13-14, 20
C.H. Little & Co. (Detroit), 13, 34
C.H. Starke Dredge & Dock Co. (Milwaukee), 7, 31,
     84, 95, 98, 105
 C.P.R. See Canadian Pacific Railway
C.S. Boone Dredging Co. (Collingwood), 13, 33, 81,
 C.S.R. See Canada Southern Railway
 C.W. Cadwell (steamer), 31, centrepiece
 C. Wigle & Sons. See Colin Wigle & Sons
 Cable, B.S., 64
 Cadwell, C.W., 101
 Cadwell (steamer). See C.W. Cadwell
 Cadwell Sand & Gravel Co. (Windsor), 58
 Calderwood, Hugh, 100
 Caledonia (steamer), 25
 Callam, Alex. C., Capt., 34, 51
 Calumet (steam barge), 18, 109-110
 Campbell
     J.A.H., 67
     John H., Capt., 56, 73
      Walter E., 19, 103
 Campeau, Fred., 7
 Canada Southern Railway, 60
 Canadian Dept. of Marine & Fisheries. See Dept. of
     Marine & Fisheries
  Canadian Lake Line, 18
 Canadian Northern Railway, 4
 Canadian Pacific Railway, 55, 85
 Canadian Towing & Wrecking Co., 18, 49
  canals, 43. See also under specific names
  Cape Cod. See Boston
  Carlson
      Harry, 4, 14, 21
      Harry, Mrs., 17
   Carnegie Co., 5
   Caron
      Annie. See Laframboise, Annie (Caron)
       François, 28
   Carpenter, Elmer, 24, 100
   Carr, John, 59, 61
   Casgrain, T. Chase, 102
   Castalia (steamer), 4, 23, 34, 97
```

Causley, Archie, 2	Clark Names 52	
Cayuga (steamer), 44	Clark, Norman, 53	
Celtic (schooner), 92	Clarke (steamer). See Alfred Clarke	
Chamberlain, S.R., Capt., 93	Cleary, Francis, 66	
Chambers (tug). See A. Chambers	Clerge, Henry J., Capt., 15	
Chance, William, 18	Clemens	
channel work, 14, 37, 70, 80-81, 101	Al., 2	
Bar Point, 16, 22	Archie, Mrs., 2	
Boston, MS. See under Boston	Clement (steamer). See Stephen M. Clement	
Cape Cod. See Boston	Cleveland & Buffalo Transportation Co., 79, 96, 100	
Detroit River, 42	cooding, ON, accidents at, 95-96	
Ballard's Reef. See under Ballard's Reef	Coll. James M. Schoonmaker (freighter), 19	
Fighting Is., 71	Colborne	
Lime-Kiln Crossing, 80	Charles, 4, 18	
Kingsville, ON, 64	Gordon, 36	
Panama, 23	William, 18 Colchester, ON	
proposed depth of, 10	accidents at, 1	
River Rouge, 67, 84	dock at, 4	
Sault Ste. Marie Canal, 46-47		
Toledo, OH, 101, 104	Colin Wide & Sand (A. 105-106	
Wheatley, ON, 102	Collingua d'(tanàna (Amherstburg), 18, 99	
Charbonneau, Dan, 74	Collingwood (steamer), 15	
Charette, Gilbert, 95	Columbia (5.1 to) 20	
Charles Hubbard (steamer), 62	Columbia (fish tug), 80	
Charles E. Williams (tug), 8, 10, 11, 76	Columbia (steamer), 1, 18, 36, 61, 71	
Chattanooga (barge), 90	Columbia (tug), 21, 32, 35, 50, 52, 53, 54, 66, 75, 96, 99, 85, 105, 108	
Cherokee (steamer), 58	Columbian (schooner), 86	
Chicago drainage canal, 42, 44, 48	Comet (schooner), 25, 58	
Chicago Federation of Labor, 55	Connaught (scow), 33, 53	
Chicora (steamer), 44	Cook	
Chief Wawatam (ferry), 21	, Dr., 40	
Chilvers, C.H., 72-73	Harry, Capt., 26, 32, 99	
Chinook (sand barge), 101	Sidney, 107	
Chippewa (steamer), 44	Thomas, 56	
Chisholm (steamer), 97	Cooper, Thomas, Capt., 56, 57, 60, 64	
Christian, Thomas, 56	Cooper (tug). See George Cooper	
Circle (tug), 14-15	Cora B. (launch), 21, 24, 57	
City of Alpena (steamer), centrepiece	Corunna (steamer), 18, 44, 64	
City of Chatham (steamer), 6	Cote, Alphonse, 4, 23, 49, 53, 83	
City of Cleveland (steamer), 5, 43, 51-52,	Coulby, H., 88	
centrepiece	Cousins	
City of Detroit I (steamer), 43, 51, 52, 87		
	William H., 96	
City of Detroit II (steamer), 5, 51, 52, centrepiece	William H., Mrs., 96	
City of Detroit III (steamer), 5, 13, 20, 51, 52, 52 , 54,	Cowan, Lorne, 10, 14, 17	
63, 69, centrepiece	Cox, William, 73	
City of Genoa (steamer), 12	Coyle, Herbert, 64	
City of Mackinac (steamer), centrepiece	Craig (vessel), 15	
City of Mt. Clemens (steamer), 12, 13, 18, 99	Craven, Daniel, 56	
City of St. Ignace (steamer), centrepiece	Crescent City (vessel), 92	
City of the Straits (steamer), 51	Crispin Oglebay (steamer), 82	
Clarion (steamer), 93	Cross, W.J., 59	
	Cuba Libre (scow), 33, 53	

Cullen-Triestedt Co. (Chicago), 49 Culligan (steamer), 80 Cunning, Alexander, Capt., 1, 7-8, 8, 8-9, 10, 16, 34 66 customs laws. See under international relations Cutler,, 4 Cyclone (drillboat), 33, 53 Cyprus (steamer), 93 D. & B. See Detroit & Buffalo Line D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104 Detroit River Lighthouse, 87 Detroit Shipbuilding Co., 5, 73, 100	
Cunning, Alexander, Capt., 1, 7-8, 8, 8-9, 10, 16, 34 66 customs laws. See under international relations Cutler,, 4 Cyclone (drillboat), 33, 53 Cyprus (steamer), 93 D. & B. See Detroit & Buffalo Line D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (steamer), 6 Detroit (steamer), 6 Detroit Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
customs laws. See under international relations Cutler,, 4 Cyclone (drillboat), 33, 53 Cyprus (steamer), 93 D. & B. See Detroit & Buffalo Line D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	24
customs laws. See under international relations Cutler,, 4 Cyclone (drillboat), 33, 53 Cyprus (steamer), 93 D. & B. See Detroit & Buffalo Line D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	,,
Cutler,, 4 Cyclone (drillboat), 33, 53 Cyprus (steamer), 93 D. & B. See Detroit & Buffalo Line D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Cyclone (drillboat), 33, 53 Cyprus (steamer), 93 D. & B. See Detroit & Buffalo Line D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Cyprus (steamer), 93 D. & B. See Detroit & Buffalo Line D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Cyprus (steamer), 93 D. & B. See Detroit & Buffalo Line D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
D. & B. See Detroit & Cleveland Navigation Co. D. & C. See Detroit, Belle Isle & Windsor Ferry Co. D. M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
D. & C. See Detroit & Cleveland Navigation Co. D & W. See Detroit, Belle Isle & Windsor Ferry Co D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
D & W. See Detroit, Belle Isle & Windsor Ferry Co. D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	4
D.M. Clemson (steamer), 93 D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	.0.
D.N. Runnells (tug), 51, 63 D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
D. of G. (government tug), 12 D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
D.R. Van Allen (steamer), 79 Dalton McCarthy (tug), 6, 18, 108. See also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10: 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1: Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Dalton McCarthy (tug), 6, 18, 108. see also McCarthy (patrol boat) dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10, 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10, 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 11 Detroit (car ferry), 97 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
dam, Detroit River, 97, 98-99, 102-103, 104 Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104 it Biver Lighthouse, 87	
Dark, Collins, 60 David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104 it Biver Lighthouse, 87	
David L. Dows (schooner), 110 Davidson Steamship Co., 66 Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10: 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1: Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Davis F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
F.H.A., 74 Jeff, 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10: 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Jeff, Mrs., 36, 54 Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10, 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Jeff, Mrs., 36, 54 Dept. of Marine & Fisheries, 13, 25, 76, 81, 90, 10 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Dept. of Marine & Fisheries, 13, 23, 76, 81, 90, 16 108. See also docks, government Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	.00,
Desjardins, Paul, 54 Destroyer (drillboat), 32, 35, 49, 50, 53, 72, 100, 1 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Destroyer (drillboat), 32, 33, 47, 36, 68, 48, 59 Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Detroit (car ferry), 97 Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	108
Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Detroit (steamer), 6 Detroit, Belle Isle & Windsor Ferry Co., 6, 13, 19, 36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Detroit, Belle Isle & Whitsof Teny Co., et al., 26, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	9.
36, 75, 84, 103 dock, 29 Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Detroit Board of Commerce, 84, 87, 89 Detroit & Buffalo Line, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Detroit & Buffalo Lilie, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Detroit & Buffalo Lilie, 49 Detroit & Cleveland Navigation Co., 5, 13, 27, 43, 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Detroit & Cleveland Navigation Cost, v., 46, 51, 52, 63, 68, 69, 71, 95, centrepiece Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	3
Detroit, Monroe & Toledo Railroad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	٠,
Detroit, Monroe & Toledo Rainoad, 67 Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
Detroit River accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
accidents in. See under accidents buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104 proposed dam, 97, 98-99, 102-103, 104	
buoys, 90 channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
channel work, 42 proposed dam, 97, 98-99, 102-103, 104	
proposed dam, 97, 98-99, 102-103, 10	
: Diver Lighthouse, 8/	
Detroit Shipbuilding Co., 5, 73, 100	
Detroit Shipbunding	
70	
fire at, 79	
Dettrick	
Charles Jr., 21-22	
Charles Sr., 21-22	
VA.	

Dewhirst, ___, 90-91 Digger (dredge), 102 Dime Savings Bank, 81 Dins, ___, 109 divers, centrepiece. See also specific names Dixon, Charles Y., 37, 62, 71, 80, 81, 89 docks government (Amherstburg), 13, 17, 64, 70, 71, See also under specific names Dodds, John, Capt., 24 Dolan, T.J., 10 Dominion Fish Hatchery, 53 Don (launch), 36, 62, 71, 80, 98 Don Juan De Austria (vessel), 84 Donaldson, Hull, 73 Doremus, Frank E., 37 Doty, John, 48 Douglas (steamer), 97 Dove (steamer), 62 drainage canals Chicago, 42, 44, 48 Windsor, 27-28 Dredgemen's Union, 17, 61 Drillmen's Local 504, 8 drownings, number of, 107 Duck Is. (Lake Huron). See Outer Duck Is. Duck Is. (Lake Ontario), accidents at, 92 DuClos, Napoleon, 20 Duff Alex., 3 H.G., 8 Duff & Gatfield, 1, 56, 68, 83-84, 107 Duluth, MN, accidents at, 70, 91-92 Dumphy, ___, Capt., 36 Dunbar, O.E., 70, 89 Dunbar & Sullivan Dredging Co., 5, 8, 12, 17, 18, 19, 21, 24, 26, 28, 32-33, 35, 42, 46, 50, 51, 52, 53, 56, 65, 66, 67, 69, 73, 74, 81, 99, 105 list of fleet, 53 Duncan, John, 71 Duncanson, Orval, 54 Dunham (wreckers), 110 Dunscomb (lightship), 30 Dustin, Ed., 59. See also Ashley & Dustin Dynamiter (drillboat), 22, 32, 35, 49, 53, 108 E. Jacques & Sons, 101 E.A. Shores (steamer), 8, 11, 17, 19, 21, 23, 29, 31, 34, 35, 46, 53, 54, 58, 61, 73, 75, 104 E.B. Blake (vessel), 110

E.E. Tyson (lighter). See Emma E. Tyson

E.L. Fisher (steamer). See Edwin L. Fisher	Fish Point
E.L. Nielsen (schooner), 1	accidents at, 110
E.L. Wallace (steamer), 99	sandsuckers at, 57
Eagan, M.J., 70	Fisher (steamer). See Edwin L. Fisher
Eagle Wing (schooner), 86	Fisher (tug), 18
Earthquake (drillboat), 24, 33, 53, 73	fisheries, 22, 24, 26, 28, 31, 48, 50, 53, 54, 56, 57,
Eastern States (steamer), 5, 49, 52, centrepiece	62, 72, 80, 91, 102, 104
Eastland Navigation Co., 68, 69	Fitzgerald (steamer), 51
Easton (steamer), 104-105	fleets, proposed merger of, 23
Eber Ward (steamer), 86	Fleetwood (steamer), 85, 95
Edward Hines Lumber Co., 8, 98	Florey. See G.T. Florey & Son
Edward Smith (steamer), 29	fog lights, 107
Edwin L. Fisher (steamer), 1, 8, 9, 10, 12, 66	Fogg, Joseph G., 68
Elgea, Emily. See Manson, Emily (Elgea)	Fontaine, George, 10
Eliza Day (schooner), 9, 11	Forest City (steamer), 27, 47
Elliott, Dorian, Capt., 1 Elphicke, C., 70	Forget-Me-Not (lighthouse tender), 19, 46
	Fort Sheridan, IL, accidents at, 109-110
Emma E. Tyson (lighter), 8, 21, 29, 31, 58, 108 Empress (steamer), 4	Fortier, Charles, Capt., 24, 26, 32
England, William, 99	Fortune (steamer), 6
Epley, Ed., 73	Forwarder (steamer), 58
Erie & Western Transportation Co., 66	Foster
Erin (scow), 33, 53	James, Capt., 6
Essex (steamer), 6	Smith, 34, 56
Excelsior (steamer), 6, 14	Theo., 106
excursions, 13, 75	Fowler, Thomas, Capt., 19, 20
to Sugar Is., 12	Fox
Exploder (drillboat), 23, 32, 35, 49, 50, 53, 108	A.J., Capt., 75
7 (,,, 12, 12, 20, 23, 100	Albert, 40 Albert Jr., 6
F.B. Hackett (tug). See Francis B. Hackett	Esrias, 81
F.L. Robbins (steamer), 59	
Fair, G.E., 15	Orville, 72, 96 William G. Cont. 101
Fairmount (tug), 29	William G., Capt., 101
Fairport Fish Co., 42	Francis R. Hackett (typ.) 7, 21, 51, 52, 50, 72
Falken (lightship), 19, 23, 53, 102, 105. See also	Francis B. Hackett (tug), 7, 21, 51, 53, 59, 72, 96, 102, 104, 107
Southeast Shoal Lightship	Francis Wilder (steamer), 4, 69
Falls, F.M., 22	Frank E. Kirby (steamer), 52, 56
Falls Bros., 63, 83	Fraser (steamer), 32, 36
Farquharson, John, 59	, 64
Farrar Transportation Co., 15	
Faugh-a-Ballagh (derrick scow), 12, 33, 53	John, 98
Faustin (steamer), 10, 11, 29	Fred B. (tug), 11
Favorite (tug), 7, 8, 58, 64, 66, 68	Fred Lee (tug), 32, 55, 75
Fawn Island, accidents at, 69	freight. See tonnage
Federal Steel, 5	Fridays, superstitions about, 32, 50
Ferguson, J.H., 85	Frontenac (steamer), 90
Ferriss, Garnet, 54	Fulton, Hugh, 52-53
Fighting Island	Fulton (steamer), 67
	Fusha (motorboat), 30
accidents at, 58 buoys, 77	W.W. V. 1800 V
channel work, 71	G. Harber (schooner), 9
Filbert, Ben., 63	G.H. Breymann & Bro., 2, 17, 29, 67, 89, 99-100
	G.J. Grammar (steamer), 68

	G.T. Florey & Son (Amherstburg), 10
	G.W. Wesley (barge), 110
	G. Watson French (steamer), 69-70
	gambling, 68
	Garrow,, Judge, 66
	Gates, Robert, 76
	Gates (steamer). See John W. Gates
	Gatfield
	Duerson, 2-3
	W.N., 59
	See also Duff & Gatfield
	George Cooper (tug), 12, 16, 17, 24, 31-32
	George Dunbar (steamer), 92
	Grange H Breymann (tug), 99
	Georgian Bay, accidents in. See accidents, Lake
	Huron
	Gerard Fred "Fritz", 8, 56
	Fred, Mrs., 56
	Fred, Wils., 50
	Geronia (steamer), 6
	Gibb James, Mrs. (née Manson), 30
	John Sr., Mrs. (née Manson), 30
	Walter, 34, 55, 107
	Gilchrist Transportation Co., 12, 48
	Gilchrist Transportation Cos, 12,
	Gillespie, George, 43
	Gillies, David, 55
	Gillingham, James, Capt., 9, 11
	Ginzel, John, 7, 74
	Girardin
	A., 107 David C., Capt., 7, 55, 59, 106
	David C., Capt., 7, 33, 35, 100 David C., Mrs. (née Pizer), 55
	T. Count /
	David J., Capt., 7 Gladiator (dredge), 16, 18, 21, 32, 35, 50, 53, 54, 62,
	Gladiator (dredge), 10, 10, 21, 22,
	97, 106, 108
	Gold Standard (scow), 33, 53
	Goodchild, William, 81
	Goodchild, William, 92 Goodchild Bros., 24, 26, 31, 50, 81
	Goode, R.H., 6, 10, 17, 20, 25, 52,
	Gordon, Ross, 71 Gossoon (dredge/scow), 12, 32, 50, 53, 77
	Gott
	Earl, 19
	George, 105
ļ	Goular,, Capt., 86
	Goulder, Harvey D., 60
	government dock (Affilierstottig), 17, 61,
	Graham George, 107
	Grand Trunk Railroad, 97

```
Grant, Smith & Co. & Locher, 24, 36, 38, 39, 41,
    46-47, 50, 53, 89
Grassy Island, accidents at, 56-57
Graveline, Felix, 56
Great Lakes Dredge & Dock Co., 1, 4, 7, 10, 12, 15,
    16, 17, 18, 19, 20, 21, 22, 24, 26, 28, 29, 31-32,
    35, 47, 49, 51, 53, 62, 67, 72, 81, 89, 96, 101
Great Lakes Engineering Works, 10, 19, 41, 79, 82
Great Lakes Protective Assn., 51
Great Lakes Towing & Wrecking Co., 1, 8, 10, 16,
    19, 24, 56, 58, 59, 61, 62, 64, 66, 68, 69, 79, 83,
    85, 86, 106
Green, Thomas, 73-74
Greiling Bros. Co. (Green Bay), 49, 58, 67
Greyhound (steamer), 5, 46
Greyling Bros. See Greiling Bros.
Grisdale, Albert G., Capt., 61
Grosse Île
    bridge to, 74-75
     lighthouse, 62
     railway bridge on, 60
 Grubb's Reef, buoys, 77, 102
H.A. Meldrum (tug), 8, 10, 11, 14, 24, 26, 32, 33, 55,
     56, 75, 80
 H.H. Brown (steamer). See Harvey H. Brown
 Hackett
     __, Miss, 7
     Charles R., Capt., 18, 29, 49, 54, 79, 104
     Gordon, 7
     Howard, Capt., 22, 41
     Thomas, Capt., 48
 Hackett (tug). See Francis B. Hackett
 Hackett Towing & Wrecking Co., 49, 59, 104
     sale of, 51, 53
 Hagan, Thomas, Capt., 4, 9, 32, 53, 56, 96, 99
 Hamilton, James, 106
 Hamilton Steamboat Co., 44
 Hammond's Bay, accidents in, 86, 110
 Hamonic (steamer), 29, 50, 94
  Hancock
     James, Capt. See Handcock
      Robert "Babe", 75
 Hancock (lighthouse tender), 71, 80, 86, 87-88, 102
 Hand, Frank, Mrs. (née Lemay), 86
  Hand & Johnson Line, 7
 Handcock, James, Capt., 4, 18, 72
  Handy Andy (dredge), 14, 17, 29, 32, 33, 53, 56, 61,
       63-64, 65, 96, 105
  Hanley
       James, 100
       Thomas, Capt., 18, 42, 53
```

Hanna, D.B., 4 Harding (tug). See Abner C. Harding Hardison, William, 64 Harmon Frank, 35 John, 18 Harold (yacht), 80 Harris	Huronic (steamer), 29, 92 Hurricane (drillboat), 17, 18, 73, centrepiece Hustler (sand scow), 58, 101 Hutchinson Co. (Cleveland), 15, 36 Hutton John T., Capt., 34, 49, 50, 62, 63, 81, 107 John T., Mrs., 62	
E.E., Capt., 46, 48	I.M. Scott (steamer). See Isaac M. Scott	
Eldah, 105	ice, 40, 43, 43-44, 49, 50, 52	
Frank, 45-46	ice surveys, 40-41	
Jack, 45	Illinois (steamer), 25	
Harry E. Packer (steamer), 72	Imperial Tobacco Co., 55	
Hartnell (barge), 59	India (steamer), 83	
Harvey H. Brown (steamer), 7, 19, 30, 33, 54, 55, 59,	Ingham,, Capt., 12	
106	Inman (tug), 97	
Hassett, John, 46	insurance, 51, 96	
Hawgood, A.H., 1, 67	International Dredge Workers, 10	
Hawkes	International Joint Commission on Waterways, 22,	
H., Capt., 14, 26, 33, 80	76, 98, 100, 102-103	
H., Mrs., 14, 33, 80 Healey	International Navigation Congress, 62	
Arthur, 16	international relations, 72, 79, 105, 106	
John, 16, 68	boundary, 22, 90	
Heckler,, Capt., 62	customs laws, 9, 11	
Heckler (tug). See Pauline Heckler	pollution, 100	
Hedderich,, Capt., 101	Interstate Co. (Cleveland), 96	
Helen (steamer), 46	Iron Cliff (barge), 29, 53	
Helvetia (barge), 8	Iroquois (dredge), 65	
Henley, Robert, 57	Iroquois Reef, Lake Superior, accidents at, 104-105	
Henry, John, Capt., 9	Isaac M. Scott (steamer), 21, 58, 93 Ivy (launch), 87	
Henry Phipps (steamer), 15	Try (lauticit), 87	
Hercules (dredge), 32, 35, 53, 54, 66, 97, 108	J.B. Cowle (steamer), 93	
Heveral, Neal, 71	J.B. Ketchum (steamer). See John B. Ketchum	
Hewey, Ernest, 11	J.B. Wood (steamer), 93	
Himalaya (steamer), 25	J.E. Mills (steamer), 2, 6, 8, 9, 10, 11, 12, 21, 61, 68,	
Hines Lumber Co. See Edward Hines Lumber Co.	71, 80, 108	
Hollingworth, A.D., 22	J.F. Jarmin (tug), 61	
Hollis	J.J. Sullivan (steamer), 19, 24	
Eric, 59	J.L. Weeks (vessel), 97	
Ralph, 59	J.P. Morgan Jr. (steamer), 56, 87	
Home Rule (tug), 51, 59, 61	J.Q. Riddle (steamer), 27	
Hook, Bob, 11	J.T. Boyce (barge), 53	
Hope (steamer), 6	J.T. Hutchinson (steamer). See John T. Hutchinson	
hospital, marine, 28	J.T. Miner (tug), 24	
Hough, F.A., 66, 74	J.W. Westcott & Co., 70, 83, 88	
Howard L. Shaw (steamer), 34, 54	Jacques. See E. Jacques & Sons	
Hudson (steamer), 92	James Byers (tug), 101, 106	
Humble, Richard F., Capt., 15	James C. King (schooner), 86	
Hunt, Walter, 19, 46	James E. Davidson (steamer), 17, 58	
Hurley's dock (Detroit), 1	James Gayley (steamer), 70	
Huron (steamer), 6	James H. Hoyt (ore carrier), 13, 20	
	(old balliel), 13, 20	

	James H. Shrigley (steamer), 87, 98
T	James Oliver (steamer), 54
E	James Reid (tug), 81, 87
	Iarmin
3	Gertie, See Simpson, Gertie (Jarmin)
	James F., Capt., 13, 33, 35, 81, 99
1 5	Jean (tug), 72-73
	Jno. T. Hutchinson (steamer). See John T.
-	Hutchinson
	Johannsen, S.M., 58
	John B. Breymann (tug), 99
	John B. Ketchum No. 2 (steamer), 77
T	John B. Reicham No. 2 (seeman)
1 6	John C. (yacht), 56, 73
	John E. Hall (steamer), 92
	John E. Monk (tug), 43, 48, 54 John Harper (steamer), 6, 19, 22, 30-31, 33, 54, 56,
1	John Harper (steamer), 6, 17, 22, 55 54, 57, 75
	59, 72, 75, 105
	John J. Barlum (steamer), 54
	John Mitchell (steamer), 2
EI	John Oades (steamer), 86
1 1	John Owen (steamer), 33
	John P. Reiss (steamer), 31
	, m Hatchingon (steamer), 55, 50, 54
T fil	John W. Gates (steamer), 5, 9, 12, 13, 21, 53-54
	Johnson
	Dr. 76
1	See also Hand & Johnson Line
	. 11
	Johnston, A., 11 Joint Waterways Commission. See International Joint
	Cammission
1 0	Joliet (steamer), 15, 16, 25, 61, 68, 69
1.0	Jones
	Fay, 4
	George H., 51, 104
	George H., Mrs., 104
1.4	John F. Jr., Capt., 9
	John F. Sr., Capt., 9
# FE	Lewis, 13, 34, 61
	Lewis, 15, 5 i, 5
	Robert, 60
	Thomas, 34, 65
1 (1	W.B., 10, 16, 17
	Jones (steamer), 96
	Libenville, Fred, 9, 29
39	
	cteam naigel, 35-30. See the
120	(stoomer) CellifeDicce
	Juno (steamer), 26. See also Juneau
61	
	Kalvey, Aleck, 85
1/4	Kate Moffat (tug), 58, 62
	Kate Richmond (tug), 58
1	Keane, Tod, 64
11 //	Keane, Tod, v.

```
Keewatin (steamer), 55
Kelley's Is., accidents, 92
Kelly
    Charles, 55, 83, 88
    James M., Capt., 51, 56
Kemmet, Edward F., Capt., 10
Kemp
    Charles, 19
    Glen, 51
Kennedy (tug), 4
Kett
    David, 23
    Nathan, 59, 61
    Robert, 14
Kettle, George, 26
Kilcorse, R., 23
Kinch, William, 67
Kinch (tug). See W.H. Kinch
King
    Francis, 43
     Joseph, 68, 83, 86
     Percy, 65
Kingsville, ON, channel work, 64
 Kirby, ____, 65
Kirkendall, ___, Mrs., 9
Kirkpatrick, ___, Prof., 71
Kirtley, James, 54
 Kitchen, R.L., 22
 Kiwash. See Kiyoshka
 Kiyoshka
     Adam, 2, 41, 49, 72
     Arthur, 41
     Harry, Capt., 2
 Knight, Mary, 96
 L.L. Barth (steamer), 8, 97-98
 L.P. Smith (tug), 24, 32
 La Canadienne (government steamer), 65
 Labor Day, 75
 Lafayette (steamer), 92
  Laframboise
      Ada. See Brown, Ada (Laframboise)
      Agnes, 28
      Annie. See McFarland, Annie (Laframboise)
      Annie (Caron), 28
      Dan., 28
       Ferdinand, Capt., 28
       Francis, 28
       Frank, Capt., 24
      Jacques, Capt., 21, 24, 28, 57, 101, 106
       Jacques Sr., Capt., 28
```

Keena, J.T., 104

Laframboise (continued)	lighthouses, 11-12, 33-34, 63
Leo, 28	Belle Isle, 81
Lida, 28	Bois Blanc Is., 104, 106
Marie, 28	Colchester Reef, 30, 30, 105-106, 106
Philip, 28	Detroit River Light, 71, 87
William, 28	Grosse Île, 62
Laird, Peter, Capt., 106	lenses for, 107
Lake Carriers' Assn., 20, 38, 41, 44, 51, 62, 69, 70,	Livingstone Channel, 15, 18, 47-48, 80
76, 81, 84, 86, 87, 90, 107	Lonely Is., 11-12
Lake Erie	lights, 11-12. See also aids to navigation
accidents in. See under accidents	lightships, 35
Battle of, 58 Lake Erie Coal Co., 4	Lake Erie, 19
Lake Erie Coar Co., 4 Lake Erie Fish Co., 26, 91	Southeast Shoal, 4, 11, 19, 49, 102, 105,
Lake St. Clair, accidents in, 69-70	106. See also Falken (lightship)
Lake Seamen's Union, 55	Lime-Kiln Crossing, 18, 84-85
Lakeside (steamer), 106	accidents at, 68, 69
Lamb, H.J., Major, 62, 72	channel work, 80
Lambton (government steamer), 64, centrepiece	liquor, abolishment on ships, 62
Langham (steamer), 86	Little
Lawlor	C.H. See C.H. Little & Co.
Earl, 72	Nelson, Capt., 58
Walter, Capt., 33, 36	Livingstone
Lee, Sam, 35	Susan, 87, 88
Lee (machine shop). See Sam Lee	William, 38, 51, 81-82, 84, 88-89
Lee (tug). See Fred Lee	William, Mrs., 87, 88
Lehigh Valley Line, 27	Livingstone (steamer). See William Livingstone
Lehmann, William H., Mrs. (née Lemay), 85	Livingstone Channel, 3, 6, 7, 8, 12, 14, 20, 21, 22,
Leinster (scow), 33, 53	34, 36, 37-40, 41, 42, 53, 55, 56, 61, 62, 64-65,
Leland (steamer), 106	70, 71, 75, 77-79, 78 , 80-81, 81-83, 90, 96-97,
Lemay	accidents in, 99
See Hand, Frank, Mrs.	aids to navigation, 76-77, 84
See Lehmann, William H., Mrs.	fog lights in, 107
See Pillon, A., Mrs.	lighthouses for, 15, 18, 47-48, 80
Joseph, 86	lights in, 8, 68, 59, 96
Louis, 86	opening of, 46, 58, 63, 80, 81-82, 84-85, 86-90,
Rose, 86	centrepiece
Timese, Capt., 85-86, 109	reporting offices for, 68, 83-84
Victor, 86	rules of navigation for, 98
Vital, 86	spoil pile from, 90-91
ena (yacht), 80	Locher
enster (scow). See Leinster	C.H., 40, 83, 89
eroy Brooks (tug), 4, 36, 50, 53, 57, 68	G.P., 40
eslie, A., 4	•
censed Tugmen's Assn., 10	See also Grant, Smith & Co. & Locher
dwill, Dennis, 45	Locherville, 36, 37, 39-40. See also Stoney Is.
eboats, regulations regarding, 55, 59-60, 63, 66	Locke (barge), 95-96
e-saving stations	Lockerville. See Locherville
Point Pelee, 44	Logtus (schooner), 21
Port Colborne, ON, 31	Logan, William, Capt., 7, 61
	Logan (tug). See William Logan
	Lonely Island light, 11-12
	Long Point, accidents at, 58-59

	Longshoremen's Assn., 10
	Loop, Urias, 26
I H R	Lowell (steam barge), 110
	Lukes,, 73
	Lusk (steamer), 11
	Lydecker, G.J., Col., 71, 88
	M.C.R. See Michigan Central Railroad
	M. Sullivan Dredging Co., 16, 17, 18, 21, 22, 23, 24
	32, 34, 35, 42, 49, 50, 53, 54, 57, 60, 62, 63, 64
	67, 72, 75, 78, 85, 90, 97
ال ا	Macassa (steamer), 44
	MacPhail,, 64
	Magrath, Charles A., 102
	Maguire, George, 19
(a)	Mahon
7 16	, Capt., 33
	Al. J., Capt., 49, 54
*	Joseph E., Capt., 17, 35, 46, 53, 58, 61
	Walter, Capt., 35-36
	Mailloux,, Mrs., 53
	Maine (battleship), 66
#/	Maine (steamer), 4-5
	Mains, Robert "Sunny Jim", Capt., 33, 36, 51, 73
	Maisey, Robert, 19
	Malietoa (steamer), 25, centrepiece
TO TO	Maloney, Forest, Capt., 61-62
	Malott
	Fred., 105-106
Pa A' sa	Wilfrid, 105-106
	Mamajuda Is., accidents at, 1
	Manistique (steamer), 53
	Manitoba (steamer), 55 Manitou Is., accidents at, 59, 70
TIN	Manifouris., accidents as,
	Manola (steamer), 84 Mansfield Engineering Co., 47
e a a	Manson See Gibb, James, Mrs.; Gibb, John Sr., M
	Augustus, 30
	Emily (Elgea), 30
1	1. 20
	Hugh, 30 Jeanette. See Bowler, Jeanette (Manson)
	Cont 30
	t illian May, See Sinder, Linian Way (12222)
P	Walter John, 30, 33, 54, 59, 106
	William A., 30
4-17	e comi stations, 55
	Marguerite (supply boat), 57, 66, 56
	Mantin (schooner), 31
1	. 13 /lighthouse length 1, 31, 07, control opinion
-4	Marigota (fighthouse testatory) Marine & Fisheries Dept. See Dept. of Marine &
D, A N	Fisheries
	A

marine reporting offices, 70, 83-84, 88. See also Duff & Gatfield; J.W. Westcott & Co.
Marine Hospital (Detroit), 28
Marion E. Trotter (tug), 3, 6, 8, 10, 11, 14, 16, 17,
19, 21, 24, 26-27, 31, 32, 33, 36, 50, 57, 61, 62,
64, 67, 68, 71, 73, 75, 77, 81, 84, 91, 98, 102,
106, 107, 108
Marquette, MI, accidents at, 80
Marquette & Bessemer No. 2 (ferry), 42, 93
Marsch, John, 47
Marshall (steamer), 95
Martin
Billy, 11
Eli, 62
Martin (tug), 11
Martin Mullen (steamer), 14-15
Mary Bell (launch), 10
Mataafa (steamer), 69-70, 91-92
Matthews
Harry, 53
Lewis, 41
Mayville, Morris, 12
McAlpine, J.G., 25
McAlpine Co., 55
McArthur Bros. (Chicago), 1, 46-47, 49
McCaffrey, Freeman, 22
McCallum, Lauchlin, 50
McCarthy
Charles, 34
James, 51, 54
McCarthy (patrol boat), 98
McCarthy (tug). See Dalton McCarthy
McCormick Charles M., Comm., 33, 47, 48, 62, 89
Dave, Capt., 65
Eugene, Capt., 19
McCurdy
George, 34, 54, 106
Leroy, 56
McDonald, T.A., 23
McDowell
Ben, 34
Raymond, 34, 54, 106
Ruddy, 54
S., 57
McFarland
Annie (Laframboise), 28
John, 28
McGean, W.H., 15
McGee
Ernest, 72
Sam, 10, 73, 74

M-H-1 C 11 74	
McHugh, Gerald, 74	Montreal Transportation Co., 67
McKee,, 90-91	Mooney Bros., 26
McKellar, Peter, 25	Moore
McKinley, James, Capt., 32, 33, 85 McLean	J.B., Justice, 89
	Walter F., 76
John "Jack", 19, 34-35, 56 W.A., 91	Moore Group, 5
McNaughton, R.B., 70, 89	Morgan, J.P., 5
McQueen, John S., Capt., 4, 53, 56, 68, 71	Morin
McTaggart, William, Capt., 4, 55, 56, 68, 71	Joseph, Capt., 24
Mears (barge), 110	William, 24
Meehan, James, 19	Morrell (revenue cutter), 86, 87
Meldrum (tug). See H.A. Meldrum	Morris Birnbaum & Co., 36
Melia, Dick, 11	Morrison,, Capt., 49
Melvina (barge), 10	Mowat, David, 110
Menlove,, 25	Mullen
Meno, Fred. J., Capt., 19-20, 95	John G., 8, 19, 24, 49, 75
Menzies	Robert, 49
John, 68	Mullen Coal Co., 8, 11, 17, 19, 21, 23, 24, 29, 31, 34,
William, 2, 10, 19, 24, 64, 72-73	40, 49, 33, 34, 38, 61, 73, 75, 104
Merchants' Line, 62	Munson,, Capt., 84, 105
Mero	Munster (scow), 33, 53
Lewis, 24	Murray, Michael, 16
Pete, 24	Mutual Steamship Co., 82
Merry Widow (launch), 17	
Michigan Central Railroad, 60, 97	Nagel,, 63
Michigan Navigation Co., 81	Naomi (steamer), 93
Michigan & Ohio Cement Co., 43	National Steel, 5
Mickle, Andrew, 99	Nattress
	George, 52
Middle Is., Lake Huron, accidents at, 27	Leonard, 52
Middle Sister Is., Lake Erie, accidents at, 25	Thomas, Rev., 52
Middleditch	navigation
Charlie, 57	aids to. See aids to navigation
Harry "Pete", 57, 67	closing of, 32, 33-34, 35, 51, 58, 96, 104, 108
Midland King (steamer), 21	opening of, 43-44, 50, 54, 60
Midnight (barge), 110	Neebish Channel, accidents in, 77
Milinokett (steamer), 33, 54	Nellie (scow), 14
Milliard, Ralph, Capt., 26, 85, 96	Nettleton (steamer), 33
Millinokett (steamer). See Milinokett	Nevada (vessel), 43
Mills (steamer). See J.E. Mills	New York Central & Hudson River Railroad, 73
Milne, George, 19-20, 95	Newell Hubbard (schooner), 79
Milwaukee (tug), 7, 84, 105, 108	Newman (lighter). See T.F. Newman
Minch (barge), 14. See also Anna C. Minch (steamer)	Niagara (battleship), 58
Minneapolis (steamer), 86	Niagara Navigation Co., 44
Minnie, Alphon, 74	Nicholson
Mission Point, Lake Huron, accidents at, 110	
	Alfred, Capt., 101
Mississippi River Commission, 73	Duncan, Capt., 19, 103
Mitchell fleet, 70	Nipigon (steamer), 98
Modjeska (steamer), 44	Noah & Wolfe (Windsor), 43
Mohawk (launch), 74	Nokomis (yacht), 62
Monroe, James, 56, 106	Normania (steamer), 68
Montezuma (vessel), 66	North Land (steamer) 62

	North Star (steamer), 110, centrepiece
	North Western (dredge), 17
	Northern Dredging Co., 67
	Northern Light (steamer), 76
	Northern Navigation Co., 29, 50, 100-101
- 6	Northern Queen (steamer), 68
	Northern Transportation Co., 4-5
3	No. 1 (dredge, Buffalo Dredging Co.), 6, 12, 19, 23,
	32, 55, 75, 76
1 6	No. 1 (drillboat, Buffalo Dredging Co.), 16
	No. 1 (scow), 97
(8)	No. 2 (dredge, Breymann Bros.), 99
	No. 2 (drillboat, Buffalo Dredging Co.), 5, 4, 6, 51,
	53, 55, 61, 63, 75, 79
	No. 3 (derrick, M. Sullivan Dredging Co.), 24, 53
	No. 3 (dredge, Breymann Bros.), 2
	No. 3 (dredge, Great Lakes D. & D. Co.), 15, 18, 21,
	22, 24, 28, 29, 31-32
100	No. 3 (drillboat, Great Lakes D. & D. Co.), 26
61	2 (cook Buffalo Dredging Co.), 4
	(1 - 1-a Great Lakes I) & D. Cu., 10
	No. 4 (dredge, Great Lakes D. & D. Co.), 4, 7, 32,
-	25
	No. 5 (derrick, M. Sullivan Dredging Co.), 53
	No. 5 (derrick scow, Buffalo Dredging Co.), 5, 5, 52,
	55 61 63 67
1 0	No. 5 (scow, Breymann Bros.), 99
	N= 6 (oil harge), 23
	Decemann BIOS 1 77
	No. 6 (scow, Breymann Bross), 3-4, 11, 14, No. 7 (dredge, Buffalo Dredging Co.), 3-4, 11, 14,
- 6	17.54
	No. 7 (scow, Breymann Bros.), 99
1.81	a (1 Jan (H SMIKE D. & D. Co.), 5-
	No. 8 (scow, Breymann Blos.), 61, 35 No. 9 (dredge, C.H. Starke D. & D. Co.), 84, 95, 98,
30	
	No. 9 (dredge, M. Sullivan Dredging Co.), 108
	No. 9 (scow, Dunbar & Sullivan), 33, 53 No. 10 (scow, Dunbar & Sullivan), 38, 53
1.51	No. 11 (derrick scow, Great Lakes D. C.
),	
	No. 16 (scow, Buttalo Dredging Co.), 11
	No. 17 (scow), 07
	No. 18 (lightship), 33
	No. 18 (lightship), 33 No. 114 (dredge, Canadian Government), 108
- CI	O.M. Fields (tug), 3, 5, 79
	(4) 10 31 3/
	Ohio (tug), 19, 51, 52 Old Glory (dredge), 64, 65, 67, 79, 81, 108
70	Olga (lighter), 7
4	0.8

Ira, 7 Orin, 23 Ontario (dredge), 71 Ontario & Quebec Navigation Co., 6 Osborn, William, 74 Osborn (steamer), 108 Ossifrage (steamer), 13 Ouellette, Albemi, 29 Outer Duck Is., accidents at, 7, 16, 66 Owana (steamer), 5 Owen, George, Capt., 42 Paddy Myles (tug), 19, 21, 33, 34-35, 53, 61 Paipoonge (steamer), 76 Palmatier, Ray, 62 Pan-American (dredge), 8, 9, 14, 18, 29, 32, 36, 54, 55, 59, 73, 75 Panama Canal, 23, 105 Papoose (steamer), 14, 35, 36, 62 Park ___, 25 ____ (superintendent of lighthouses), 47
Park (steamer). See Thomas F. Park Parker, William, Capt., 24, 28, 53, 72, 102 Parker Bros., 86, 109 Parks Foster (steamer), 69 Parry-Jones, R., 42 passengers definition of, 64 number of, 12-13 regulations regarding, 59-60, 66 Patrick, Mason M., Lieut.-Col., 65-66, 71, 78, 80, 87, 89, 96, 98, 102 Patterson, Thomas A., Capt., 52, 105 Patton, Ed. A., 31 Pauline Heckler (tug), 64, 65, 67, 79, 108 Pearson & Sons. See S. Pearson & Sons Pêche Is. accidents at, 13-14, 19-20 breakwall at, 35, 84 Pedro, Tony, 67 Pelee Island, 44-46, 55, 57 accidents at, 57, 58 new steamer for, 100-101 Pelee Is. & Lake Erie Navigation Co., 95, 101 Pelee Is. Sand & Gravel Co., 40, 108 Pelee Navigation Co., 8 Peltier (dredge), 26-27, 81 Pennsylvania (tug), 33, 40, 53, 56, 69, 79, 80, 99, 106 Penobscot (steamer), 7

Ong

Percheron Steam Navigation Co., 81	Prussia (steamer), 94
Pere Marquette No. 18 (steamer), 93	Pugsley,, Hon. Dr., 71
Pere Marquette Railroad, 4, 33, 35, 106	Pulford, Milton, 35
Perry,, Comm., 58	Put-in-Bay (steamer), 6, 13, 58, 59, 63, 75-76
Peter Reiss (steamer), 61	Put-in-Bay Board of Trade, 58
Peterskin, D., Capt., 70	Putcham,, 31
Phil Sheridan (tug), 7, 26, 53, 60, 61, 64	
Pillon	Quickstep (tug), 43
A., Mrs. (née Lemay), 86	Quincey A. Shaw (freighter), 54
Lloyd, 69	, ,, ,,
William, 96	R.N. Rice (steamer), 43
Pine Lake (steamer), 85, 95, 97	R.W. England (steamer), 92
Pineau, Joseph, 18, 19	Rabiteau, E., 23
Pineau's engine works, 48	racing, 41
Pirate (yacht), 22	railways
Pittsburg Steamship Co., 9, 12, 15, 21, 46, 53-54, 61,	Canada Southern Railway, 60
68, 69, 88	Canadian Northern Railway, 4
Pittsburgh Coal Co., 4, 13, 17, 18, 19, 22, 23, 30, 31,	Canadian Pacific Railway, 55, 85
33, 36, 54, 56, 59, 64, 71, 72, 73, 75, 83, 105	Detroit, Monroe & Toledo Railroad 67
Pizer	Grand I runk Railroad, 97
R., 19, 55, 59	Michigan Central Railroad, 60, 97
William, Capt., 33, 54	New York Central & Hudson River Railroad 72
Pleasure (steamer), 42	rele Marquette Railroad, 4, 33, 35, 106
Plummer (steamer), 61	Wabash Railway, 97, 107
Point Abino, accidents at, 31	Windsor, Essex & Lakeshore Railway, 90
Point Pelee, life-saving station at, 44	Raleigh (steamer), 31
Pointe aux Barques, accidents at, 1	Ralph (tug), 11
pollution, 100	Ranger (fish tug), 24, 28, 72
Port Arthur, ON, accidents at, 18	Reaume
Port Bruce, ON, accidents at, 42	Antoine F., 109
Port Burwell, ON, accidents, 92	Dan. F., 109
Port Colborne, ON, life-saving station at, 31	Henry, 109
Port Hope, ON, accidents at, 68	Redwing (schooner), 109
Port Huron, MI, accidents at, 68	Reid Wrecking Co., 18
Port McCalla, 50	Reindeer (tug), 62
Port Stanley, ON, 4	Reiss (steamer). See John P. Reiss; Peter Reiss
Port Weller, ON, 50	Reiss Coal Co., 31, 49, 61
Portage Lake, accidents in, 14-15	Reliance (steamer), 68
Post Fish Co. (Chatham), 22	Renaud,, 74
Pouget, Norman, 29	Rensselaer (steamer), 70, 84
Powell, H.A, 102	Rescue (lighter), 12, 58, 68, 69, 84
Powers	Reuben Dowd (schooner), 86
Elijah, 110	Rice, Frank, Capt., 25
John, 23	Richard
Precious, Joseph N., 101	Alex, 9
Prescott (derrick scow), 49, 108	Roy, 4, 35
Preston (scow), 18	Richard's Landing, accidents at, 6
Price	River Rouge
John, Capt., 42	•
William, 7, 66	accidents in, 56
Promise (steamer), centrepiece	channel work, 67, 84
Protective Policy (scow), 33, 53	Riverside Flouring Mills, 12
	Robarge, George, Capt., 1

	!		
	' []		robber Robin <i>Roche</i>
	- 11		Rocke
			Roger Rodd,
			Ronde Roone
	-		F F
	-		Root,
	-		<i>Rooth</i> Rose
	•		7
	<u> </u>	r 4	Roun
	.		Rove: Runn
	_		Russe
			Ryan
	. Ţ]
	F	TIN	;]
	4]
		T I N	
	ų į	-17	S.B.
	F	} •• ₹ •	S.J.
	T.		<i>S.K.</i> S. Pe
			S.S.
			Sabi <i>Sacl</i>
	1.		Sagi
	or I		<i>St. C</i> St. C
	7		St. I
	an P		
	T.		St. I St. I
	_	7. A N	Ste.
			Salv San
		A 1	sano
· · · · · · · · · · · · · · · · · · ·	4		San San
N T		L- 1/1	San
	1		<i>Sar</i> San

peries, 73-74	Sault Ste. Marie canal, 1, 14, 46-47, 49, 94,
inson, William, 19	centrepiece
hester (steamer), 97	Sawyer, Tom, 66
kefeller,, 5, 95	Sawyers, Raymond, 107
ers. See Bates & Rogers	Schantz, A.A., 43, 69, 71
d, J.H., 66	Schene, Mike, 26
deau, accidents at, 97	Scott, Thomas, 61
	Scott (steamer). See Isaac M. Scott
ney Fred., 54	See,, 62
Fred., Mrs., 54	See Me (yacht), 48
Fred., VII.S., 54	Seeandbee (steamer), 96, 100
ot, Frank D., Capt., 16, 34 oth (tug). See W.A. Rooth	Seguin (steamer), 57
	Senator (steamer), 79
John, Mrs. (née Allen), 25	Sevona (vessel), 92
John, Mis. (lee Allen), 25	Sharpensteen,, 21
Walter, Capt., 25	Shaughraun (tug), 4, 14, 21, 24, 28, 33, 34, 50, 53,
and Island, accidents at, 97	68, 73, 105
ver (tug), 20	Shaun Rhue (tug), 6, 13, 33, 36, 53, 73
nnells (tug). See D.N. Runnells	Sheadle, J.H., 88
ssell, George H., 89	Sheldon, B.S., 107
an	Shelton, H., 23
Frank, 28	Shepherd
John Jr., 35, 72	, 69
Joseph J., 18	Edward H., Mrs., 2
Paul, 24, 72	Sheridan (tug). See Phil Sheridan
Robert, 72	Shewfelt
Thomas, Capt., 18	Bert, 36
William, 72	William, Mrs., 36
	Shipmasters' Assn., 34, 86
3. Way (steamer), 82	Shores (steamer). See E.A. Shores
Macy (steamer), 92	Sicklesteel, Milton, 49
Z Martin (freighter), 84	Simon Langell (steamer), 56-57
Pearson & Sons (New York), 1	Simpson
5. Perry (steamer), 67	C.C., Rev., 13, 99
Lin I C 20	Gertie (Jarmin), 13, 99
t (gand steamer), 34, 03	Sinaloa (freighter), 87
ainaw River, survey of, 47	Sinasac, James, 26
	Sioux (tug), 31, 108
Celestine (schooler), 55 Clair River, accidents, 15, 25, 61, 68, 101	Slip-a-way (yacht), 33, 53
Lawrence River	Slock,, Capt., 14, 15
accidents in, 99	slot machines, 68, 69
untraf 90	Smead (vessel), 58
Mary's River, accidents in, 77	
Mary s River, and	Smith Clarence R., 54
Paul (tug), 71 e. Claire (steamer), 13	
e. Claire (steamer), 12	John T., Capt., 107
alvador, Tony, Capt., 28 am Lee (machine shop), 33, 53	Mortimore, 54
im Lee (machine shop), 55, 57	Roderick, 107
nd industry, 34, 56, 57, 70	W.W., Capt., 12, 16, 21, 61, 68, 69, 84
andusky, OH, accidents at, 17	See also Grant, Smith & Co. & Locher
andwich Fish Hatcheries, 72	
anford, Alvin, 65, 96	
aranac (steamer), 27, 87	
ornia ON, accidents at, 12	

Snider	surveys, 57, 90
Charles, 61	ice, 40-41
Frank, 30	Saginaw River, 49
Lillian May (Manson), 30	Sutton, James, 3
Snowden (lighter), 16, 56, 108	Swallow (schooner), 94
Snyder (steamer), 9	Sweepstakes (tug), 62
Soo. See Sault Ste. Marie	Sydney T. Smith (tug), 53, 54, 56, 108
Southeast Shoal Lightship, 4, 11, 19, 33, 49, 53, 102,	7, 70, 71, 30, 100
105, 106	T.F. Newman (lighter), 58, 69, 106
Spalpeen (tug), 13, 21, 33	Taguz (steamer), 57
Springer's Boiler Works, 13	Tampa (steamer), 5, 6, 9, 12, 21, 53-54
Stafford	Tashmoo (steamer), 60, 75, centrepiece
Helen, 7	Tasker, W.K., 4
Marjorie, 7	Tawney, James A., 102
Stag Is., accidents at, 67	Taylor, Joseph, 26
Standard Oil Co., 4, 30	Tecumseh (tug), 65
Star-Cole Line, 6	Teeter,, Dr., 66
Starke. See C.H. Starke D. & D. Co.	Thistle (fish tug), 22
State of New York (steamer), centrepiece	Thomas
Statton, John, 63	Banker, 25
Steam Shovel & Dredgemen's Assn., 10	Philip, 54
Steel Trust, 5, 13, 14, 16, 17, 34, 56, 67, 69, 84	Thomas Adams (steamer), 35
Steffins, John, 22	Thomas Barlum (steamer). See Thomas J. Barlum
Stephen M. Clement (steamer), 8, 9	Thomas Corwin (steamer), 58
Stephenson, J.A., 41-42	Thomas E. Cole (steamer), 95
Stevenson, John, 13	Thomas F. Park (steamer), 25
Stewart	Thomas J. Barlum (steamer), 49, 51, 54, 57
,90	Thomas Maytham (freighter) 48
, Capt., 27	Thompson
J.W., 102	A.E., 47
James, 18, 33, 53	A.J., 59
Stoney Is., 37-40, 41, 53, 83, 89. See also Locherville	John, Sir, 102
railway bridge on, 60	S.R., 102
Storm (steamer), 58	Thrasher, Devere, 57
storm signals, 22, 31	Thunder Bay (Lake Huron), accidents in, 9
Streeter, Frank S., 102	Tim Healey (tug), 81
Sturgeon Point, accidents at, 72	Tipperary Boy (dredge), 13, 21, 32, 50, 53, 63-64, 65
Suffel, Michael, 15	Titanic (steamer), 55, 59
Sullivan	Tobin
D., Capt., 89	Clyde M., Capt., 8, 24, 73
John, 54, 65	Edward, 33, 54, 61
John B., 54	Todd, Eva, 96
M, 19. See also M. Sullivan Dredging Co.	Toiler (steamer), 20
Michael F., 66	Toledo, OH, channel work, 101, 104
Richard, 28	Toledo Fueling Co., 75
Sullivan (steamer). See J.J. Sullivan	있다면 전혀 가게 되어 보면 있다. 이 전에 가게 해를 보고 하겠습니다. 하게 하게 되었다.
Sultana (steamer), 58-59	Tolman (barge), 68
Superior Sand & Gravel Co., 108	Tolmie (lighter), 73, 97, 99
superstitions, 32, 50	Tomlinson, G.A., 17, 58, 88-89
Surveyor (yacht), 80	tonnage, amount of, 2, 11, 20, 22, 85
can reyor (yacin), ou	Tooker, George, 15
	Tormey, Ed., Capt., 12
	Tousley,, Capt., 87

	Townsend
	C. McD., Col., 1, 3, 37, 46, 62, 65-66, 73, 89
- 6	R.E., 15
	Transfer (car ferry), 97
	Transport (car ferry), 97
-	Trepanier
	Joseph, Capt., 99
	Thomas, 99
	Triestedt. See Cullen-Triestedt
- 6	Trotter, Fred J., Capt., 16, 49
	m Ham (typ) See Marion E. Trotter
195	Trotter Towing & Wrecking Co., 3, 9, 10, 11, 12, 10
-	21, 33, 41, 61, 68, 71, 97
	Troy (barge), 73
	The Cas Steel Trust: Tug Trust
	Tug Trust, 4, 19, 29, 33, 40, 57, 60, 63, 99
61	tugs, firemen on, 15
	Turbine Steamship Co., 44
	Turbinia (steamer), 1-2, 44
1 1 0	Turret Cape (steamer), 27
	T ton Albert 4
	Tyson (lighter). See Emma E. Tyson
- 30	
	U.S. Navy, 101
	II S War Dept., 76, 84, 97, 98
9)	Imbria (steamer), 1, 104
1 11	$t_{i,j}=dilla$ (harge), 33
	Unbehoun, Lewis, Capt., 3, 3, 79
	mions 15, 55, 61, 69
	Dredgemen's Union, 17
	p :11-man's I ocal 504, 8
	Laternational Dredge Workers, 10
	Licensed Tugmen's Assn., 10
10	1 - namen's ASSI 10
10	Steam Shovel & Dredgemen's Assin, 10
	Utica (steamer), 27
	Valkyrie (yacht), 24
	Voughn, William J., 23
	Vedder, Ethel, 14
0	Vant
	, Capt., 11
	Mrs., 11
	vacht), 4
1 1	vessels, number of, 2
1 1/4	(ccow) 20
	Victoria (steamer), 0, 14, 50
0	vigilant (cruiser), 50
	Violet (launch), 64-63
	Vogel, Arthur H., 67
	, 05-1

W.A. Rooth (tug), 4, 7, 32, 58, 60-61

W.D. Matthews (steamer), 108

Railway

W.B. Aldrich (tug), 32, 36, 48, 54, 69, 96, 108

W.E. & L.S. See Windsor, Essex and Lakeshore

Whalen
James, 49, 51
Joseph, 101
Whalen (tug), 18
Whalen Co. (Port Arthur), 59, 60
Wharry, John, Capt., 27
Wheatley, ON, channel work, 102
whistles, bylaw regarding, 73
White
Joseph, Capt., 62
Sol., 62
T.B., 62
White Star (launch), 12
White Star Line, 5, 13, 46, 53, 62, 86
whitefish. See fisheries
Whitefish Point, accidents at, 2, 93, 97
Whitestone Point, accidents at, 110
Wigle
Colin. See Colin Wigle & Sons
Orley, 107
Wilcox, William, 24
Wilhelm (steam barge), 110
Wilkinson
Lewis, Capt., 44
William, Capt., 9
William E. Corey (steamer), 87, 90, 94
William E. Fitzgerald (steamer), 34
William Edenborn (steamer), 92
William H. Wolfe (steamer), 34, 50, 55, 62, 81, 107
William Livingstone (steamer), 81-82, 84, 86, 87, 88
centrepiece
William Livingstone Light, 81
William Logan (tug), 10, 50, 51, 60, 61, 101, 104
William P. Snyder Jr. (steamer), 41, 50, 104
Williams, Ralph, 67
Williams (tug). See Charles E. Williams
Willis L. King (steamer), 96
Willoughby, W.J., Capt., 22, 59
Wilson
Art, 56
Cornelius, 56
Harry, 26
Norman, 34, 54, 106
Simon, 34, 54
Windsor Dredging Co., 26, 27-28, 49, 81
Windsor, Essex & Lakeshore Railway, 90
Windsor & Pelee Navigation Co., 101
Wineman, Henry, 21, 54
Wingfield, Roland, 25
Winnipeg (barge), 21
wireless apparatus, regulations regarding, 105
Wisconsin (freighter), 87

Wise William, 31 William, Mrs., 31 Wissahickon (steamer), 7, 8-9, 16, 34, 66 Wm. See William Wolfe. See Noah & Wolfe Wolfe (steamer). See William H. Wolfe Wolvin, A.B., 95 Wood, ___, Gen., 14 Woodruff, Edward L., 89, 97 Woods Edward, 54 J.H., 71 Woods' dock, 17 Woods' machine shop, 15 wrecks, removal of, 25 Wright Allen E., 49 Henry, 70, 91 L.L., 107 See also Westcott & Wright Wyandotte (steamer), 1 Wyandotte Transportation Co., 1 Wyoming (steamer), 18 Young Theodore, Capt., 81

Young Theodore, Capt., 8 William, Capt., 1 Yuma (freighter), 87

Zimmerman (steamer), 29

Indexed by Jennifer MacLeod