

# *Echo* SOUNDINGS

MARINE NEWS of 1905-1906

As originally published in the  
*Amherstburg Echo*



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Excerpts from the  
*Amherstburg Echo*



Volume VI, Number 1  
Spring 2004

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## Introduction

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

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

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

1905

February 10, 1905

**Death of Captain John Duncanson.**-Capt. John Duncanson, one of the early settlers in this town and also one of the best known of the early lake and river pioneers, died at his home on Ramsay Street Friday morning last at the age of 82 years, 2 months and 17 days, after a general decline of several months. In fact, the captain's health had been poor for the past five years and at one time before his family was called home the state of his health had become so critical. To the last few weeks, however, he kept on his feet and there was hardly a day that he did not walk up the street. The end came peacefully and all his family was around at the final summons. The funeral took place from the house on Monday afternoon, services being conducted by Rev. Thos. Nattress, pastor of St. Andrew's Church of which deceased was a member. Rev. A. Macgillivray, M.A., of Chatham, who was here, assisted at the obsequies. The remains were laid to rest in Rose Hill Cemetery, the following old neighbors and friends being pallbearers: John D. Cousins, C.Y. Dixon, E.W. Honner, David Ireland, Capt. J. Laframboise and H.G. Duff. The day was very cold, but despite that a large number turned out to the funeral. The deceased was born in Argyleshire, Scotland, in 1822 and at the age of 12 years took to the seas. He settled at Amherstburg and from here sailed a number of steam craft in the early sixties, chief among those were the clipper ships *T.F. Park* and *Ellen Park* carrying package freight from Chicago to Liverpool. He retired from active work about sixteen years ago but later for a couple of years carried on a forwarding business at the dock here. After that he settled down to a well-earned rest. He was married March 9th, 1854, in the Episcopal Church to Sarah Ward and she bore him five children as follows:-Elizabeth, Mrs. F.P. Scratch; Capt. Joseph, Capt. Don. J. and Capt. John of Detroit; and Mrs. Dr. Lambert of Wyandotte. Mrs. Duncanson died in February 1895. All three sons have been prominently identified with lake marine and are sailing giant freighters. Two sisters also survive, Mrs. Reford of Toronto and Mrs. Laing of California. The latter could not get here on account of distance and the former owing to illness.

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February 24, 1905

Capt. Baxter of the lighthouse steamer *Haze* resigned his position and will no doubt leave the lakes forever. Capt. Baxter has sailed the *Haze* for seventeen seasons and has made the best of records. There is to be a new steamer as well as

master up from "salt water" for next season, though it is not practicable to get the steamer here through the St. Lawrence River ice in time to do the early buoy and lighthouse work. It is true that the *Haze* has been too small for her largely increased work for some time and she is considerably out of date, as well as needing extensive boiler work, but she is said to be quite worth re-building.

After arguing over the matter four days and at one time declaring the conference off altogether, the Tug & Dredge Owners' Protective Association and the Brotherhood of Firemen & Linesmen finally got together Friday afternoon and signed a contract covering wages and conditions of later for the season of 1905. The conditions are about the same as those granted the dredge engineers and cranesmen, the calendar days or nights constituting a month's work and twelve hours constituting a days' work. Time and a half is paid for overtime and double time is allowed for Sunday and holiday work. With these conditions of labor, members of the union figure they have received an advance of about 8½ per cent over last season's scale.

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March 3, 1905

The new steamer *William G. Mather*, the coarse freighter of the greatest breadth of beam on the inland lakes, now building at the plant of the Great Lakes Engineering Works at Ecorse, is 531 feet long overall, 511 feet keel, 60 feet beam and 31 feet deep. The boat will have a carrying capacity of 10,000 tons.

A Cleveland special says: Capt. Averill of that city has purchased the steamer *City of Grand Rapids* of Dunkirk and will operate the vessel this year between Cleveland and Rondeau, Port Stanley and other points on the Canadian shore. There has been no boat on that route for some time, the *Uranian* being the last. The *City of Grand Rapids* has been newly fitted out and first-class passenger accommodations have been installed.

An agitation recently inaugurated to make the marine "rules of the road" more uniform will result in the appointment of commissions by the American and Canadian Governments to investigate and agree on a code of signals for use on the Great Lakes. The signals on Canadian vessels differ in detail from those observed by American boats and it is to make the rules similar and to provide for penalties for their non-observance that will take up the time of the commission.

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April 14, 1905

The steamers *Martin Mullen*, *Kensington*, *Yosemite*, *Sonora* and *Saxona*



passed up on Sunday and were the first boats of the season upbound. They struck a field of ice about seventy miles in length at the lower end of Lake Erie, but had clear water the rest of the way. All the boats left Buffalo at the same time with the tug *Cascade* breaking a way through the ice until clear water was reached. They had clear water until reaching St. Mary's River, when they stuck fast in the ice and will have to remain there a week, probably.

**STEAMER LINCOLN BURNED.**-Fire broke out in the steamer *Lincoln* at her moorings, King's dock, Sandwich, Thursday night of last week and burned that passenger steamer to the water's edge. The fire, which had its commencement in the hold of the craft, was not noticed until it had got beyond control and the owners are puzzled as to its origin. The steamer *Erin*, which was moored in the near vicinity of the burned boat, received a scorching and would have suffered a like fate but for the timely arrival of the fire tug *Detroit*.

The *Lincoln* was purchased by the Pelee Navigation Co., comprised of Pelee men, in the spring of 1903 from W.B. Rosevear of Sault Ste. Marie and was placed on the Pelee, Leamington, Kingsville and up-the-river route in May of that year. The McCormicks, A.M. and sons, brought her down in response to a strong agitation on the island for a boat to replace the *Imperial*. She was 133 feet long, 45 feet beam, electric lighted and was a commodious craft and was a great convenience to the islanders. The Township of Pelee loaned the company \$7000 when the boat was purchased, the money to be returned in seven annual payments without interest. One of these installments had been paid and the township will not lose anything, as they held a first lien on the insurance, the amount of which, we understand, is \$10,000.

Hard luck has been the *Lincoln's* lot since coming here. In the spring of 1904 she was cut into by floating ice at her moorings in Windsor and sunk, entailing quite a loss to her owners to raise, repair and repaint.

The island, however, will not be cut off owing to the burning of the *Lincoln*, as Al. Henning will have his tug running from the mainland to the island within a few days and arrangements have been made with the steamer *City of Mt. Clemens* to call at the island and remove the produce which was prepared for shipment last fall but which could not be removed owing to the close of navigation.

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April 21, 1905

**OLD TIME CRAFT.**-(James Hedley. The *Monetary Times*)-After the

references last week to earlier steamers on the Great Lakes it may now be found of interest to recall the sailing craft of an earlier day. The sailing fleet of 1850 and thereabout was composed of canal-sized vessels, fore-and-aft schooners or three-and-afters, carrying 12,000 to 18,000 bushels of grain. When a dozen years had passed and the rapidly settling prairie lands of the Western states were pouring their crops into Chicago and Milwaukee harbors, the average size of lake vessels increased, as did their symmetry and the variety of their rig, until about 1865 or 1870 the writer remembers the sensation caused by the advent of the "*Cream City*," a Milwaukee three-master, capable of carrying 72,000 bushels of grain, at that time a phenomenal cargo. It was in the sixties, by the way, that the first schooner sailed from Chicago for Liverpool, the "*Golden Harvest*," laden with wheat, followed shortly by another with an equally fanciful name and alike decorated with flags and streamers as she came gaily down the River Detroit. But these had been anticipated, if I mistake not, by the schooners "*Thomas F. Park*" and "*E.S. Adams*," which were despatched by their owner, the late John MacLeod, M.P. for Essex, laden with grain and timber, respectively, and destined for an English port to bring back thence salt and other merchandise. These lengthy voyages, however, did not pay and were abandoned after brief trial. The commander of the first-named of the above Canadian vessels, Captain John Duncanson, died in Amherstburg only last month, aged over seventy.<sup>1</sup> Much did the Old Country salts of that day marvel at the daring of navigators who would bring a vessel from the interior of "America" to the Mersey or the Clyde drawing only nine or ten feet water. "It was tempting Providence," they said.

The condition of the Rivers St. Clair and Detroit in those days, parts of whose channels afforded no more than nine to ten feet water, precluded, however, deeper draught vessels. Years were to pass before Uncle Sam extended his millions to the Lime-Kiln Crossing and the Flats Canal and the Sault River to make a uniform twenty-foot channel or before Johnnie Canuck deepened the St. Lawrence Canals to fourteen feet on the mitre sill or the Welland to the same. Meanwhile, the designers of the lake ports were using their skill in design to produce ships that should combine carrying capacity with speed. The shipbuilders on the New York side of Lake Erie had especial repute as modelling swift sailors. The shipyards at Dunkirk, Conneaut, Lorain, Ashtabula and Sandusky turned out sailing vessels that

<sup>1</sup> Actually he was 82 years old.

would run away having the wind "free" from those built at Buffalo or Detroit. They were sharper in the bows, cleaner in the "run," and for the most part with greater "shear," which gave them a more alert and graceful look. And it must be confessed that the sailing craft constructed on the Canadian side of the lakes, certain vessels from Kingston, perhaps, excepted, however strong and seaworthy they proved, were of the bluff-bowed, straight-railed order, not comparable in swiftness or marine beauty with their American sisters. It was possible for an accustomed observer to say, as it was long afterward said of steam craft, when a vessel hove in sight miles away, "Here comes a lower-laker, boys, and from the lower side of the lake, too. Look at her hollow bows and her shear."

What a sight it was to see the grain fleet coming up Lake Erie in the early spring, bound for the Lake Michigan ports to load with yellow wheat! A yacht race on a grand scale - a contest in seamanship and finesse - a struggle for position and the chance of first cargo at good freight rates when the distant western port should be reached. "First come, first served." If the "*White Cloud*" proved the swiftest on the voyage from Buffalo to Chicago, light, the chances were that she would prove the swiftest sailor on the succeeding down trip, loaded. With what delight we boys used to watch the fleet, long becalmed, or by reason of adverse wind compelled to anchor off Bar Point, presently get underway with a southeast wind. Then would we set ourselves

"To watch the swelling sail

Spreading fast before the gale -

Spreading fast without a wrinkle or a fold."

Having set sail in the glittering sunlight, forward they would press in an eager cluster to enter the mouth of Detroit River, then narrower than it is today, under a brisk southeast breeze, their captains jockeying, freeing the sheet or hauling close to escape collision, grounding sometimes on the flats below Bois Blanc lighthouse, carrying away bowsprit or top hamper, running ashore in the eastern bay through lack of searoom, cheering, cursing or jeering each other at the success or failure of a manoeuvre, striving to get into the freer reaches of the river beyond the Fort so that they could set every stitch of sail for Detroit and Lake St. Clair.

If the subject did not border so closely upon the improper, one might dilate upon the style of profanity then current among mates and captains. I can truthfully pronounce their expletives not only fervid but original. For anything like them one must go back to the pages of "Tom Cringle's Log" or to Mark Twain's more recent "Old Times on the Mississippi." They had, as Kipling somewhere says, describing

East Indian swearing, "a blistering, biting appropriateness." Heard from a raging and gesticulating figure on a lake schooner's deck, the cursing of the early Civil War period was horribly ingenious; often expressly technical; always intense.

And what splendid specimens of the shipbuilders' art were there; the long, graceful three-master, square-rigged on the foremast and with studding sails hoisted when she got clear of the ruck; the smaller brig, more easily handled to the fight; the dainty schooner, masts close together, gaff topsails, jibs, stay sails, all drawing; some painted white with a gold band below the scuppers, some green or claret brown, one or two black with white streak or imitation portholes at her bulwarks. In any close-hauled contest of naval wills the handy fore-and-after had the pas; brigantine and barques, while comely, were cumbersome to handle and could not lie so close to the wind. When opposite Fort Malden and nearing the Lime-Kiln rock, which it has since cost millions to blast away to a twenty-foot depth, up would go the flag of the winning vessel or perhaps a broom at her masthead as token of victory. And the cheers of her victorious crew would be answered by the cheers of a group of us youngsters on the Canadian bank who had been wagering their wealth in marbles on the respective favorites among the fleet.

Nothing in the latter day procession of great steel freight boats along that marvellous strait of the Detroit can equal in brightness and interest to our eyes the array of white-winged floating craft which in those days exemplified seamanship on the Great Lakes. To picturesqueness and grace has succeeded stolid, niggard carrying capacity - smoke-belching funnel by day, lugubrious whistles, range lights and green or red signals by night. It makes one want to paraphrase Edmund Burke, and say: "The age of [marine] chivalry is gone! That of economists and calculators has succeeded." -Toronto, 12th March 1905.

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April 28, 1905

A new combination in the towing and wrecking business has been formed on Detroit River. The Great Lakes Towing Co. and the Hackett Wrecking Co. of Amherstburg have signed an agreement to work together during the coming season and the fierce rivalry which existed last season and a year ago will not be repeated. The Hackett Wrecking Co. put the tugs *Home Rule*, *Florence* and *Christian* and lighter *Hammond* into the combination and will work in harmony with the marine

ambulance *T.F. Newman*.<sup>2</sup> While the Hackett office on the dock at Amherstburg will be the headquarters for the tugs, the business will be handled through Parker Bros. Co., Ltd., of Detroit, local agent for the Great Lakes Towing Co. The steam pump and diving rigs owned by the Hackett Wrecking Co. will also go into the new arrangement and the wrecking equipment at Amherstburg will now be one of the best on the chain of lakes. The deal was consummated in Cleveland several days ago, but the details were not worked out until Monday. Already the letter "G" has been placed on the stacks of the tugs and to all intents and purposes the Hackett tugs are now a part of the Great Lakes outfit. The financial part of the transaction, while eminently satisfactory to both sides, will not be announced.

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May 5, 1905

The str. *Columbia* will open the Bois Blanc route on Saturday June 10th.

The L.P. & J.A. Smith Co. of Cleveland has purchased the wooden tug *Erie* of the Great Lakes Towing Co. of Buffalo.

The steamers *Pleasure* and *Sappho* of the D.B.I. & W. Ferry Co. opened the season between Detroit and Belle Isle Sunday. The next trips will be made next Sunday and on May 13 the regular schedule will be started.

The Algoma Central Transportation Co. of Toledo, which contemplates running its first steamer between that port and the Canadian Soo about May 25, has completed arrangements whereby they will stop at Ashley & Dustin's dock, foot of First Street, this season instead of the foot of Randolph Street as in previous years. The steamer *King Edward*, which will make weekly trips on this route, will also make a stop at Windsor.

The Davidson steamer *Orinoco* ran hard aground on Bar Point, Lake Erie, Thursday and the tug *Home Rule* was unable to release her. The steamer was released from Bar Point Friday noon, apparently uninjured, after lightering part of her cargo of hard coal. The steamer continued on her voyage after re-loading the lightered cargo.

Capt. Marks and chief engineer Cook of the tug *Columbia* left last week for Sturgeon Bay to bring down the big tug *Sydney Smith*, which M. Sullivan bought for tending the dredge *Old Glory*. The dredge is expected down to go to work next

week. Capt. Cook of the *Heckler* is in command of the tug *Columbia* this week.

The steamer *Cumberland*'s wheel chains parted Wednesday afternoon just as she got abreast the head of Bois Blanc Island. The Great Lakes tug *Home Rule* went to her assistance and succeeded in pulling her off. The *Cumberland*, which was upbound with coal, proceeded on up the river.

Vessel captains who seek to save time by having their ships loaded at night at grain elevators at the head of the lakes will be disappointed this season, the Canadian Government having prohibited the practice on the grounds that it cannot be done properly. Sunday work is also forbidden.

Early Wednesday morning a dynamite cartridge floated out of the hole in the rock and exploded in the water about four feet below the drill *Tornado*, which is working opposite Bois Blanc. One frame was blown from the drill but no one was hurt. Theodore Fox is foreman on the drill and is showing signs of gray hairs since.

W.D. Robinson, who since 1901 has been marine editor of the *Detroit Free Press*, will join the *Marine Review*, Cleveland, as associate editor. Mr. Robinson has made a wide circle of friends among marine men since taking charge of the marine department of the *Free Press*. He has built up a page of marine news, authentic, reliable and embracing matters touching the whole waterways. He was presented with a suitable souvenir Wednesday evening on the steamer *Pleasure* by the L.S. con. club, of which W.H. McEvoy and J.G. Mullen of this town are members.

The big tug *John B. Breyman* and dredge *No. 2* of the Breyman Bros. fleet have started to work on their contract at Bar Point.

Capt. George King, for 45 years a vessel master known all over the Great Lakes from Buffalo to Duluth, died suddenly and alone in his room at the residence of his sister, Mrs. Charles Maynard, Detroit, Tuesday evening. Capt. King has been ailing for some time with heart trouble but his death was quite unexpected. The day before he worked very hard superintending repairs to the str. *Hattie*. He was born in Chatham 63 years ago and since 1861 had been in command of vessels on the Great Lakes, among the vessels being the *Milton S. Ward*, *Greyhound*, *City of Toledo*, *Newsboy* and *Hattie*. His connection with the *Newsboy* brought him in contact with Amherstburg and he was known and greatly liked by the travelling public and marine men here in a remarkable degree. He was always cheery, with a pleasant word for everyone and it is said of him that he never lost his temper or became impatient. Capt. King's record is extraordinary. During the 45 years that he has been master of boats he has never had an accident, a collision, nor lost a

<sup>2</sup> The *Newman* was a "lighter," an engineless barge used to temporarily hold cargo during salvage operations.

passenger. Everything on his boats went smooth as clockwork, as he had the thorough liking and respect of his men. The captain is survived by five sisters, the Misses King, Mrs. Charles Maynard, Mrs. Bailey and Mrs. Armstrong, all of Detroit, and two brothers, Wilson King, who is now in the northwest, and Edward King of Toledo. The funeral will be held Friday with interment at the family lot in Elmwood Cemetery.

Charles F. Dunbar, one of the best-known dredging contractors on the Great Lakes, died in Buffalo Sunday at the age of 66 years. Deceased was the first to devise a successful submarine drill, which was first used in the deepening of Port Colborne harbor. He was also engaged in the work of deepening the Lime-Kiln Crossing, a distance of 22 miles, from 9 feet to 21 feet, which took twelve years to complete, and was a casual resident of this town during those years. His son, Harry Dunbar of the Dunbar & Sullivan Co., is now president of the dredging interests which his father once controlled.

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May 12, 1905

President Livingstone of the Lake Carriers' Association has completed arrangements with Col. Davis of the United States Engineers to place additional safeguards at the Lime-Kiln Crossing, extending down to the east bank at Bar Point, and mark out an anchorage in the bay above Duff & Gatfield's signal station. At each of the floats on both sides of the channel from the upper end of the crossing down, an additional spar buoy will be placed. On the east bank below Elliott's Point there will be four buoys out to Bar Point light. The plan for the anchorage provides for placing four red spar buoys on the east bank extending more than 1500 feet above the signal station. This will permit the upbound steamers to lay at anchor in case of low water and keep them in easy reach of the signal when the water goes up. There is plenty of water and a good bottom in the proposed anchorage and it will not now be necessary to anchor in Lake Erie. It has been found that the steamers sometimes carry away the floats, both at night and in the daytime, so if this should occur in the future the buoys will be left intact to mark the channel. Part of the old Grosse Île railroad bridge having been removed, some spar buoys will be set in the old channel to the westward of that island and it is believed that some of the congestion at the Lime-Kilns will be relieved by vessels of light draft taking this course.

A daring attempt at robbery on the high seas was made by George H. Truston of River Rouge, an employee on Breyman Bros.' dredge, at an early hour

Friday morning. Capt. Moran of the tug *Shaugran* was awakened from sleep in the pilothouse and was surprised to see in the gloom a hand stretched out over him, reaching for his watch, which was on the wall above his head. He didn't say a word when the watch was taken but when the man next went at his vest and proceeded to take a valuable chain, he sprang from bed, made a prisoner of the thief and rang the bell for help. The man writhed from the captain's grasp and threw the watch overboard. He also attempted to do away with a roll of bills he had stolen from the captain's trousers, but was unsuccessful, as the money fell short of the rail and was picked up on the deck. In the meantime, the engineer and fireman arrived on the scene and a police call was sent in. Chief Laporte arrived soon after, but the man had made a successful dash for liberty in the dark and could not be located, though it was known he had jumped aboard the dredge. He did not show up until the dredge pulled out in midstream near Bois Blanc next morning. A whistle signal was given the chief and he went out on a tug and arrested the crook, bringing him ashore and lodging him in the lockup. He received a trial before P.M. McGee same afternoon and was remanded for sentence until Saturday. His persistence was shown that night by a bold attempt to break jail, which was only frustrated by the appearance of the chief in the lockup after a plank and two bricks had been removed from the wall. A few minutes more and there would have been a hole large enough to permit escape. The thief was placed in an inner cell and the place close tiled [sic] that night. Saturday he was sentenced to Central Prison for six months and was taken to Sandwich same day by M. Laporte. Capt. Moran is still mourning the loss of his watch.

The steamer *J.E. Mills*, purchased from J.M. Reid, Sarnia, by the Hackett Wrecking Co. a few weeks ago and used since for carrying coal from lower lake ports to Amherstburg and upper ports, sprang a leak while off Little Sister Island Thursday night of last week, loaded with coal for Garroch, Sarnia, and went down in five fathoms of water, three miles from the island shore. Capt. Lanaway was in command and with him were engineer James Martland of Detroit, steward Ryal Thompson, Alger Clay and Stanley Gott of this town. The boat first showed signs of leaking after leaving Sandusky but the siphons held her steady until Little Sister was sighted. There the water gained on the siphons and additional pumps were put on, with which Captain Lanaway thought the water could be kept down until they reached the river. However, after making for Bar Point light and when about three miles from the island mentioned, she opened up and the water gained so rapidly the fires were extinguished. All hopes of beaching her were abandoned and after



gathering their clothing the crew took to the rigging. The boat went down gradually in 30 feet of water and as the night was calm and clear they did not suffer any hardship, being high and dry and warm and in the path of regular steamers. It was five o'clock next morning before the str. *Urania* sighted the shipwrecked crew in the rigging and, lowering a boat, took them from their perilous position and landed them at Huron, Ohio. They took the str. *Kirby* home Friday, much to the relief of their relatives, to whom news of the accident had come in exaggerated forms. Captain Lanaway lost considerable money, which he had in his pocket, while the crew lost some of their clothing. It's a question whether she can be raised.

The new official water gauge of the Lake Carriers' Association is in operation directly over the office at Smith's coal dock. In addition to depth of water at the Lime-Kiln, signals showing whether the water is rising or falling are shown. A white ball in the daytime and a white light at night indicates that the water is rising. A red ball by day and a red light by night show that the water is falling. Should neither ball nor light be showing, the water is stationery.

The last chance of a boat on the Sugar Island, Grosse Île and Amherstburg run seems to have gone up in the air. The sidewheel steamer which the Parker Chartering Co. proposed to place on the route if a stock company were formed is now unavailable, as a ten days' option has been given on her to another party. Mr. Parker of the Parker Chartering Co. says: "A Sugar Island line this season would be a paying venture, I believe. The old railroad bridge has been removed and we could use the American channel around Grosse Île, shortening the route greatly."

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May 19, 1905

**Old Times on the Lakes.**-Editor, *Monetary Times*.-Sir,-Several copies of the *Monetary Times*, containing the letters referred to on "Old Time Lake Craft," have come to me. Little did I think that the few straggling thoughts contained in my letter to you of the 8th of March could have made the outcome of so many interesting papers on the subject, as you have mentioned. And I can assure you they were read here with the greatest interest, for they brought back to my recollection facts which had passed out of it and things that have long since passed away. I notice that neither you nor David Kemp in his letter happened to think of the steamer "*Mayflower*," which I think came into commission about the time the "*Canada*" and "*London*" would go out. She plied between Detroit and Buffalo for several seasons, being a fast boat for her day, and then went ashore on the east side of Point Pelee, Lake Erie, where her bones still lie. [The "*Mayflower*" was

mentioned in the first paper.-Editor, *Monetary Times*.] And I suppose you can hardly remember when the Canadian steamers, the "*Canada*" and "*London*," in order to comply with the coasting laws had to truck all their freight outboard onto the dock at Amherstburg and then back on to the boat before they could be allowed to proceed on their then voyage.

I sent the two letters of J.H. to Capt. Gale of Sarnia, an old friend, and a well-known engineer whom you no doubt will remember. I enclose his letter, thanking you and me. You will notice what he tells about Mrs. Becker. His letter says:- "I thank you, my worthy friend. Those papers were good. I am very feeble now." [But his strong, round handwriting does not look like it.] "Abigail Becker is dead two or three weeks - that woman that saved your brother Henry Hackett's life off the schooner *Conductor* in wreck in the fall of 1854. That woman was my aunt. She could swim Lake Erie." Charlie Gale left home when but ten years old, being fond of the water, and has followed the lakes (and sometimes sailed the ocean) all his days until obliged to retire from sailing. He is now far advanced in years, considerably over eighty, I believe.<sup>3</sup> A good specimen of the strong, determined sailor that we have had so many of on the Great Lakes of American and Canada in days gone by. He used to sail the brig "*Vanguard*" from Chicago to Kingston and was as bold as my old father in cracking on canvas. He was an able navigator and what you might call a pilot by nature."-ALEXANDER HACKETT. Colchester, Ont., 20th April.

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May 19, 1905

The steamer *United Empire* of the Northern Navigation Co. has been practically rebuilt at Collingwood this winter. The vessel has been renamed to correspond with the other ships of the fleet. Hereafter she will be known as the *Saronic* after the town of Sarnia.<sup>4</sup>

The following notice has been issued to mariners: Lime-Kiln Crossing. North Light Vessel. On May 10th, owing to the work of improving the channel in Detroit River, this light vessel will be moved about 300 feet northeasterly from its

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<sup>3</sup> See the letter from Charles Gale, then 84 years old, to Capt. F.B. Hackett in April of 1901 (Vol. V(2), pp. 45-46).

<sup>4</sup> Other ships in the fleet included the *Germanic*, *Majestic*, *Doric*, *Ionic*, *Hamonic*, *Huronic* and *Waubic*.

present position, where it will mark the westerly edge of the channel in use.

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May 26, 1905

The work of repairing the Pelee cable is a bigger job than at first anticipated. The steamer *City of Mt. Clemens* left Friday to be employed on the job, which will likely take a month.

The tug *Margaretta* went out to the barge *Mills* with diver Harry Hamilton aboard. He reported that the boat was all right and was just as she had been left. Her cabin is gone away from her, but it was raised off when she sank. Her coal is all right, none having been lost, not even a bit of her deckload. Her hull is also as sound as it was before, but she is sunk about three feet in the soft mud. The contract for raising the *Mills* will be given to Moran & Co. of Port Huron.

As the Dunbar & Sullivan drills have made great progress at the Lime-Kiln Crossing this season, the firm found it necessary to double crew one of their dredges. The *Brian Boru* now works night and day commencing Wednesday night.

The suit brought by the L.P. & J.A. Smith Dredging Co. against the U.S. Government for some \$180,000 work alleged to have been done in the lower Detroit River over contract is now before Court of Claims in Detroit. C.Y. Dixon, U.S. Engineer, is in attendance on behalf of the Government.

Dunbar & Sullivan's dredging plan was augmented last week by the arrival of the tug *Paddy Miles* (Capt. T.C. Patterson), the derrick *Faugh-a-Ballagh* and dredge *Gold Standard*, all of which will work on the contract at this point. It is nearly three years since Tommy was a conspicuous figure in this community and very little change is noticeable in his appearance, unless it be the reduction of his bay window. His smile is just as taking to the ladies as ever.

The steamer *City of the Straits* of the D. & C. Line, which formerly ran on the Detroit and Bay City route, has been chartered to the Hackley Transportation Co. of Muskegon. Capt. Thomas Honner, an old Amherstburg boy, brother of E.W. Honner of this town and formerly United States Hull Inspector at Grand Haven, will sail her.

Capt. G. Rogers, Welland, commodore of the Boone Dredging fleet, arrived here on Monday to fit out the Boone dredge at Gordon and make her ready for removal to Collingwood. He was accompanied by his crew, John Hamilton Gainer, George Rogers Jr. and Mr. Casey, and there was quite a Welland Old Boys' reunion in town on Tuesday night.

The steamer *Rube Richards*, towing the barge *Mae Richards* of the Pittsburg

Coal Co. and the schooner *Columbia*, loaded with coal, went through herself below Elliott's Point Tuesday night. The tug *Home Rule* went to her assistance and passed them to the tug *Florence*, which towed them to Sandwich coal dock, where they will unload. The *Rube Richards* will then go to the machine shop for repairs.

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June 2, 1905

The big 550-foot steamer *Amasa Stone* ran aground at the south end of Lake Huron Saturday morning. The tug *Florence* and the marine ambulance *T.F. Newman* went to her assistance. They lightered about 500 tons of iron ore when the tugs *Florence* and *Brockway* succeeded in releasing her early Sunday without injury. She passed down Monday.

The towline between the steamer *Peshtigo* and the schooner *Oliver Mitchell*, upbound, parted when they were about opposite Amherstburg early Saturday morning. The schooner started back and drifted nearly to the east bank of the river when the tug *Home Rule* picked her up and again united her with the steamer. Both then proceeded.

The steamer *Wyandotte* called at this port on Saturday evening when on her way to New York, where she will run on the East River. Capt. Hugh Phillips of the *Hattie* took her as far as the mouth of the river, where she was placed in charge of H.G. Bunker, the coast pilot, who will take her to the East River. The crew on the steamer are also from New York. The words "*Wyandotte of New York*" were in evidence on the steamer's stern.

The steamer *Rube Richards*, which met with an accident to her machinery near Bar Point Tuesday night of last week, was taken to Detroit Dry-dock Friday. Her owners, the Pittsburg Coal Co., have decided to remove her shaft and convert the steamer into a tow barge. It is understood that the tug *Peter Smith* of Bay City will be chartered or purchased to tow the *Richards*.

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June 2, 1905

**OLD TIME COASTAL LAWS.**-Editor, *Monetary Times*.-Sir,-A friend has sent to me your *Monetary Times* of May 5th with a letter in it from Alex. Hackett. The story he tells about coastal laws of fifty years ago, which required that all freight carried on the rivers separating United States and Canada must be put off at any port touched en route and put on the boat again before she could resume her journey, is true, however absurd it may seem. I remember an incident that illustrates it fully. One day, about 1858, the captain of an American boat was watching his

cargo being carted by deckhands onto the wharf of a Detroit River Canadian port and then carted back onto the boat again. All at once he burst out with some strong language about the stupidity of such laws for hampering trade and the pigheadedness of any people who made them. A merchant of the port, who was standing on the wharf, heard this remark and, calling a Custom house officer, introduced him to the captain. "Now, Mr. Hamilton," said the merchant, "tell this good American sailorman who made these laws he is finding fault with." "The Yankees, of course," was his reply. "Well, sir," rejoined the captain, "I vow I did not think our Government would do such a foolish thing. You've got one on me; and if you come to my cabin, I'll treat. And then I propose to tell the Collector of Customs at Detroit what I think of such a consarned and twisted arrangement." The troublesome artificial arrangement did not last long, for the American Government learned by experience that arrangements based on pique do not assist international trade. Also that reprisals might be adopted by Canadian authorities which will teach even the great United States nation a thing or two. Yours truly, INTERNATIONAL. Windsor, Ont., May 8th.

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June 9, 1905

Milton Hutton has shipped on the tug *Florence* as watchman.

The barge *Coaster*, Captain Jeff Stockwell, is at the Oades yard for general repairs.

The tug *John B. Breyman* broke down and ran aground at the foot of Bois Blanc Wednesday night of last week and had to be towed into dock at this port. [She] went to Toledo to go into dry-dock Monday. The tug *Saugatuck* is taking her place.

The tug *Pauline Heckler* (Capt. Morand) has arrived after being in Detroit all last week getting a new suit of paint. The tug *Shaun Rhue* has also been repainted.

The little steamer *Mascotte*, Capt. Lacroix, which ran between Amherstburg and Detroit last summer, has gone on the route between Sandusky and Put-in-Bay this season.

The new steamship *Albert H. Gary* took a 13,443 net tons cargo of ore from Escanaba to South Chicago. She drew 21 feet 3 inches. The largest previous load was taken out by the *Augustus B. Wolvin* last season when she carried 11,080 tons.

It is almost settled that the passenger steamer *Belle*, owned by a theatrical man named Haggarty of Green Bay, will go on the Grosse Île-Sugar Island route this

season. An option held for some time has been closed, subject to a report from three experts now in Green Bay. The *Belle* was built of the best white oak a little over four years ago and is 120 feet long, 30 feet beam and lighted by electricity. The purchase price is \$10,000, which is no more than her machinery cost. The *Belle* has carried 850 passengers on a trip. The *Belle* was first built for President Graham of the Graham & Morton Line on Lake Michigan and draws only three feet. This will enable her to go through the inner passage among the islands near the mouth of the river.

Following a neat cut of a yacht in its Tuesday morning issue, the *Detroit Tribunesays*: "There are odd circumstances connected with the above illustration of the trim little craft "*Capt. Dave*." She is owned by Samuel Graham, the Michigan Ave. plumber, but she was named after Capt. David Girardin of Amherstburg who sails the steamer *Harvey H. Brown*. He is one of Amherstburg's "old guard" of lake captains. Graham and Capt. Girardin are intimate friends and have often sailed up and down the lakes in each other's company. In fact, there is never a year that Sam. does not clambor up the sides of the *Brown* for at least a round trip. They also shoot ducks when navigation is closed. Both are considered good shots. It was through love of the water gained in this way that he and his brother, William Graham, who acts as engineer, thought of building the little yacht and naming her after their friend. She was built in 1900, is 35 feet over all and is 40 horsepower."

The new anchorage for upbound vessels which may be detained at the mouth of the Detroit River by low water stage is cleaned out and ready for use. It extends from the new water signal station of Duff & Gatfield on Elliott's Point for 1600 feet up the river. The width is from 200 to 400 feet and the depth of water is nowhere less than 23 feet. The limits of the anchorage are marked on the east bank by the presence of four red spar buoys. Vesselmen are expressing great satisfaction with the workings of the new water signals on the station just established at Elliott's Point by the Lake Carriers. Not only the day signals but also the operation of the station lights at night is eminently satisfactory. The sheets of iron in which the figures showing the depth of water at the Lime-Kiln Crossing are cut are placed in the tower behind the windows. Lamps with powerful reflectors are stationed behind the figures. This arrangement brought up a problem which Capt. H.G. Duff solved completely before navigation opened. The lights caused a glaring effect on the window glass, rendering the figures rather indistinct. This was wholly overcome by placing a screen of white cloth between the lights and the figures. The station at

Elliott's Point is connected by private telephone with Duff & Gatfield's office at the crossing, so that any change in the stage of the water is instantly known at the station. The new floating lights marking the Amherstburg reach have been reinforced by spar buoys, so that if the lights are carried away the buoys remain to mark the channel and to act as a guide for the replacement of the lights. If a vessel should happen to bump over a buoy, it will bob up again after the boat has passed. Fourteen buoys have been placed in the stretch between the head of Bois Blanc and Bar Point. Dredges are at work on the easterly side of the channel below Elliott's Point, going down, and the buoys have been stationed on the easterly bank to indicate the width of the channel. The improvements which have been made below Amherstburg have made conditions as near perfect as human skill and planning can provide and certainly ought to obviate to a great degree the difficulties of navigating the lower Detroit River. William Livingstone, president of the Lake Carriers' Association, inspected the new anchorage, water signal station and other improvements at the instance of the Lake Carriers, and is well satisfied at the results attained. President Livingstone will send out notification to members of the association that, for the present, vessels may load for at least eighteen feet nine inches at the Lime-Kiln Crossing.

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June 9, 1905

**Marine Progress on the Lakes.**-(*Monetary Times*.)-In the papers which have thus far appeared in the *Monetary Times* concerning old-time lake craft, nothing has been said about an intermediate stage of navigation on the Great Lakes of America, which may be called the towboat stage. This has got rather to have a distant, antique flavor, too.

When about 1855 or 1860 the grain and coal traffic had become enormous and that in ore showed rapid growth, sailing vessels were numerous and detention in the intervening straits by reason of adverse winds came to be a serious matter. In the open lakes, 200 to 500 miles long and proportionately wide, advantage could be taken of wind from any direction by tacking if the wind proved contrary. But in rivers like the St. Clair or the Detroit or the St. Mary, there was no room for large vessels to tack and they had to remain in numbers at either end of these busy straits until the direction of the wind became favorable.

A lady who spent sixty years of her married life on the River Detroit reminds me of the great fleets which used to lie at anchor at the western end of Lake Erie, waiting for the "downriver wind" to change so that they might pursue their way

northward. On one occasion, Mrs. MacLeod says, her husband counted 125 sails of vessels from Kingston, Buffalo and Cleveland thus detained outside the mouth of the river for a day and a night. They were detained in some cases for days and nights at a time.

In such circumstances, something had to be done to overcome delay and demurrage, and towboats or tugs came into use to drag the vessels upstream or down. The writer, then a wee chap, remembers well the steamer "*Gore*," Captain John Sloan, being used among the first for this purpose. An old-fashioned, British-built paddle craft she was, with dark-colored hull and with a single funnel. The method then pursued was to lash the sailing vessel alongside the steamer or to lash one on each side. Later on, this plan was abandoned and vessels to the number of one or two at first, four or more later, were towed astern of the steamer with intervals of several hundred feet between each. It was soon found that screw-propelled steamers were the handiest for this purpose, and these were built in great numbers in various ports from Chicago to Buffalo. Between 1865 and 1875 a Tugboat Association or Trust was formed for the adjustment of prices and regulating or facilitating traffic. These were used, too, for rafting timber down the rivers from both the Canadian and American sides of Lake Huron.

Not swiftness so much as pulling power was required in these boats, and some of them were remarkable in this respect. Among the earliest to make a reputation and to induce imitators was the screw tug "*John Martin*," built at Cleveland with the latest engine and fitted with a "Philadelphia wheel," as the then novel form of curved blade was called. She drew about ten feet of water, had a screw perhaps nine feet diameter and performed the incredible feat of towing seven laden vessels against a two-and-a-half mile current. Just before her, the favorite of the rivers of the chain was the bewitching little propeller "*Hamilton Morton*," a low sharp, swift boat reputed to be able to make eighteen miles an hour. Painted black, she resembled greatly in outline and style the torpedo boats of the present day and some vessel captains competed for the honor of being towed by her. Marvellous pullers, some of the little craft were. Only 70 or 100 feet in length, they would saucily hitch onto as many as four to six schooners or barkentines at one trip, if vessels were plentiful enough or tugs happened at that end of the route to be scarce enough. The route was usually from Lake Erie to Lake Huron and sometimes, if the north wind rose or increased, a tug would have to drop one of her vessels so as to make headway against the current with the rest. Vast would be the indignation of the skipper whose vessel was so dropped. Rude Boreas, blustering railer, was but



a summer breeze compared to his blasts of profanity. These tugboat captains and mates had to be good navigators; but if, through the negligence of the man in charge of either tug or tow, one of the deep-laden ships ran aground - as might happen not unseldom at night or in a fog - imprecations would follow of an international width and fullness, for they could be heard all the way across the river. It seemed as if, to quote Milton:

*"It was that fatal and perfidious bark,  
Built in the eclipse and rigged with curses dark."*

After this stage came that of the tow barge and consorts, which means that a screw steamer, herself of considerable carrying capacity, would be provided with one, two or three "consorts," which she would tow between upper lake and lower lake. Americans and Canadians were yet in the wooden age of vessel building when this method was the vogue. These "barges," dragged behind a governing steamer, were of various sorts, some of them fully-rigged sailing vessels of two, three or four masts, others "razeed" (from the French word *raser*, "shorn"), which is to say with top masts cut down, leaving only the lower masts fitted with fore-and-aft sails. Old hulls of steamers were likewise made into barges; their engines and cabins and top-hamper being removed, they made roomy carriers of grain if their hulls were not so ancient as to be leaky.

Still, the acme had not been reached - there was a constant pressure for larger boats instead of more of them. Competition from the railways in grain-carrying and the growth of export demand was opening up a large future; therefore owners and masters of floating craft proposed to themselves to "keep up their end." Iron and next steel boats began to be built, consorts as well as steam barges. Cleveland, Chicago, West Superior and Wyandotte on the Detroit River were presently turning out boats of 300 or 400 feet, whose sternposts and stems were forged in Pittsburg, their steel sides made of Clyde plates. The tow barge and consort system was continued, a large proportion of the new steamers built being designed for tow steamers. But this was a dozen years ago and more and the increase in the size of freight boats on the lakes has gone on since as fast as or faster than Uncle Sam would deepen the waterways and harbors. Washington officials and Congress itself must have often wondered at the stubborn insistence, year after year, of vessel owners and grain merchants, backed up by individual Congressmen from the lake states upon more and more millions for lake and river and harbor dredging. Doubtless they have asked many a time and oft: "What sort of traffic is it that so eats up millions upon millions of our appropriations and still asks for

more?" But people as far away as Washington equally with people much nearer the lakes can have no idea of the enormous tonnage of lake traffic until they see it. Very likely the bringing once in a while of a Congressman west to see the unending procession of Detroit River has done good. He could go back and tell the east and south what he had seen and so educate them about their own country. We know that-

*"The Congressman, once on his talking legs,  
Stirs up his knowledge to its thickest dregs."*

But we once heard one of these garrulous dignitaries, enlightened by the sight and by some predigested thinking over irrefragable figures and palpable facts, launch into a panegyric of that strait which seemed for the moment to make the Suez Canal seem as out of date and commonplace as Baalbec or Palmyra - its traffic as trivial as the trade of Tyre and Sidon. "Thou say'st an undisputed thing in such a solemn way," was the commentary of one auditor of that most American speech (delivered in the United States language). He was only saying in a florid and senselessly boastful way what was quite true, though by no means generally known, that the annual tonnage steam and sail through the Detroit River greatly exceeds that of the Suez Canal. And the former is only an eight months' traffic, while the latter is twelve.

An ingenious shipbuilder on Lake Superior, Mr. McDougall, designed a type of lake carrier known at first as the cigar boat, but later as the whaleback, which when loaded is almost wholly under water. These boats are found economical and unaffected by wind and almost unharmed by wave, having everything on their curved and water-washed decks battened down, as it were, and showing hardly more above water than the "conning tower" of a submarine. A good many of them have been built and they have been found to pay, for they are cheap to construct - the consorts, of course, for the whaleback steam barge is a more expensive proposition.

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*June 16, 1905*

Reports from the Soo indicate that the tonnage through the canals during May was the largest for a single month in the canal's history, the total freight movement being 5,775,787 tons, of which 4,686,827 tons passed on the American side and 1,088,960 tons on the Canadian side. On May 2nd a total of 295,534 tons were moved, the record for a day.

Directors of the Detroit & Cleveland Navigation Co. have decided to spend \$1,000,000 on the new steamer for the Cleveland day run, an advance of \$200,000

# Steamboat Wanted

FOR THE

## PELEE ISLAND ROUTE

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The Municipal Council of the Township of Pelee is prepared to loan \$5,000.00 to any Company, firm or person who will place a suitable steamboat on the route between Pelee Island, Lake Erie, and the Mainland, Essex County.

Parties wishing to negotiate can get all information by applying to

**WM. STEWART,**  
Township Clerk:  
Pelee Island, June 8th, 1905.

Advertisement in the *Amherstburg Echo*, June 16, 1905.

over the original estimate. It has practically decided that the duplicate steamer will come out in 1908 and in the meantime the first boat will be watched closely and defects, if any, will be remedied in the sister craft.

The Dominion steamer *Vigilant* (Capt. Dunn) left here on Wednesday to examine the tug *Grace M.*, sunk by the *Vigilant* while poaching in Canadian waters a few miles east of Pelee Island. Fred Forster went down as representing the Dept. of Marine and Fisheries and took the Government diving outfit from Colchester Lighthouse. Harry Hamilton is doing the diving and Fred Haynes is attending him. The tug is in about 45 feet of water. It is understood that the object of the expedition is to recover the bodies of the two men drowned. In this everybody will approve of the Department's action. The owner of the boat will likely apply for permission to raise the tug.

The steamer *Wyandotte*, formerly running on the Sugar Island route and which left Detroit for Long Island City, N.Y., the last of May, has completed the trip to her destination. The *Wyandotte* has made the distance, 2500 miles, in less than 15 days. The *Wyandotte* is to go into service as a ferry for the Long Island Railway.

Elias Richardson, who has been employed on the U.S. derrick scow, has taken a better position as assistant carpenter with Breyman Bros. on the Falls Bros.'

coal dock.

Breyman Bros.' dredges are all being worked sixteen hours daily, the crews being divided into two shifts of eight hours each, instead of a twelve-hour run for the same crew, which was the rule until this week. They are meeting with good success, the weather having been in the main fair and calm since they started.

The steam barge *J.E. Mills*, owned by Cpts. Trotter and Lanaway, which foundered near Middle Sister Island, Lake Erie, on the night of May 4, has been raised. She is being brought to Amherstburg to be unloaded, after which she will be taken to Gilmore's dry-dock, Toledo, for repairs. All of the boat's cabins are gone. The McMorran Wrecking Co., which contracted to raise the *Mills*, used pontoons and had her afloat Monday night, but a supporting chain under the hull slipped and it was necessary to hurry her to Middle Sister Island, six miles distant, where she was beached until the chain could be replaced. The *Mills* was coal-laden, Sandusky to Sarnia, when she went down.

The tug *Shaun Rhue* met with an accident and the tug *Shaugraun* had to take her place tendering the dredge *Brian Boru* at the Lime-Kiln Crossing.

The steamer *Yakima*, which was commanded in 1903 by Capt. D. Girardin Jr., stranded at Stag Island and burned to the water's edge. She was owned by J.C. Gilchrist of Cleveland.

The Government steamer *Petrel*, for a number of years employed in the Fisheries Protection Service on Lake Erie, arrived at Montreal on Thursday and left on Saturday for Quebec. Thence she will leave for Picton, N.S., where she will be stationed in future in the same services. The steamer, comments [the] *Montreal Star*, is about 100 feet long with an ugly bow, looking at a little distance like the back of a sperm whale. Just towards the waterline her bow curves forward, ending in a murderous-looking ram.

The action which the L.P. and J.A. Smith Dredging Co. brought against the U.S. Government and which has been going on in the Court of Claims, Detroit, is postponed until July 3rd.

Breyman Bros. dredge *No. 1* met with a serious mishap at Bar Point on Wednesday, a cable support leading to the highest frame giving way, letting the frame into the lake. The dredge was brought into port here but the break is of such a nature that she will likely have to be taken to Toledo for repairs.

The tug *John B. Breyman*, which has been in dry-dock at Cleveland for repairs, has returned and been put to work on the Breyman Bros.' contract again.

The dredge *Old Glory*, which was rebuilt in Detroit last winter and brought

here to be trimmed up, will be ready to go to work this week. Peter Laird will be runner and will try to establish a record for all dredges along the river.

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

Blasting on the Lime-Kiln Crossing causes loads of fish to come to the surface. Anyone watching their opportunity can get a mess of fish if near a drillboat when the charges explode.

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June 16, 1905

**SINKING OF THE GRACE M.**-The Dominion Govt. steamer *Vigilant* came up the river Friday. The officers tell in a graphic manner the story of the collision of their boat with the fishing tug *Grace M.* six miles off Pelee Island Tuesday morning of last week. "It was about 9:15 in the morning when we first sighted the tug," said Officer Inkster, "and Capt. Galbraith, aboard her, caught sight of us shortly after we discovered his presence. He immediately put towards the American line. We were to the south of the tug and Galbraith turned several times, making semi-circles, but getting nearer the dividing line every time he turned his vessel. Capt. Dunn fired a rifle across his bow but that had no effect and when the accident occurred Galbraith was making a final turn which would have landed him in American waters had it been successful. The boats were running nearly in the same direction and we came upon the tug's starboard side. Seeing that a collision between the boats was about to happen, the engines on both boats were reversed and the force with which they came together did not even take the paint off either vessel. There was a high sea running at the time and when the tug was struck it listed well to port and the waves rushed into the open doorways and filled the compartments. The boat then righted herself, but she had shipped too much water to float and within a few minutes she went down stern first. The officers aboard our boat immediately gave orders to rescue the crew of the tug, but owing to the high sea it was necessary to lower a boat. There was plenty of wreckage floating about for the men to cling to and our men also threw out lines. The two men who were drowned were on the port side of the vessel when she listed and climbed to the starboard side with the other members of the crew. Our men reported that the two unfortunates got caught between the two vessels and were crushed to death. They must have been killed or rendered unconscious before the boat sank, for they did not come to the surface."

The Dominion cruiser *Vigilant* carries the Thorneycraft motor boat

*Scotopendra*, a craft that can outspeed and out-manoeuvre any craft on Lake Erie. She can make 20 knots an hour. The fish poaching tug *Grace M.*, that was rammed by the *Vigilant*, could not have got away.

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June 16, 1905

**YOUNG MAN DROWNED.**-The first drowning accident in connection with the Detroit River improvement fleet this season occurred Monday midnight, when Michael Waters, fireman on M. Sullivan's tug *Sidney T. Smith*, fell overboard and was drowned. The young man and his mate Oliver Sanders were uptown together that evening and returned to the tug, which was lying abreast the Pittsburg Coal Co.'s dock. Mr. Sanders left the unfortunate man sitting in the bow of the boat when he went to bed and nothing was known of the fatality until next morning, when he was missed. Captain Cook gave orders to drag for the body, but it was not until 3 o'clock in the afternoon that it was picked up a few rods below where the tug lay. Hon. C.W. Martin took charge and had it removed to D.M. Kemp's undertaking establishment, where it was prepared for burial. Coroner Hobley examined the remains and as his money and watch were found in his clothing, no inquest was held. No one will ever know how the accident happened, but it is supposed he fell asleep while sitting near the railing and toppled overboard and as he was unable to swim could not save himself. His home was at Sturgeon Bay, Wis., and he was about 24 years of age. He was a strapping big fellow and well-liked among the men. Acting under instructions from the father, Mr. Martin expressed the body home Wednesday.

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June 23, 1905

The tug *Columbia* has been at Stoney Island having a coat of paint put on the past week.

The dredge *Gladiator* has started to work opposite the town after being in dock all week undergoing repairs.

The steam barge *Coaster* (Capt. Jeff Stockwell) discharged a cargo of lumber for the J.R. Park estate from Sandwich last week.

The barge *Norris* went aground in a fog Wednesday morning at the head of Bois Blanc Island and the tugs *Home Rule* and *Florence* worked all day on the stranded barge before she was released.

In a heavy fog Saturday morning the steel steamer *Etruria* was hit by the *Amasa Stone* 10 miles off Presque Isle light, Lake Huron, and sank within a few

minutes. The crew had a narrow escape.

The steamer *City of Collingwood* was totally destroyed by fire at her dock in Collingwood Monday morning. The officers and crew had barely time to escape in their nightclothes. Several had to jump overboard into the bay, where they were rescued by firemen. Two deckhands were cut off entirely on board the blazing craft and were burned to death and one fireman was caught in the blazing hulk and killed. The flames spread to the freight sheds of the Grand Trunk Railway and these were also burned before the fire was got under control. The entire contents of the docks were destroyed. The *City of Collingwood* was one of the best of the Canadian fleet of the North Shore Navigation Co. and was valued at \$80,000. The loss is fully covered by insurance.

The tug *Home Rule* towed the dredge *Ontario* of Chatham from Pelee Island, where she has been engaged on the large drains there all spring, to Chatham last week.

While men were at work on Tuesday evening drilling near the Port Colborne breakwater on Mr. Hogan's submarine drill, a premature explosion of dynamite occurred, causing the death of Thos. Heckador of Humberstone and seriously injured Capt. David Ireland, foreman of the drill, and Fred Henry. It is supposed the accident occurred while the men were charging a hole and in some unaccountable manner the leading wire to the charge was pulled too soon, causing the dynamite to come to the surface and explode. Capt. Ireland is well-known in Amherstburg, where he lived for several years. He is a nephew of David Ireland of the waterworks.

The Canadian Department of Marine and Fisheries is asking for tenders up to July 5th for the removal of the wreck of the str. *Specular*, which lies in Lake Erie in 36 feet of water.

The Dominion Government revenue str. *Vigilant* called here on Monday to coal after taking Chas. Hyman, Minister of Public Works and a party of friends up the St. Clair River on a tour of inspection.

The McMorran Wrecking Co. delivered the str. *J.E. Mills* on the beach below N.A. Coste's<sup>5</sup> on Monday and she was pumped out by the Hackett Wrecking Co. She was brought to the Pittsburg Coal Co.'s dock and her cargo of coal hoisted out by the steam derrick. She will be taken to Toledo and docked and re-caulked

<sup>5</sup> just south of Amherstburg

and refitted by the owners Capts. Trotter and Lanaway. Her upperworks and rail are all gone. Steam was raised on her boiler and the machinery is thought to be all right.

The barge *Rube Richards* discharged a cargo of coal for the Pittsburg Coal Co. Friday.

The str. *Fayette Brown* made a call here Friday giving the crew an opportunity to visit relatives.

If the deal to put a boat on the Sugar Island route falls through, it is probable that Grosse Île and Hickory Island residents will combine to place a good-sized yacht on the route.

The tug *Secor*, Capt. Al. Henning of Pelee Island, called here Monday, leaving Tuesday morning for Colchester light, where repair work will be done under the Dominion Government's orders.

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June 30, 1905

Twelve men on dredge No. 6 of the L.P. & J.A. Smith Co. had a narrow escape from drowning off Rocky River late Thursday night of last week. When off the mouth of the river the towline of the dredge parted from the other two dredges in tow of the tug *L.P. Smith*. A high sea was running. Several efforts were made to make fast a new line, but the night was so dark that the crews on the other dredges could not see the missing dredge. The dredge got in the trough of the sea and the crew barely had time to launch their two boats when the dredge turned completely over and foundered. After some difficulty, owing to the high seas, all the dredge crew were picked up by the tug.

A collision between the wooden steamers *City of Rome* and *Linden* in St. Clair River about 4 o'clock on Friday morning resulted in the sinking of both vessels and the loss of two lives. The dead are Mr. and Mrs. Joseph Hardy, first and second cook, respectively, of the *Linden*, who were caught in the aftercabins and carried down with the wreck. The remainder of both crews escaped. The *City of Rome* was downbound with iron ore and the *Linden* was proceeding up the river with coal. According to Capt. W.W. Holmes of the *Rome*, the proper passing signals were exchanged, but when a short distance above Tashmoo Park the *Linden* veered suddenly and swung across the *Rome*'s bow.

The barge *Emma C. Hutchinson* discharged a cargo of coal for the Pittsburg Coal Co. this week.

Garnet Neff, stoker on the tug *Pauline Heckler*, was at Port Colborne last



Thursday attending the funeral of Fred Haney, who was killed by a dynamite explosion on Hogan's drill *Pulverizer*.

John Byren of the dredge *Brian Boru* had a narrow escape from drowning on Friday last. He was standing in the pocket trying to remove a large stone from the dipper when in some unknown way the pocket was dumped, the load going to the bottom, taking John with it. He pluckily fought for his life and managed to get up through the open pocket and was rescued by the rest of the crew. That he wasn't carried down under the scow is a miracle, as the current is very swift at that place.

The Sullivan drillboats *Exploder* and *Dynamiter* pulled into dock this week and will lay up until the west cut is cleaned up, when work will be started on their contract on the east side of the new cut. 45 or 50 men are taking holidays in the meantime.

The big three-masted schooner *Corisande*, bound to Port Stanley, ran on the rocks on the west side of the drills at the Lime-Kiln Crossing Sunday morning and after having part of her cargo of cedar posts and shingles lightered to the *L.S. Hammond* and siphoned out, she was released by the *Florence*.

The stokers on M. Sullivan's tug *Columbia* are having their sleeping quarters made comfortable by the addition of an electric fan and oilcloth on the floor, while the walls and ceiling are varnished.

Con. Christiansen, the well-known master of the lower U.S. Lime-Kiln Crossing light, was frightened nearly to death Sunday morning by the barge *C.H. Tuxbury*, which ran amuck with his boat. The barge was in tow of the str. *Sawyers*, which passed only a few feet from the lightship; the tow took a sheer to the westward and the towline caught the upper end of Con's floating palace, almost up-ending it. The jig back gave her another shock, throwing the cupboard, stove and other portable things on the floor, so that the danger of fire was added to that of collision. The anchor chain broke and though the offending barge cleared away, the lightship was sent adrift in the channel, directly in the path of vessels up and downbound. Night was made hideous by the bell and the stentorian bellows of the captain and his nephew, Eugene Christiansen, who was spending the night with him. By the time they reached the upper end of Bois Blanc, they caught their breaths, struck a level gait and threw out an anchor, which held them there until they were rescued by the tug *Home Rule*. The upperworks of their ship was badly twisted, not to speak of the injury to their feelings and the loss of sleep.

Welland and Port Colborne newspapers contain a detailed report of the explosion on Hogan's drill *Pulverizer* at Port Colborne Tuesday of last week, when

two men were killed and David Ireland was badly injured. Though it is not positively stated how the accident occurred, those best qualified to judge believe that a charge was put down in the hole and failed to work, so a small charge (or popper, as it is called) was put down to explode it. This failed to leave the charger at the bottom and when the charger was pulled up the "popper" came up with it, unnoticed by the operators. When the word was given to apply the electric spark, the charge of dynamite was exploded right beside the men on the deck of the boat. It is certain that the explosion took place in the charger, an iron pipe about two inches in diameter. The charger was burst and flying pieces of it buried themselves in the woodwork of the boat in many places, one striking the beam at the far side of the drillboat. Flying pieces of this inflicted terrible wounds on the dead men. After describing the wounds on the two victims who were killed, the *Welland Tribune* says:—"The third victim was David Ireland, who has charge of blasting and who is an expert with dynamite. One hand was almost entirely torn off and the other mutilated. But with nerves of steel, Ireland stepped from the tug and with two companions beside him walked to his home half a block away. Mr. Ireland's wounds were dressed as carefully as possible, but as an operation had to be performed on his hands and as he was cut and burned about the body and legs as well, he was taken to the General Hospital, Buffalo, where an operation was performed at three o'clock in the morning. The stub of the thumb and first finger only remain on the left hand and the thumb and side of the right hand is gone.

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July 7, 1905

The *Yantic*, Naval Reserve boat, went on the foot of Fighting Island about 7 o'clock Tuesday night, while returning from the big regatta at Monroe Piers. She went on near the red stake which marks the division of the American and Canadian channels and is on hard, being out eighteen inches all round. The tug *Florence* put out from Amherstburg in answer to distress signals and pulled on her for several hours without effect. At a late hour it was decided to attempt to dredge the *Yantic* out. The regular crew, comprising well-known Detroit men, are on board the *Yantic*.

Clarence Parker of the Parker Chartering Co. announces that arrangements for bringing the passenger steamer *Belle* from Green Bay to Detroit for the run down the river have been completed. The steamer is expected here about the middle of next week. She will be operated by Mr. Parker for the owner, D.M. Haggarty. It is announced that the *Belle* will make three trips to Grosse Île: at the depot, where

landings have not been made for years, at Howard's and at Voight's docks. She will also land at Elba, Sugar and Hickory Islands.

Unless they change their habits, there is trouble ahead for masters of steamers which persist in running at full speed while passing the dredges at work at Bar Point at the mouth of the Detroit River. Complaints have been made to Lieut.-Col. C.E. L.B. Davis, United States engineer, by the dredge owners and a warning tip will be sent to those complained against. After waiting for the warning signal to "work" something stronger will be tried if needed. Besides infraction of the speed rule, vessels are also said to pass too close to the dredges, sending lighters bumping against them and frequently snapping lines.

The tug *Florence* is undergoing repairs to her rail at the plant of the Detroit Shipbuilding Co., owing to damage received by waves from the steamer *Western States* bumping her against the dock. While there, a new steam steering gear was added to her machinery.

The steam barge *J.E. Mills*, recently sunk in Lake Erie and afterwards raised and brought to Amherstburg, went to Toledo, under her own steam and towing the lighter *Hammond*, Wednesday. Both boats will be repaired at that port.

The tow barge *Ollie Jeanette* broke away from her steamer Friday night on the crossing. She was picked up and towed to Bar Point by the tug *Florence*.

The tug *Home Rule* is in Toledo, undergoing repairs to her hull and engine.

The record for water at the Lime-Kilns was again broken Monday, there being a depth of 19 feet 6 inches at the crossing.

Mrs. Theo. Uran and children of Port Huron spent a few days with her husband, who is employed on the tug *Shaugraun*.

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July 14, 1905

At the Craig shipyard the keel of the new 500-foot freighter recently contracted for by the Toledo Steamship Co. was laid this week. It was announced that the new company had voted to build five ships of the same size at a total cost of \$1,750,000. One boat will be built each year and the line will be operated between Toledo and Lake Superior ports.

The tug *Florence* will go on duty at Port Huron for a few days.

George MacKenzie, who has been engineer on the tug *Florence*, has gone to Wallaceburg to take the position of engineer at the Wallaceburg Sugar Co.'s factory. He is succeeded by W. Paxton, who is in turn succeeded by Arch. Dowler of Malden. Mr. MacKenzie made many friends during his stay in town.

Boat thieves made two hauls in this vicinity this week. Monday some young man took M. Sullivan's metal rowboat, Bois Blanc, close to the *Papoose* dock, and it is supposed to have been taken by someone anxious to get Commodore's trainer away. Same morning the U.S. survey boat was taken from the beach in the rear of H.C. Hodgman's and has not yet been recovered.

Capt. Frank Hackett of the lightship *Kewaunee* is taking a furlough of ten days. Capt. Frank has purchased a Kodak to take out with him so that unusual scenes may be preserved for future enjoyment.

The Government tug *Sir John* was here Tuesday from Kingsville for coal.

Lewis Matthews has been appointed engineer of the tug *Home Rule* in place of Abraham Rutledge of Windsor, who gave up the job Saturday.

Dunbar & Sullivan's tug *Shaugraun* has just received a handsome coat of paint. Her hull is red, her cabin green and her stack black.

While out enjoying a sail on Saturday, Lorne Fear was struck by a squall and would have swamped had not Charles Harris gone out in the U.S. Government tug *Alert* and towed him to safety.

The steamer *Saturn*, bound up with coal Saturday, went aground between the Bar Point lightship and the lighthouse to avoid a collision with a downbound steamer. Part of her cargo was lightered into the str. *Newman*, which was in tow of the tugs *Brockway* and *Florence* and after bringing the *Saturn* to Callam's Bay<sup>6</sup> she was reloaded.

The attempt of the Government to transfer Canadian mails from the Allan Line turbine steamship *Virginia* to Sydney and thence to Montreal by rail has developed the fact that the crew of the Canadian Government cruiser *Canada* is in open revolt against Capt. Knowlton, who is in command of the vessel. Five of the crew are now in gaol for refusing duty. The men allege bad treatment, that the decks leak, making the use of the hammocks impossible, and that the bedding has not been changed for months.

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July 21, 1905

The Great Lakes Towing Co. have sold the tug *Phillips* to the Boone Dredging Co.

The proposition to introduce a uniform gear will be viewed with approval

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<sup>6</sup> just south of Amherstburg

by most lakemen. The risk to life and property caused by the uncertainty of straight chain and cross-chain steering gear is unnecessary and should be done away with without further delay.

The unusual lowness of water in the St. Lawrence River is giving shipping men considerable concern. It is 18 inches lower than a year ago and lower than at any time in a number of years. The water will continue to drop until autumn and steamship managers are faced with the problem of having to load only partial cargoes at Montreal and finish at Quebec.

The leviathan<sup>7</sup> fleet of the upper lakes has been increased by the launching on Monday last at Superior City of the third of the "big four" of the Pittsburg Steel Co.'s steamers. These are the largest afloat in lake waters. They are 569 feet long, 56 feet beam and 31 feet deep, carry about 12,000 tons and cost a little less than half a million dollars apiece. Some idea of their capacity, says the *Detroit Free Press*, can be gained from the fact that when the *Wolvin* passed Detroit a few days since, carrying coal and incidentally establishing a new record on the lakes, it had aboard 10,937 tons. To transport this by rail would require the services of 246 cars and no less than half a dozen engines, yet the new vessels will have a capacity of 10 per cent greater than this.

Samuel Derall of tug *Sydney L. Smith* is at Mrs. Paul Desjardins', nursing a very badly ulcered tooth. His face was swelled as big as a watermelon.

Chandler's pile driver No. 2 has been engaged driving piles along the dock at the foot of Murray and Richmond Streets for the Pittsburg Coal Co. and at the east and west sides of Bois Blanc for the D.B.I. & W. Ferry Co.

The dredges *Hercules*, *Gladiator*, *Old Glory* and the *Tipperary Boy* are all working together near Bois Blanc opposite Murray Street, and large crowds are seen daily watching the performance of the four dredges abreast of each other, a sight very seldom seen on the Great Lakes.

The steamer *J.E. Mills*, which foundered in Lake Erie about a couple of months ago and went to Toledo to be docked for repairs to her hull, arrived back Sunday under her own steam with the lighter *L.S. Hammond*, which was in Toledo also for repairs, in tow. The *Mills* only had the heavy work done that could not be done here and Capt. Fred Trotter has a gang of carpenters putting in new decks and railings. When finished she will be one of the neatest crafts on the river. The *Mills*

<sup>7</sup> huge

leaves next week for Sarnia for a load of lumber for Mrs. J.R. Park; also the lumber for the *Mills'* cabins. She makes the trip without decks or cabins.

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

Mrs. Fred Trotter and Miss Marion took a run down to Toledo a week ago, returning by the steamer *Mills*.

The tug *Sydney T. Smith*, Capt. Cook, has been in dock all week having new flues put in her boiler.

Wm. Johnson, wheelsman on the str. *Langham*, spent a few days at his father's, Joseph Johnson, Richmond St.

The steamer *Papoose* took out a party of forty on Tuesday evening for a trip out on Lake Erie and up the river. They had a most delightful time. Music was furnished and refreshments served.

Walter L. Girardin of the str. *Harry H. Brown* is home for a few days.

Howard Matthews of Wiarton, brother of Lewis Matthews, is now handling the throttle on the Great Lakes tug *Florence*.

The D.G. steamer *Vigilant* called here on Monday to coal up. Capt. Dunn reports Yankee fishermen very scarce on Lake Erie this season.

The U.S. Government is having the gauge house made larger on the Leighton property down the bank.

Capt. Forest Maloney, an old Amherstburg boy, is now master of the steamship *E.C. Pope*. When it comes to positions requiring nerve and good judgement, nothing can beat the 'Burg mariners. They always have their nerve with them.

Capt. Thos. Tormey of the tug *Prodigy* quit his job and Wm. Hammers has taken his place.

The tug *Columbia* backed into the ferry *Papoose* on Monday at the [Bois Blanc] Island upper dock, damaging the ferry's rail.

Capt. Henry Pocock, supt. of the International Transit Co. at the Soo, was calling on friends here yesterday. He has charge of the ferry steamers *Fortune* and *Algoma*, running between the Soos.

E. Woods is turning out an eight-and-a-half-yard dredge dipper for the Great Lakes Dredge and Dock Co., Port Arthur. It will weigh eight tons when finished and is one of the biggest dippers on the lakes.

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July 28, 1905

The str. *J.E. Mills* discharged a cargo of lumber from Sarnia for Mrs. J.R. Park on the Falls Bros.' coal dock.

Thos. Hanley, superintendent of the Sullivan drill fleet, says he expects to have all drills going on the east side of the channel by Tuesday.

Fred Girard, better known as "Fritz," an employee of Dunbar & Sullivan, is now chief on the tug *Shaugraun*, while Henry Payment is at the bedside of his wife in Buffalo.

Dunbar & Sullivan are thinking about rebuilding the big McMyler derrick and converting her into a derrick scow. This machine is the best on this part of the Detroit River, with lifting capacity of 10 tons.

Ivan Bertrand, a drill helper, met with a very bad accident Tuesday afternoon on Dunbar & Sullivan's drillboat *Cyclone*. When he was stepping over the syphon, which is used to pump out the drill, it jumped out of the hold, striking Ivan on the left side of the body with great force. He was brought to town and sent home, where his wounds were attended to. He will be laid aside for a few days.

The steam barge *Mills* towed the pile driver belonging to the Bridge and Dock Building Co. back to Windsor Friday afternoon.

The second annual convention of the International Brotherhood of Steam Shovel and Dredge Firemen, Oilers, Linesmen, Scowmen and Watchmen closed at Detroit Friday. Following is the new executive board: president, W.B. Jones, Sault Ste. Marie; first vice-president, F.R. Freeman, Toledo; second vice-president, William Earth, Chicago; third vice-president, Charles Campbell, Superior, Wis.; fourth vice-president, B.F. Disbrow, Cleveland; secretary-treasurer, Claude Wirth, Chicago. James O'Neill of Chicago, organizer and president of the brotherhood since its formation, declined re-election. It has been decided to remove the headquarters of the organization from Chicago to Detroit in the near future, with the president and secretary resident.

The steamer *Westmount* and consort of the Montreal Transportation Co.'s fleet passed up on Friday loaded with wheat, bound from Kingston to Fort William. These cargoes originally were shipped from Fort William and in returning there made a new record for the canal, being the first wheat ever to pass westward through the Welland.

The dredge *Sir Wilfrid Laurier*, which sunk in Lake Ontario on October 6th, 1902, while being towed from Polson's shipyard, Toronto, to Montreal, has been located in 78 feet of water between Newcastle and Port Hope, about two and a half

miles from shore. She is on even keel with spuds upright. The man who found her will get the \$500 reward offered by Polson Co. The dredge was valued at \$69,000 and will be raised.

The Government patrol ship *Vigilant* coaled here Monday night. Capt. Dunn reports nothing doing. All last week only one fishing tug was sighted and she was far within her limits. The fish tugs are laid up, the South Shore Lake Erie ports are full of them.

The passenger steamer *Lincoln*, formerly on the Windsor and Pelee Island route, which was burned at Sandwich two months ago, is now being rebuilt at Goderich by Capt. Doty of that place. Capt. Doty has purchased also of the Cleveland Underwriters the hull of the steamer *City of Collingwood*, burned at Collingwood last month, paying fifteen thousand dollars for the wreck. He probably will rebuild the vessel at the Collingwood dock.

The high water on the Lime-Kilns this season allowed vessels to pass with a deeper draft than at any previous season, but low water at the crossing all day Sunday was responsible for holding up a good-sized fleet of downbound vessels. This was caused by the northwest wind that prevailed. The gauge started to fall at 1 o'clock Sunday morning, when a depth of 19 feet 7 inches was indicated. From this time on the fluctuations were various and at 5 o'clock in the afternoon Duff & Gatfield were showing 19 feet 2 inches. Between 6 o'clock in the morning and 10 o'clock Sunday night the highest point reached was 19 feet 4 inches.

Dredging operations in the west half of the channel in Detroit River abreast of Amherstburg and between town and Bois Blanc Island having been completed, navigation side will be shifted this week so that vessels will traverse the west side of the channel instead of the east side as at present. Commander Porter of Buffalo, inspector of the Tenth District, which includes lower Detroit River, issued notice that the lights would be changed on or about July 26. Blasting and dredging will be done in the east side of the channel while it is closed to navigation. Following are the changes in the aids that are to be made: Two steel towers 50 and 70 feet high have been erected on Elliott's Point, marking the centre line of the channel to be used (300 feet wide), the old range targets on Elliott's Point will be removed and discontinued, and the buoys and floating lights will be moved to the west 300 feet, marking the side lines of the channel.

Capt. Alex. Callam of the str. *E.M. Peck* took a run home while his boat was unloading in Detroit. Other members of the crew were home too.

The Trust tug *Home Rule* is about to receive her new boiler and carpenters



are tearing off the pilothouse and cabins. Her old boiler will be lifted out on the old piers. She will be towed to Detroit, where she will get her new boiler, which will make her one of the strongest and fastest tugs that carry the big G.<sup>8</sup>

The str. *John Plankinton*, bound up, parted her wheel chains Tuesday night and ran aground at the head of Bois Blanc. The tug *Home Rule* went to her assistance, but the captain rather than take a tug, worked the steamer off in an hour or so.

**DAMMING THE GREAT LAKES.**—The proposal to raise the level of Lake Erie by building a dam at the southern entrance to the Niagara River was seriously discussed by the International Waterways Commission at Montreal on Tuesday of last week.

The project is not a new one. It has been in the minds of engineers for some years and Prof. Wisner of Detroit submitted a report upon it to the United States Government. The depth of water in large shipping ports along the south side of Lake Erie involved much dredging to accommodate the larger type of vessels. By means of a weir at the outlet of the lakes, it is estimated that the mean depth can be maintained, but to secure an increase of three feet in the maximum depth might entail serious consequences. It would mean a proportionate rise of two feet in Lake St. Clair and one foot in Lake Huron and it is possible great damage might be done by flooding ports and farm lands along the lake shores. Prof. Wisner thought that by the judicious use of gates, a sufficient depth could be maintained through the low-water months of September, October, November and December without raising the level in the high-water months.

Prof. Wisner outlined his scheme before the Commission on Tuesday of last week and a protest was entered by Mr. Gear, president of the Montreal Board of Trade. He maintained that during the four months September, October, November and December the closing of the gates to maintain the level in the upper lakes would result in a diminished flow of water into Lake Ontario and the St. Lawrence, reducing the depth during these low-water months. The gates would be opened in December, when the supply of water would be excessive. Any work that would decrease the depth of the channels below the Welland Canal would be a great national loss to the Canadian people, who had spent many millions on the St. Lawrence route. The grain growers and shippers of the western states profited by

<sup>8</sup> Great Lakes Towing Co.

this route, and railways, Canadian and American, depended upon it to a large extent.

Spokesmen for Canadian shipping interests took a similar position, the representatives of the Allan Line stating they found difficulty in loading their turbine steamers to their full capacity and that they could not increase the size of their vessels until the St. Lawrence channel had been deepened.

Col. Ernst, the chairman of the American section of the commission, disclaimed any desire to injure the St. Lawrence route and said he would not approve of any plan that would have that effect. The commission decided to hold a sitting at or near Niagara Falls, where the members could look over the grounds.

It requires no engineering science to see that the closing of the gates of a dam, such as is proposed, would check the flow into Lake Ontario during the time needed for accumulating sufficient water in Lake Erie. To make matters worse, this process would be repeated every year at the low-water season. If the water in Lake Erie, Lake St. Clair and Lake Huron and the connecting rivers could be raised beyond the present high-water level by means of a dam, without flooding valuable lands and injuring ports and harbors, Lake Ontario and the St. Lawrence River would not be affected, as the same volume of water would continue to pour into them once the dam was built and Lake Erie raised to the required level.

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August 4, 1905

A tug and two steel dredges are being built by the Canadian Shipbuilding Co. of Toronto for the Great Lakes Dredging Co. of Port Arthur. The tug is unusually powerful.

The steamer *Augustus B. Wolvin* passed up with a cargo of 11,140 tons, which is the largest coal cargo ever carried on the lakes. The *Wolvin* loaded in outer harbor, Cleveland, and was only at dock twenty-four hours. She took on 250 cars of coal.

A wireless telegraph outfit has been installed on the steamer *City of Detroit* of the D. & C. Line. In order to get an idea of the height of the station pole which is to be erected on the dock, a trial will be made with the Solvay Process chimney, 300 feet high, as part of the operation. A mahogany stand has been placed in the after-cabin of the *City of Detroit*, where messages will be handled.

Seamen on Canadian vessels are demanding an advance in wages of about 50 cents per day, and there may be trouble as vessel owners say they cannot afford to pay the advance with freight rates on their present basis. Canadians have had a good deal the advantage of American vessel owners in the way of wages, but with

the shortage of seamen now prevailing, Canadian workers seem inclined to even up the scale.

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

Falls Bros. expect the str. *Tecumseh* in a few days with a full cargo of all sizes of hard coal direct from the celebrated Scranton mines.

W. Palmatier and Gus Bellecours have secured good positions on L.P. and J.A. Smith's drills at Sandusky and left last week to go to work.

The str. *Manchester*, bound up, broke her pin off Bar Point Wednesday night. The tugs *Florence* and *Brockway* towed her in for repairs yesterday morning.

The dredge *Hercules* lifted the boiler out of the tug *Home Rule* Saturday night at the foot of Richmond Street and the cabins and pilothouse were placed on the waterworks dock. She was towed to Detroit Sunday night by the tug *Florence* to the east end boiler works, where the *Rule* will receive a large water tube boiler that carries, it is said, 150 lbs. of steam. This will make her one of the fastest in this port.

The Pere Marquette Railway has decided to operate its own car transfer system on the Detroit River and will bring its ferry down from Port Huron. It has made an arrangement to use the Canadian Pacific slips at Windsor and Detroit. Cars will be ferried from Detroit to the C.P.R. slip there and taken to Walkerville junction, where they will be transferred to the Pere Marquette.

Notwithstanding the fact that she was one of about 30 big fellows waiting upriver for high water, the *Wolvin* took down a cargo of ore to Conneaut on her last trip, which figured at 10,524 tons, and brought back over 11,000 tons of coal on her up trip. It was all done in about two days. Although the *Wolvin* broke her own record on her trip, it is thought that her full capacity has not yet been tested. Such is the traffic past our doors day by day.

John Farmer left Tuesday for Chicago to take charge of two drills for the Great Lakes Dredging Co. on the Calumet River.

The U.S. water gauge structure on P.B. Leighton's stone breakwater makes quite a pretty summer house with its new shelter, roof and rail.

Wm. Cook, brother of Capt. H. Cook of the tug *Sydney Smith*, has taken charge of the throttle on the tug *Columbia* for the season after being laid up on account of illness.

Gerald Nicholson of the Pittsburg Coal Co., Erie, fell down the hold of the steamer *Madagascar* at that port and sustained a compound fracture of the ankle

which will lay him up for some time.

The Dom. Govt. str. *Vigilant* coaled at this port Monday and left next morning for Port Stanley, where Hon. Raymond Prefontaine, Minister of Fisheries, and Hon. E.S. Hyman, Minister of Public Works, were taken aboard for a cruise on Lake Erie, inspecting Government waterways and works.

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August 11, 1905

The str. *Tecumseh* is discharging a cargo of all kinds of hard coal for the Falls Bros. at their sheds at the foot of Richmond Street.

The tug *Home Rule* came down from the east end boiler works, Detroit, Saturday night under her own steam and Chief Engineer Matthews is hard at work putting her engines and pipes in shape. The carpenters are also placing the cabins on. She will be neatly painted up and will be one of the prettiest craft afloat, to say nothing of the power she will have.

Mrs. Gerard of Buffalo is visiting her husband, Fred Gerard, better known among the dredgemen as "Fritz" and second engineer on the tug *Shaun Rhue*.

Owing to the breaking of a shaft on the dredge *Brian Boru* at the Lime-Kiln Friday night, she was laid up Saturday for repairs. Chief Engineer Riley of the tug *Alpha* took the opportunity to make a trip to Buffalo to visit relatives.

There was a general lay-off on the Breyman Bros.' dredging fleet last week from Thursday till Monday; owing to breakages, *No. 1* had a broken dipper handle, which was replaced by an old one, while *No. 2* and Detroit Dredging Co.'s *No. [?]* had broken spuds.

Ralph Edgar of Welland has arrived to town to spend a couple of weeks with his brother "Bill," the popular cranesman on the dredge *Brian Boru* at the Lime-Kiln Crossing. It is currently reported among the dredgemen that there will be something doing in earnest, as the brother did not come to town for his health. He will also keep an eye on Ed. Hooker, oiler on *Tipperary Boy* and a well-known ladies' man, during his sojourn here.

The Canadian dredge *I.X.L.* started on her contract along the Amherstburg reach Monday morning. The digging is hard but she is making good time.

The little passenger steamer *Belle*, brought from Green Bay to be tried out on the Detroit-Sugar Island route, made her first round trip Monday. She landed a number of visitors in town Sunday. She resembles a Mississippi stern-wheel steamboat and draws three feet of water. Her owners have held her up pending a sale to Grosse Île parties.

The str. *City of Mt. Clemens* discharged a cargo of wheat for Colin Wigle & Son this week. Also a deckload of barrel salt for town merchants.

C.K. Westcott, inspector on Breyman's dredge No. 2, has gone to his home at St. Clair for a few days while his dredge is being repaired at Toledo.

Mrs. (Capt.) Walter Mahon is visiting friends and relatives in town until the str. *Langham* comes up, when she will go up the lakes with her husband.

Mrs. Grearson, whose husband is captain on Breyman's dredge, has gone to Toledo for a week.

The steamer *E.H. Gary*, one of the four big steamers built for the Steel Trust this spring, on Tuesday broke all cargo records on the Great Lakes by loading 12,423 gross tons of iron ore at Escanaba for delivery at South Chicago. The former record for the trip also held by the *Gary* was 11,882 tons. But a few weeks ago the *Gary* loaded 10,877 tons of ore at Ashland, this being the largest cargo ever carried from Lake Superior.

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August 18, 1905

The United States lake survey steamer *Hancock* and Union liner *Binghampton* collided in Lake St. Clair Wednesday afternoon and the former went to the bottom in two minutes. E.S. Wheeler, chief assistant United States District Engineer, was on board the *Hancock* making soundings for the proposed new 25-foot channel when the accident occurred, but he and the crew of eight men escaped in the lifeboat without getting wet.

It is now a question of speed whether or not the steamer *Belle* is placed permanently on the downriver route. Her owner, D.M. Haggarty, has been assured that if the buckets on the steamer's wheel can be readjusted<sup>9</sup> so that a speed of twelve miles an hour or better can be made, the people of Grosse Île will purchase the boat.

Tuesday afternoon a couple who came down on the *Columbia* and attempted to row to Sugar Island were caught by a squall when about halfway across the stretch of water and they would have been swamped had not the tug *Alert*, Capt. Harris, picked them up and towed their boat back to the island dock. This is the second rescue made by Mr. Harris already this season and he'll soon be qualified for a medal.

<sup>9</sup> to change the pitch of the propeller blades

The Great Lakes tug *Home Rule* took her first trip Sunday after she had her new 15-ton boiler installed. She went down as far as the Detroit River Lighthouse. The new boiler was recently put in by the Detroit Shipbuilding Co. It is five tons lighter than the old one and allowed about 20 more pounds of steam. The difference in weight makes her a better sea boat and the increased steam allowance makes her more powerful. She has got the steam for racing and marine men say she will be a corker to break ice.

The handsome Government steamer *Speedy* came into port on Monday night and remained here until 10 a.m. on Tuesday. The Hon. Charles Hyman, Minister of Public Works, and others were on board on a tour of inspection. All the lake ports where public work is in progress will be visited by the minister. Persons who think that the Minister of Public Works has a snap when on a tour of inspection should have seen the three days' accumulation of mail which was received at this post office. The letters would fill a bushel basket and his private secretary, James Hunter, spent the night trying to catch up with the correspondence. The *Speedy*, after coaling up here on Tuesday morning, left for Windsor, where the minister remained about an hour.

On Monday the steamer *Idlewild*, carrying 200 women and children, was tossed about rudderless on Lake Erie for five hours in the high wind which blew all day. When off Windmill Point the rudder broke away. The *Idlewild* was brought into Buffalo by four tugs, which were summoned by persons on the shore who saw her distress. The officers preserved order among the passengers, none of whom were injured. The *Idlewild* lost her smokestack in one of the lurches she took in the heavy sea. The captain saw the chains supporting it part and drove fifty people aft as the stack came crashing down through the hurricane deck. Women became hysterical and old men prayed. When the *Idlewild* was towed to her dock at Buffalo many women were suffering from nervous shock.

Mrs. (Capt.) Robert Foster and two children of Toledo are visiting her husband, who is captain on Breyman's dredge No. 1.

Dunbar & Sullivan has let a contract to the Great Lakes Engineering Co. to fit out for them a new McMyler 30-ton derrick for use on their contract on the lower Detroit River. The derrick will be erected on a steel hull and will be the biggest thing of its kind ever used in these waters. Boulders and heavy lifting will be where it will get in its work, but it will also be used as a clam dredge in soft digging.

Low water on the crossing held up several boats Sunday but they all got away again toward evening. Among those delayed were the *Holley*, *Morse*, *Oglebay*,

*Walker and Gates.*

The str. *J.E. Mills* took a load of lumber from Sarnia to Port Colborne last week.

Edward Rounds of Welland has arrived in town to take a position with Weddell & Co. as ship carpenter.

A bursting cylinder on the high pressure engine on the steamer *Erin* caught Second Engineer Matthew Caldwell full in the face and breast about 2 o'clock Wednesday afternoon of last week and when the vapor had cleared away his dead body was found outside the engine room door. The fatality happened as the steamer and its consort, the schooner *F.L. Danforth*, were below the Pittsburg Coal Co.'s dock, Sandwich, going up the river. Engineer Milne, who heard the explosion, ran and turned the steam off as soon as possible. The flesh on the arms, face and chest of Caldwell was nearly blown away and hung in shreds. The unfortunate man was about 55 years of age and his home is said to be in Glasgow. The tug *Florence* towed the *Erin* to the Canadian Pacific dock in Windsor. Coroner Bell deemed an inquest unnecessary and the body was removed to Undertaker O'Dell's rooms, from whence the funeral was held.

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

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August 25, 1905

Although the water at the Lime-Kiln Crossing fell to 19 feet 3 inches with the high wind Monday but a few boats were too deeply laden to get over. The *Victory*, towing the barge *Constitution*, and the *Steinbrenner* were delayed about six hours.

Fred Girard, well-known as "Fritz" and who has been employed on Dunbar & Sullivan's tug *Shaun Rhue* all summer, has severed his connection with that firm to accept a better position as engineer on the Great Lakes Towing Co.'s tug *Prodigy*, tending to the Detroit dredge No. 2 at Bar Point.

The Ashley & Dustin steamer *Frank E. Kirby* went down to Put-in-Bay Sunday morning 15 minutes ahead of time. The Government inspectors found she had her limit on then and she had to leave about 400 on the docks.

Girby Bertrand joined his boat, the *E.M. Peck*, on the way up after being ashore for a week.

Citizens living on Sandwich Street are becoming alarmed at the powerful dynamite explosions at the Lime-Kilns. A number of holes being put down and all

shot off at once is causing the trouble. Some of the stone and brick houses are being gradually wrecked, the plaster falling and even the dishes in the cupboard are broken while chimneys are split, cornices wrecked and the buildings generally demoralized. Never before was such a racket kicked up at the Lime-Kilns as the present. The engineers in charge claim not to be able to control the contractors, so the citizens will likely protect themselves by getting out injunctions.

Leaking in every seam and her pumps unable to keep her free of water, the wooden freighter *Nyanza*, ore-laden from Lake Superior to Lake Erie, narrowly escaped foundering in Lake Huron in the gale that raged Monday and part of Tuesday of last week. After being out 21 hours she reached Alpena, where the pumps were repaired and she proceeded on her way.

The steamer *Griffin*'s steering gear went out of order while she was coming down over the Lime-Kiln Crossing Tuesday, but the tugs *Florence* and *Home Rule* saved her from going aground and towed her to Bar Point, where the broken machinery was repaired.

Walter Henley, son of Dan Henley of this town, is at the Marine Hospital at Sault Ste. Marie, Mich., with a very badly crushed foot, which he sustained by letting a hatch fall on it while coming down Lake Superior on the str. *Masaba*, on which he is watchman. It is said "Boze" has a nerve of steel and a little thing like that doesn't worry him.

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September 1, 1905

The well-known little steam barge *Lily* got into trouble early Wednesday morning by getting out of the channel above the Pittsburg Coal Co.'s dock, Sandwich, and striking the wreck of the old steamer *Prince Edward*. A hole was punched in her and she sank. The *Lily*'s bow and upperworks and most of the cabins are above water, the surface of the river being just about awash, with the decks on the port side, toward which she is listed. She was on her way to Chatham with a load of coal. She will be raised.

Wednesday afternoon the steamer *Frances L. Robbins*, Capt. Haybarker, bound down, ore-laden, struck a steel dump scow owned by M. Sullivan on the Hackett range below Bois Blanc while trying to avoid a collision with a schooner. A hole six feet long and about eighteen inches wide was torn in the *Robbins*, three feet below the waterline. Capt. Haybarker had time to get the vessel about 200 feet westward of the main channel, where she now rests. Arrangements were made for the marine ambulance *Newman* and a diver to go to the scene. Enough of the ore

in the *Robbins* will be lightered to bring the hole above the waterline to permit of a patch being placed over the injury.

Low water again at the Lime-Kiln Crossing held up a good-sized fleet Wednesday. Among those delayed above the crossing were the steamers *Grammer*, *Heffelfinger*, *W.L. Brown*, *Lyman C. Smith*, *Angeline*, *Luzon*, *Sylvania* and *W.W. Brown*. They are loaded with ore. The stage of the water varied from 18 feet 10 inches to 19 feet 1 inch. Delays of vessels mean additional losses to vessel owners who have already suffered from the same cause this season.

After the close of her season on the Bois Blanc route September 10, the big steamer *Columbia* will go to Lake Erie ports for a series of afternoon lake rides and "moonlights." The plan contemplates a day each at Toledo, Cleveland, Sandusky and Erie and three days and evenings at Buffalo. The regular crew will be taken and Supt. Nicholson of the fleet will also accompany the big steamer to see that everything goes right. This new departure on the lakes will be watched with interest. It is believed that the advent of a steamer of the character of the *Columbia* will meet with a quick response from the people of Lake Erie ports.

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September 8, 1905

The lumber barge *Emerald* struck a rock on the Boston shoal and came into dock in a sinking condition Thursday night. The Hackett Wrecking Co. put a diver to work and after a portion of her cargo was lightered she was patched up and got away next day.

The schooner *Pretoria*, bound from Allouez to South Chicago with a cargo of iron ore in tow of the steamer *Venezuela*, sank off Outer Island in the Apostle group at 7:30 o'clock Saturday morning. Capt. Smart and 10 sailors put off from the vessel in a small boat and started for land 20 miles away. After fighting through the terrific sea until late in the afternoon the boat was capsized and all were thrown in the water. Capt. Smart and four of the men managed to keep afloat and right the boat again, but the other five sailors were overcome by the waves and sank.

Quick time was made in getting the freighter *F.L. Robbins* off the bottom of Lake Erie below Bois Blanc Island. Thursday afternoon she was floated and then steamed to the emergency anchorage of the Lake Carriers' Association above Elliott's Point and inside the river. About 250 or more tons of iron ore were lifted from the *Robbins* to the wrecking lighter *Newman* and this brought the big hole in the side of the *Robbins* above water so that a temporary patch would be applied. A steam pump was left on board until the big steel freighter got to her destination.

The tug *C.W. Jones*, tendering the dredge *I.X.L.*, ran aground on the dump ground back of Bois Blanc Island Wednesday afternoon and had to have Hackett's tug *Florence* pull her off.

The schooner *G.C. Houghton*, lumber laden for Buffalo, was struck by the storm off Oxley Monday and floated signals of distress. The matter was reported here by a passing steamer and the tug *Home Rule* was dispatched to her assistance. Tuesday evening she was towed to port in a waterlogged and disabled condition. She was siphoned out, repairs made and she left for her destination in tow of a tug.

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September 8, 1905

**A GRIM RECORD.-The Week's Chapter of Accidents by Land and Water.**-The annals of local history seldom affords such a sad commentary on the weak hold humanity has on life as that told by the numerous accidents which fill the columns of the daily papers the past week. The loss of life and property is appalling and includes the following:-

**Wrecks on Lake Superior.**-A terrific gale swept Lake Superior Friday to Sunday and during that time more than a score of lives were lost and property valued at half a million dollars was destroyed. The gale was the most destructive to lake shipping that has been experienced in many years. The steel steamer *Sevona*, bound from Superior to Erie with ore, was caught in the storm. She fought the storm and tossed about until further progress was dangerous. When off the northwesterly point of Bayfield County, Wis., Capt. McDonald headed the rolling craft for the shelter of the Apostle Islands, which lie off the Bayfield County shore. Between the Apostle group and the main shore the lookout gets his bearing from the Raspberry Island light. The heavy weather prevented the *Sevona's* man from seeing the signal in time and she struck. She had run on Sand Island Reef one and one-half miles west of Sand Island light. When the vessel finally struck a great hole was torn in her bow and only half an hour after the wreck the pounding of the waves had hammered the stout ship in two. The captain, two mates and four seamen remained to certain death on the boat to allow seventeen others, including four women, to escape in open boats to land. After a desperate struggle they made a bleak and desolate shore and it was twenty-four hours before a tug was sent from Bayfield to the *Sevona*. All that was found was four dead bodies, one of which was Capt. McDonald. Marine men are overwhelmed by the extent of the disaster.

Besides the wreck of the steel steamer *Sevona*, which broke in two on Sand Island Reef, seven of the crew, including the captain, losing their lives, the barge



*Pretoria* of Bay City, Mich., carrying a crew of ten men, sank five sailors drowning.

The new steel steamer *Stackhouse* arrived at the Soo on her first trip with her hatch covers so badly sprung that water poured continually into the hold. One of the crew was washed overboard. The monetary loss of the *Sevona* is \$170,000 while that of the *Pretoria* is \$150,000.

The schooner *Olive Jeanette* which carried a crew of seven men, is also thought to be lost. The *Olive Jeanette*, it is believed, went to the bottom about 10 miles from Portage Entry. This schooner was in tow of the steamer *L.R. Doty* when the latter vessel was lost with her entire crew on Lake Michigan a few years ago.

The steamer *North Wind* was thrown against a pier at the entrance of Duluth harbor and had such a hole punched in her that she sank.

Frank Smith, second engineer on the steamer *R. Ireland*, was washed overboard in the great storm and was lost.

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September 22, 1905

**VIGILANT'S BUSY WEEK.-Every Little Bit Helps.-Yankee Poachers Chased Over Boundary.**-The Dominion revenue steamer *Vigilant* is making it interesting for Yankee poachers on Lake Erie. During the past week Capt. Dunn has made warlike demonstrations against four of them, capturing two, the others escaping in bad condition, their hulls riddled with bullets and leaving a large number of nets, which were confiscated. The *Vigilant* appears to be making it decidedly unhealthy for the fish pirates who have their headquarters in Erie, Pa. Every day brings its incident.

#### THE FIRST CAPTURE.

The *Vigilant* captured the American fishing tug *Cockle* of Erie, Pa., Tuesday, September 12th, together with 5000 pounds of whitefish and a hundred nets, twenty miles east of Port Burwell. The tug was handed over to the Customs authorities at Port Dover. The tug was owned by the Booth Co. and was valued at \$7000.

#### THE TUG MCCARTER.

While fishing near the boundary line in Lake Erie Thursday afternoon, the fish tug *William J. McCarter*, a small boat of 15 tons, was struck twice by shots from the *Vigilant* in the efforts of the Canadians to compel the tug to stop and surrender. Capt. Frank Handy, the engineer and four men were on the tug, but they were determined to escape and made the run home in their damaged boat. The tug was struck once near the waterline but the hull was only dented. The second shot knocked over the "iron man," a piece of machinery used in hauling in nets. The

men were not hurt. The boat sustained such small damage that just before dark Captain Handy started out again to pick up the nets he left behind. The captain said that he was in American waters when the shots were fired, but many of the fishermen admit that they go over on the Canadian side regularly to fish at this season of the year. The *Vigilant*, it is claimed, comes down inside the Canadian line and intercepts all tugs that are not speedy enough to get away.

#### THE E.C. OGGEL.

The Keystone Fish Co. of Detroit received a telegram from Port Dover late Saturday sent by Capt. Morrison of their tug *E.C. Oggel*, a 60-foot boat, saying the fish tug had been captured and towed into port by the Canadian cruiser *Vigilant* while fishing in Canadian waters. The captain, engineer and four men on the boat were taken to Port Dover and will be released. The tug, valued at \$3000, will be held pending settlement of the case.

#### A NAVAL BOMBARDMENT.

The fourth of the fish tug incidents of the past week took place in mid-Lake Erie Sunday, when the *Vigilant* riddled the big steam tug *Harry G. Barnhurst* with small shells from the rifle on the patrol boat. Capt. Nick Fassel of the tug admitted after he escaped that the *Vigilant* could have sent her to the bottom if Capt. Dunn had so desired. They ran more than eight miles under full head of steam before they crossed the boundary line and escaped from the Canadians. More than thirty shots struck the vessel and of these, fifteen of the small shells landed with telling effect on the upper parts, so the boat careened to one side with the mass of wreckage when she came into port. Having been used for merely a pleasure steamer, the *Barnhurst* is of large size and well-fitted with steam equipment. The fireman, Magnus Johnson, fainted in the hold from over-exertion in keeping the steamer going ahead. He was reported killed, but revived after reaching shore. Two fishermen were cut in the face by splinters shot away by the bullets. The *Barnhurst*, according to Capt. Fassel, was about five miles over the line drawing nets when the *Vigilant* appeared. The other Erie tugs, the *Alma*, *Vahant* and the *Boyd*, were also over the line and ran away when the chase started. Capt. Dunn ordered the *Barnhurst* to stop, but instead of doing so Capt. Fassel put on full steam and started for the line. He took a southwesterly direction and could not be headed by the *Vigilant*. It has become quite the custom for the Erie fishermen to cross the line, regardless of strict orders from the companies employing them and having exciting brushes with the *Vigilant*. They never think of surrender when there is a chance to run away. The *Barnhurst* lost a quantity of nets.

Capt. Dunn has applied to the Marine Department for a quick-fire gun for the *Vigilant*. The only gun he has on board now is a rifle of large calibre.

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September 22, 1905

While working in front of the waterworks Friday afternoon last, the dredge *I.X.L.* struck a big log with her dipper. The end of the log was resting against the intake pipe, which had been swung out of the way of the dredge by the town authorities and the force of the impact broke the pipe off at a joint about twenty feet from the dock. The log was secured and towed into shallow water north of the dock where it lies. It is red oak, sixteen feet long, about 18 inches through. Speculation has been rife as to where it came from, but the most reasonable solution is that it was towed there from the Canard River in the 60s when the late C.W. Thomas had a mill located where the waterworks now stands. The dredge picked up a second log the same afternoon. Divers have since made an examination of the pipe and find there was an old crack at that joint. The broken end was towed in and nothing has yet been done towards making repairs.

The wooden barge *George W. Roby*, which went aground on the east bank of the Lime-Kiln Crossing Sunday night, was destroyed by fire while still aground Tuesday night. Earlier in the day the *Roby* had broken her anchor chains and had gone farther on, her bow swinging in towards shore. The barge's cargo of 3500 tons of soft coal, several hundred tons of which had been lightered to the *L.S. Hammond*, had caught fire and the blaze was a hot one for several hours. Loss on the boat and cargo is estimated at \$50,000. A dispatch from Cleveland says that there was \$64,000 insurance on the *Roby*. The crew escaped from the burning boat in plenty of time. The fire is thought to have resulted from spontaneous combustion. The tugs *Home Rule*, *S.J. Christian*, *Blazier*, *Jones* and *Shaun Rhue* ran alongside of the burning boat but were powerless to check the flames. The fire started forward of the boat and was spectacular while it lasted, lighting the vicinity for a long ways around. Nearly half of Amherstburg's population lined the bank to watch it. The fire burned fiercely all night, all Wednesday and all Wednesday night, and there's nothing left of the barge but a charred hull. The *Roby* was in tow of the str. *Major* when she went aground. The burning boat was completely stripped and most of the stuff placed under bond at Amherstburg. The *Roby* was owned by W.H. Becker and others of Cleveland and was converted into a barge last winter, her machinery being placed in the new steamer *F.L. Robbins*. She was another Bay City boat, having been built there in 1889. She was 281 feet in length, 41 feet beam and 20 feet deep.

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September 29, 1905

Parker Bros. of Detroit have been authorized by the underwriters to sell the soft coal cargo of the barge *George W. Roby*, which burnt to the water's edge on the Lime-Kiln Crossing, and bids will be solicited. The *Roby* had a cargo of 3000 tons, about 1500 tons of which are undamaged.

While coming into the river Tuesday evening, the towline from the steamer *Panama* to the barge *Montezuma* parted, letting the barge go adrift below Bois Blanc Island. The Great Lakes Towing Co.'s tug *Florence* went to her assistance and towed her to Smith's coal dock. While the *Florence* was returning, she got out of the channel and ran aground at Grassy Island and after a few hours' work she released herself.

That the limit of the size of lake freighters was not reached when the Pittsburg Steamship Co. ordered four vessels 569 feet in length last year was evidenced Monday when the Trust contracted for two boats, 600 feet overall and 580 feet keel. These monsters are to be 38 feet beam and 32 feet deep and will cost \$900,000. About 8400 tons of steel will be used in their construction and it is figured that they will carry 12,000 tons of iron ore. They will be built at the South Chicago yards of the American Shipbuilding Co. and will be ready for business on the opening of navigation next spring. When the two steamers come out they will be 31 feet longer than any lake vessel now afloat.

W. Nemon Booth of Booth & Co., Chicago, one of the largest concerns in the fishing industry on the Great Lakes, talked on the trouble between the fishermen on Lake Erie and the Canadian Government. Mr. Booth said the companies interested in fishing on Lake Erie did not uphold the captains of the fishing boats who have been poaching in Canadian waters. The captains of tugs, he said, have a financial interest in the boats and they are willing to run the risk of poaching in Canadian waters for the sake of gain. The fishing companies, he added, regret the recent occurrences of warlike character and if the captains cannot be curbed, the only alternative will be that the boats will be owned outright by the companies.

Arthur Breyman, manager of the Breyman Bros. dredge firm, is back to the 'Burg after being laid off for a month with typhoid fever at Toledo. The barge *Sagamore* had to be lightered of 300 tons of her cargo by the marine ambulance *T.F. Newman* before she could be brought down over the crossing.

The schooner *John Schuette* is aground at the Lime-Kiln and the tug *Home*

*Rule* and the barge *J.E. Mills* are lightering part of her cargo.

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October 6, 1905

The tug *Fannie Luthill*, returning to the St. Clair Flats with a number of canal employees Sunday night, collided with an unknown steamer thought to be the *D.C. Whitney* near the entrance to the canal and as a result was sent to the bottom. All the men escaped but one, who was drowned while trying to reach the str. *City of Toledo* by swimming. The wreck lies almost abreast of the black gas buoy below the canal and is a serious menace to navigation.

The burned barge *Roby* with her cargo of soft coal, which lies on the east bank of the Lime-Kiln Crossing, has been purchased by George W. Pfohl of Buffalo from the underwriters. Capt. H.W. Baker of Detroit took the contract to raise the boat and cargo and deliver them in Detroit. The wrecker *Snook* and the barge *Myrtle Ross* are now employed on the work and the cargo is being removed. The diver will place a patch over the hole in the hull, made when dynamite was touched off in an effort to scuttle the vessel while she was burning, and then a canvas jacket will be thrown around the hull, preparatory to pumping the boat out and raising her. Capt. Baker anticipates that the *Roby* will be up in about four days.

Barge *Sophia Minch*, lumber laden, bound down for an Erie port in tow of the *Badger State*, was nearly split in two Wednesday night at Hurley's coal dock when the steamer *Saxona* of the Tomlinson fleet, bound up light, shoved her steel prow into the port bow of the wooden boat. The force of the impact was so great that Capt. Haskel, the woman cook and the crew of five went sprawling on the deck. The whole upperworks were shoved back several feet and the deck was heaved a couple of feet. She was settling fast. Capt. Quinn was notified and a diver was put to work to patch up the hole. The *Saxona* kept on her course and did not wait to learn the damage done.

Lieut.-Col. C.E.L.B. Davis, United States District Engineer, inspected the improvements underway at the Lime-Kiln Crossing Monday.

Capt. Matthew Ross of Cleveland, master of the coal barge *B.W. Parker*, was shot and almost instantly killed Monday morning by William McQuinn, a member of the crew. They were shooting at sparrows with a 32-calibre revolver when a bullet struck Ross in the head, tearing a gaping wound near the base of the brain. McQuinn was exonerated.

The tug *Winslow*, towing an oil barge, downbound, mixed up with the str. *Mack*, also downbound, at the foot of Bois Blanc Island early Monday morning,

owing to thick weather. The *Winslow* struck the stern of the *Mack* and sustained a good deal of damage to her rail, decks and cabin on the port side, but managed to turn about and make the dock, where repairs were made sufficient to allow her to return to Sarnia. The tug *Ottawa* was sent from Sarnia to tow the oil barge to Cleveland. The *Mack* remained at the foot of the island the rest of the night and released herself at 7 o'clock same morning.

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October 20, 1905

**MAGAZINE BOAT BURNED.-Nearly Half a Ton of Dynamite Burns Without Exploding.**-Great excitement was caused on the river Saturday noon by the accidental burning of the magazine boat belonging to Dunbar & Sullivan's drill *Dynamiter*, which is working in the channel above Bois Blanc dock. They say: "All's well that ends well," but in this case it is doubly so, on account of the awful possibility of great loss of life that might have ensued. It was noon hour and some of the boys from the drill *Tornado*, which was working below the *Dynamiter*, took their boat and rowed to the *Dynamiter* to visit with the boys on that drill. They had been there but a short time when someone noticed that the dynamite scow was afire. This threw everyone into confusion and a general alarm was sounded. From shore the flames appeared to envelop one of the drills and, thinking this was the case, the tugs *Alpha*, *Home Rule*, *John B. Breyman*, *S.J. Christian*, *Sydney Smith*, *C.W. Jones*, *Shaughraun*, *Columbia* and *Pauline Heckler*, which were lying along the docks here, all made for the place in short order, but when they discovered the cause of the alarm kept at a safe distance. In the meantime, the men who were imprisoned on the drills had crowded to the farthest end, away from the burning scow, not even daring to cut her loose. Those on the *Tornado* cast off their magazine boat so that in case the one exploded theirs would not be set off by the concussion. The tug *Columbia* ran alongside the *Tornado* and after taking the men off picked up their drifting boat and towed it out of danger. By this time the painter<sup>10</sup> on the burning scow was cut through by the fire and she drifted straight down for the *Tornado*. Luckily, the wind caused her to veer eastward and she drifted out towards the lake, where she burned herself out and went ashore on the Malden beach. The boat contained eighteen boxes, holding 50 pounds each of dynamite, and had it exploded it is impossible to say just what damage would have

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<sup>10</sup> a rope, usually at the bow, for fastening a boat to a ship, stake etc.

been done. Without doubt both drills and shipping in that vicinity would have been badly damaged, the men on the drills maimed or killed outright and buildings in Amherstburg shattered. That dynamite is an unknown quantity, even those who have made it or worked with it for years admit. It will stand a temperature of 356 degrees of heat without exploding, but 125 degrees is considered dangerous. Some say concussion is necessary before an explosion takes place, yet it has been known to blow up while being thawed out. One is never really safe when handling it. Strange to say, a similar occurrence happened eighteen years ago at the Lime-Kiln Crossing, when a piece of wick from a lamp that was being trimmed flew into the magazine boat and set the dynamite afire. The boat was cut loose but before it had drifted far it exploded with great violence, wrecking the drill and mixing iron and wood and flame and water up in a costly hash. The men have reason to be thankful at the fortunate outcome in this case and, though very much frightened at the time, still most of them are saying, as Bill Maguire did under similar circumstances,

*"I'm sick and tired of the game;  
but then them folks on shore  
They get run down by trolley cars;  
I'd rather by a sight,  
Be out here any day and  
take my chance with dynamite."*

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October 20, 1905

The steamer *Sinaloa*, bound down with iron ore, went aground at Elliott's Point yesterday (Thursday).

Word has been received of a great race between two of the newest lake freighters, the *William E. Cory* of the Pittsburg Steamship Co., known in marine circles as the "yacht of the Steel Trust fleet," and the *James C. Wallace* of the Axme Steamship Co., fresh from the shipyards at Lorain. The *Wallace*, in a race from the Soo to Devil's Island, beat the crack Steel Trust freighter by two miles. The *Cory* at that point turned into Two Harbors, the *Wallace* going on to Duluth. The *Wallace* left the Soo 50 minutes behind the *Cory* but off Manitou island overhauled and passed the *Cory*. It was a race of nearly 500 miles and must have been a great one. The two masters are about evenly matched and both are brand new. The *Wallace's* dimensions are: length 532 feet, beam 56 feet, depth 31 feet, capacity 10,000 tons; the *Cory's* are: length 549 feet, beam 56 feet, depth 31 feet, capacity 10,000 tons.

The White Star Line, besides repairs to its boats, will spend \$15,000 in

improving Sugar Island, which is to be converted into a playground for Toledo people. This line will also spend thousands of dollars in improvements at its dock and the approach to the dock, a handsome archway being one of the features planned. The Belle Isle Ferry Company is erecting a fine large shelter on Bois Blanc Island and is making other improvements on the island. Improvements and repairs on this company's fleet will easily run over \$10,000. "When the steamer *Kirby* finishes her season November 15th, she will be thoroughly overhauled and refitted," said Ed. Dustin of Ashley & Dustin Tuesday morning. The steamer will be painted and decorated. The Anchor Line during the winter will have its steamer *Tionesta* remodelled and refitted so that it will correspond with the crack flier *Juniata* of the same line. These ships are sister ships, but the *Juniata*, which came out this year, has a few modern wrinkles which will be duplicated in the *Tionesta*. The D. & C. Line, besides all of the expense in fitting out, intends to expend \$1,000,000 next spring for a new steamer.

Release of the steamer *Brazil*, which went aground Wednesday night on the rocks of Stony Island reef near the Lime-Kiln Crossing, was affected about noon Saturday after more than 1000 tons of hard coal had been taken out by the lighter *Newman*. It was necessary to procure a big 10-inch manila hawser from Detroit in getting the *Brazil* off the rocks, and three tugs, the *Brockway*, *Home Rule* and *Florence*, were pulling. In the swift current it was hard to hold the steamer. The *Brazil* has three holes in her tank bottom on her port side and Nos. 2 and 3 tanks were full. Repairs are estimated to run upwards of \$4000.

One day last week David Brault, an employee on one of Dunbar & Sullivan's drills at the Lime-Kiln Crossing, who lives in Thomas Ouellette's cottage at Gordon, brought home a box used for packing dynamite sticks in for use as kindling wood. Some nitroglycerine must have soaked into the wood, for when the fire was kindled an explosion followed, totally wrecking a new \$50 range and frightening the whole household nearly into convulsion fits. Quite a number of residents up the bank have been using these boxes for the same purpose, but now they'll scarcely look on the same side of the street as a dynamite box.

The Canadian dredge *I.X.L.* has almost completed her contract on the Amherstburg reach. She encountered more difficult digging this week than at any time during the season, a great quantity of boulders having been removed. Yesterday the tug *C.W. Jones* ran aground on the dump west of Bois Blanc and broke a blade off her wheel, which was replaced by a new one inside of an hour.

A big fleet of vessels held for several hours at Lime-Kiln Crossing got away

Monday night, headed for Lake Erie. Twenty big freighters were held up by low water. Sunday night the strong upstream wind reduced the water from 19 feet to 18 feet 6 inches and the ore transports laden to a draught of 18 feet 6 inches could not think of trying to pass. Monday evening the wind died down.

Work has begun on the M.C.R. tunnel on the Canadian side and gangs are now busy drilling day and night. H.M. Powell has a force of 40 men employed. A total of 70 test holes will be required and about 20 are finished now. The holes are 2½ inches in diameter and 120 feet deep, ranging in two parallel lines on both sides of the Michigan Central tracks at a distance of 100 feet apart. No quicksand has been found and every hole reveals a sample of blue clay, which will not paralyze the efforts of the excavators. In addition to the test holes, which are going down at the rate of about two a day, work has already been begun on the test shaft location on the riverfront, where the big entrance shaft shall be when the actual tunnelling is begun."

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October 27, 1905

The schooner *J.M. Knapp* discharged a cargo of soft coal for the Pittsburg Coal Co. this week.

On account of low water Friday the barge *Mae Richards*, in tow of the str. *Benton*, took a sheer while coming into dock opposite Murray Street and rammed her nose against the *I.X.L.* and on the bank, stopping the dredge from working until Hackett's tug *Home Rule* pulled her off.

The tug *Florence* (Capt. James Tobin) has arrived back from Port Stanley, having been out in lots of bad weather. She almost lost the dredge she had in tow off Long Point and came across the lake the same night that the str. *Tasmania* sank off Pelee Island with the whole crew. The crew reports that the tug rolled from the time she left Port Stanley till she arrived to port.

The steamer *Neshota*, downbound with iron ore, stranded about one mile below Bois Blanc Island Sunday morning and was released by the tug *Florence* about 5 o'clock same afternoon.

The big package freighter *Bethlehem* struck an obstruction just about where the *Neshota* stranded and punctured a hole in her bottom. She began leaking badly and turned back and went to the Great Lakes Engineering Works for temporary repairs.

The barge *B.W. Parker* of the Gilchrist fleet, in tow of the steamer *Uranus*, was crowded at the Lime-Kiln Crossing and brought up on the rocky bank Sunday.

She ran out two feet. The *Uranus* endeavored to release her but only succeeded in breaking her tow post by doing so. Hackett's tug *Florence* and the Great Lakes marine ambulance released her Monday night after 500 tons of coal had been lightered.

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October 27, 1905

**TERRIBLE STORM.-The Lakes Swept by a Furious Gale-44 Lives Lost and Many Boats Go Down and Numerous Crafts Stranded.**-The worst storm in many years swept the lakes on Thursday and Friday last, the wind reaching a velocity of over 50 miles an hour. The story of the terrible gales is now complete and shows that 22 lives were sacrificed and that over a half hundred boats were wrecked, disabled or stranded. The monetary loss, taking in consideration the damage to breakwater and harbors as well as the losses on vessels, will amount to about \$2,000,000. Lives lost, 44; vessels wrecked, 33; vessels disabled, 26; monetary loss (estimated), \$2,000,000; wrecks by lake: Erie, 7; Huron, 9; Michigan, 9; Superior, 7. The underwriters are not hit hard by the storm as most of the boats were wooden barges or schooners on which there was no insurance other than fire. Underwriters' losses will not be more than \$450,000.

On Lake Erie-schooners *Tasmania*, *Yukon*, *Sarah E. Sheldon*, *Commerce*, a total loss; steamers *Siberia*, *F.H. Prince*; tug *Walter Metcalfe*.

On Lake Huron-schooner *Minnedosa*, *D.P. Rhoades*, *Katahdin*, *Emma Nelson*, *Mautenee*, steamer *Jos. S. Fay*, despatch boat *Whistler* and tug *Signet* and steamer *Kaliyuga*.

On Lake Michigan-schooners *J.V. Jones*, *Vega*, *Kate Lyons*, *Glen Cuyler*, *Lydia*, tug *Irene* - all total losses.

On Lake Superior-schooners *Foster*, *Alta*, *Olga*, *Nirvana*, *Galatea*, steamer *Oregon*, tug *Perry*.

Among the crafts disabled, stranded and badly damaged are:-schooner *Rob Roy*, damaged, Green Bay; barge *Kelley*, badly damaged, Au Sable; tug *Fisherman*, disabled, Lake Huron; schooner *Golden Age*, ashore, Lake St. Clair.

The barge *Minnedosa* of Kingston, Ont., was lost at 2 a.m. in Saginaw Bay with all her crew of nine, including Capt. Phillips and wife. The *Minnedosa* was coming down from Fort William, Ont., bound for a Lake Ontario port with a cargo of 75,000 bushels of wheat. She was in tow of the steamer *Westmount*, which was also towing the barge *Melrose*. The towlines broke during the storm and the *Melrose* and *Westmount* were separated from the *Minnedosa*. They managed to



make harbor at Harbor Beach late in the afternoon and reported the loss of the *Minnedosa*. The boat was owned by the Montreal Transportation Co. of Montreal. The vessel was built in 1892. She is said to have been overloaded. In the height of the terrible storm the *Minnedosa* began to leak badly. Her gaping seams showed those aboard that she could not last long. Capt. Phillips gave the order and his craft was cut loose from the *Melrose*, leaving her to shift for herself, but removing all danger of dragging her down or anchoring her by the towline to a sunken ship. A few moments later the *Minnedosa* with its nine heroic souls, was swallowed up by the lake. Then the fate of the nine was known: the nine who had cut themselves loose to save a weaker consort. The *Melrose*, sailing alone, survived the storm and came safely to port. Those who went down with the *Minnedosa* were: Capt. John Phillips, Kingston, Ont.; Mrs. Phillips, the captain's wife; Arthur Waller, mate, Nova Scotia; George McDermott, Belleville, Ont.; James Allen, Nova Scotia; a passenger and three sailors, names unknown to the captain, of either *Westmount* or *Melrose* and whose homes are believed to be at Kingston.

The steamer *Bulgaria* arrived at Cleveland on Saturday afternoon bringing news of the loss of the barge *Tasmania* off Pelee Island in Lake Erie during Friday's storm. The *Tasmania* sank at 5 a.m. Friday with her entire crew of eight men. Those lost were: Capt. Wm. Radford, Courtright, Ont; Mate Geo. Whitsell, Courtright, Ont.; Engineer Austin Mayhew; Seamen Michael Boyle, August Ulbrick, John Trapp, J.R. Stough, Harry Lapask. The *Tasmania*, together with the barge *Ashland*, also carrying a crew of eight men, were in tow of the *Bulgaria*. The *Bulgaria* and *Ashland* rode the storm off Pelee Island all day Friday and Friday night and early Saturday started for Cleveland, arriving here at 2 p.m. The boats were on their way to Cleveland from Escanaba, ore laden. The *Bulgaria* led. Behind her was the *Ashland* and next the *Tasmania*. The storm came up so suddenly as to find the crews unprepared. The darkness of night hung over the lake. The wind rose with fearful suddenness, howling and sweeping around the boats. The lake became mountainous. The boats were tossed about at the will of the storm. It looked for a time as if all would be lost. The *Ashland* was lost to view of the *Bulgaria*. Those on board the *Ashland* could dimly see the *Tasmania*. One moment she rode toward it on great waves, another moment she receded in the trough of the seas. On board the *Ashland* they were keeping from being washed into the seas only by clinging to objects on deck. It was seen that the line to the *Ashland* must be cut. One of the crew made his way to the stern. With a knife he reached down and severed the line. The end of it dropped away out of sight. That was the last the crew of the *Ashland*

saw of the other boat. It seemed that she sank at once. The *Tasmania* was one of the oldest boats on the lake, having been built at Port Huron in 1871. She was owned by the Corrigan McKinney Co. of Cleveland. She was 220 feet long and when she went down was loaded with 1600 tons of iron ore belonging to the Pittsburg Steamship Co.

The freight steamer *Kaliyuga* belonging to the St. Clair Steamship Company, is believed to have gone down in Lake Huron with her crew of eighteen men. While all hope has not been abandoned, no trace of her can be found. It is thought that she succumbed to the gale that swept the lake Thursday and Friday nights.

The big steamer *Western States* received \$10,000 damage while fighting the gale on Lake Erie.

The Gilchrist steamer *Siberia* sank near Long Point in Lake Erie but the crew was rescued by the steamer *J.H. Wade*. The *Saginaw* is working to release her.

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October 27, 1905

**THE GREAT LAKES IN DANGER.**-In the United States, as in Canada, inland waterways have been an effective regulator of railroad rates. The people of New York State have so much faith in water competition that they will spend a hundred million dollars in deepening the Erie Canal. Another and even greater enterprise is projected. The Government engineers have reported on the feasibility of a navigable waterway between Chicago and St. Louis. The Chicago drainage canal runs 30 miles to Lockport on the Des Plaines River and this could be converted into a ship canal twenty-two feet deep. Twenty miles below Lockport the Des Plaines River empties into the Illinois River, which in turn empties into the Mississippi 39 miles above St. Louis. The distance from Lockport to the mouth of the Illinois is nearly 280 miles and easy dredging will open a passageway. The engineers report that the Mississippi cannot be dredged effectively owing to its alluvial character, but a canal along the banks of the river will serve the purpose.

Such a route would be a lively competitor of the St. Lawrence River and the Erie Canal, as well as the railroads, for the western grain traffic. Already the Gulf of Mexico ports are drawing an increasing proportion of the export traffic of the country. The project, however, has a more serious interest for this country and for the border states. Would the diversion of the waters of Lake Michigan to the Mississippi affect the levels of the other Great Lakes and the St. Lawrence River? Engineering opinion can be cited on both sides of the question. This should be thoroughly ventilated before the United States Government is committed to the

undertaking. In opposing it Canada would be supported by great shipping and commercial interests in the United States. New York and Ohio would make common cause with Ontario and Quebec in defending the great waterways to which they owe much of their progress and prosperity.

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November 3, 1905

It is announced that the sale of the Pere Marquette-C., H. & D. system to the Erie Railroad would not alter the car ferry plans at Detroit. Work on the new slips on both sides of the river is progressing and it is expected that the road will be transporting cars across the river on its own boat about the middle of next month. The new steamer *No. 14*, built at Wyandotte two years ago and now being operated at Port Huron, will be brought to Detroit. At the office of general manager Wm. Cotter it was stated that the service at Port Huron would be maintained with some other boat. The Pere Marquette has had one of the Canadian Pacific steamers under charter at this point for some time.

Telegrams were received by the Cleveland Cliffs Iron Company at Cleveland on Friday from the captains of the steamers *Centurion* and *Frontenac*, which have been searching for the missing steamer *Kaliyuga* on Lake Huron, saying that they had covered the entire east and north shores of Lake Huron without obtaining any trace of the vessel. It is now practically certain that the boat, with seventeen persons, went down in Lake Huron during the great storm of last week. The vessel was last seen about five miles from Presque Isle on Thursday afternoon by the *Frontenac*. She was loaded with ore at Marquette and passed the Soo Thursday morning. Vesselmen say she was one of the staunchest boats on the lakes. On Sunday the lightkeeper at Chantry Island, Southampton, picked up wreckage which is thought to be from the missing steamer *Kaliyuga*. Two life-preservers, also marked with the name of the ill-fated boat, were picked up. A corpse, supposed to be that of Charles J. Beaugrand, oiler on the boat, was taken from the water three miles south of Kincardine on Sunday.

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November 10, 1905

In the rough weather of Friday afternoon below Bois Blanc Island the tug *Columbia* struck a rock and broke off her rudder while handling a scow. She was towed to the shear dock of the Detroit Shipbuilding Co. Saturday.

The steamer *Rosedale* limped into port at Owen Sound Sunday with 50 tons of coal in her port bunker, stowed there to balance her cargo of grain, which listed

in an 18-hour battle with a northwester and threatened to sink the vessel. When out of Fort William the *Rosedale* ran into the gale. Two giant waves tossed her between them and before she could rise the cargo of grain had listed so that the main deck was constantly awash. All above board was swept clean away except the cabin and pilothouse. The entire crew, with the exception of Capt. Shaw and the engineer, were put below to shovel the cargo back, but the best they could do was to keep it from listing further. The men shovelled 18 hours continuously while Capt. Shaw handled the wheel. The *Rosedale* put into shelter off Caribou Island and later went in the Soo, where the coal was put aboard.

The steamer *Fitch* and her consort, the schooner *Maitland*, bound up with coal, stranded at the Lime-Kiln Crossing Friday during the low water stage and the efforts of the tug *Home Rule* were ineffectual in releasing the boats until Saturday.

The schooner *William Brake* came near sinking in Lake Erie in the blow of early Friday morning. Her seams opened and she began filling rapidly. Only the most strenuous efforts kept her afloat until Amherstburg was reached, where smoother water was found. The tug *W.B. Castle*, towing the schooners *Brake*, *Checotah* and *William Case* passed up the river early same evening. She was loaded with coal.

This is by far the greatest year in the history of Lake Superior vessel trade. Already the tonnage passing through the St. Mary's canals has passed the record of the greatest year in the history of the lakes, and there are still several weeks before the season closes. The total net freight tonnage to the first of November was 37,993,630. The greatest year in the history of the canal heretofore was in 1902 [rest of article missing]

Navigation through the St. Clair Flats was completely blocked Wednesday night at 8 o'clock by the big steel steamer *J.M. Jenks*, ore laden, which sheered at the upper end of the cut and swung across the channel. Her bow was in the mud at the west side of the channel and her stern rested against the east bank. The wheel chains of the steamer parted and she went against the piling of the pier at the upper entrance and the current then swung her stern around so that the channel was completely blocked. The current at the cut is very strong. The tugs *Winslow*, *Brockway* and *Sarnia* and the lighter *Newman* are working on her.

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November 24, 1905

The schooner *Mary* of Napanee was lost with all hands in Georgian Bay. The tug *Home Rule* towed a scow load of lumber from Sandwich for John

Fraser Monday morning last.

A Canadian dredge became stuck on a bar near Puce on the shore of Lake St. Clair and the tug *Home Rule* released it and took it to Belle River, Ont.

The Gilchrist str. *Hiawatha*, bound down with ore, ran aground at Bar Point Friday morning and was released after a few hours' work by the tug *Home Rule*.

The str. *J.E. Mills* (Capt. James Lanaway) of this town has been chartered for the rest of the fall to haul sugar beets from Chatham to Wallaceburg for the Wallaceburg sugar factory.

Inspector Westcott, who has been on Breyman's dredge *No. 2* all summer and who is so well-known in town, has been appointed inspector on the dredge *Gladiator* for the balance of the season.

Hopes of saving the steamer *Appomattox*, stranded at North Point, Lake Michigan, have been practically abandoned. Tugs will try to save the pumps. *Appomattox* was insured for about \$95,000.

Geo. C. Gibbons, K.C., of London has been appointed chairman of the Canadian section of the International Waterways Commission in place of J.P. Manee, who has been appointed to the Ontario High Court.

William Edgar, who had his shoulder injured on the dredge *Brian Boru* on the Lime-Kiln Crossing a couple of weeks ago, has gone on the dredge *Tipperary Boy* as second runner for the balance of the fall.

The steam barge *Point Abino*, laden with sugar beets and bound from Chatham to Marine City, sprung a leak in the gale on Lake St. Clair Tuesday night of last week and was beached to prevent her going down with her crew of four men. She is reported breaking up.

Breyman's dredges *No. 1* and *No. 2* and the tugs *G.H.* and *C.H. Breyman* and outfit, which have been working at Bar Point all summer, left for Toledo on Saturday night, having laid up for the season, fearing foul weather from this on. The crews of the dredging plants will be greatly missed. The Detroit Dredging Co.'s dredge *No. 2* and tug *Prodigy*, which have been at Bar Point all summer working on the Breyman contract, left Monday morning for Detroit, where they will complete the season at River Rouge and dredging at some slips in the city. Both fleets are expected back in the spring to complete the contract.

Another old-time wooden vessel, the propeller *R.J. Hackett*, went up in smoke at Green Bay off Cedar River, Mich., early Sunday morning and the hulk went to the bottom on Whaleback Shoal. The crew escaped. The boat was loaded with 1400 tons of coal and both cargo and boat are a total loss. The *Hackett* was

thirty-six years old, having been built in Cleveland in 1869 for the Northwestern Transportation Co., of which the late R.J. and Henry Hackett were the principal stockholders. A number of other Amherstburg people held stock in her also, but sold out when the stock was low and it afterwards soared away above par. She was the first steam barge built along those lines and was considered a wonder, completely revolutionizing the carrying trade at that time.

When the barges *Matanzas* and *A.W. Thompson* came together in the river nearly abreast of Amherstburg early Monday morning, the crash was plainly heard a mile and a half up the river. The steamer *Shenandoah*, upbound with the *Matanzas* in tow, was making the turn on the ranges when the steamer *Warner*, with the *Thompson* behind her, came down. The barges sheered after the collision and the *Matanzas* went on the east bank of the channel, while the *Thompson* went out of the course and on a rocky bottom at the head of Bois Blanc Island. The *Matanzas* was released during the forenoon by the tugs *Home Rule* and *Florence*. The *Thompson* was out three inches all round and the wrecking lighter *Newman* was sent for, arriving at the stranded barge late in the afternoon. She was released about two o'clock same night after lightering some of her cargo. Several of her plates were damaged.

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November 24, 1905

An explosion of coal gas which accumulated in the hold while the steamer *Hackett* was burning is said to have scattered the cargo of the boat so that little can be saved. The hull of the boat now lies in thirty feet of water off Cedar River, but the insurance adjusters do not think that anything can be saved from the wreck.

The steamer *Sahara* of Buffalo, Capt. Maltby, cleared from Port Arthur Monday night with the largest cargo of wheat ever loaded at the head of the lakes. She had 310,000 bushels and only for the shallow water at Lime-Kilns would have taken 400,000. This cargo amounts to 9000 gross tons. The grain is for Buffalo.

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December 1, 1905

**AN AWFUL STORM.-THE LAKES ON THE RAMPAGE.-7 SHIPS WRECKED.-20 STRANDED.-25 LIVES LOST.-Two Former Residents of Amherstburg Among the Lost.**-Seven vessels totally destroyed, 20 more ashore or damaged and 11 lives known to have been lost is the record to date of lake disasters due to the big storm which raged on the lakes Tuesday and Wednesday. It was one of the most terrific gales in the history of the Great Lakes and many

homes in lake ports are mourning the loss of loved ones who were drowned or perished through exposure in the awful storm. Five of the biggest vessels sunk belonged to the Steel Trust and their loss will be over \$1,500,000. The list of the lives sacrificed will probably exceed those mentioned below, as the big Steel Trust barge *Madeira* with her crew of nine men probably foundered off Two Harbors. Fears are also entertained for the steamer *Angeline*, which has not been heard of since she left Ashland. The following is the awful toll exacted by the elements according to last reports:

Total wrecks: *Edenborn*, steel steamship, Lake Superior; *Lafayette*, steel steamship, Lake Superior; *Crescent City*, steel steamship, Lake Superior; *Outhwaite*, wooden steamer, stranded and burned; *Olga*, wooden schooner, Saginaw Bay; *Harvey Bissell*, wooden schooner, Lake Huron.

Missing and probably lost: *Maderia*, steel barge, Lake Superior.

Vessels ashore: *Manila*, steel barge, Lake Superior; *Rosemount*, steel barge, Lake Superior; unknown steel barge, Lake Superior; unknown steamer, Presque Isle; *R.W. England*, steel steamer, Lake Superior; *City of Holland*, wooden steamer, Lake Huron; *D.C. Whitney*, wooden steamer, Lake Michigan; *C.M. Warner*, steel steamer, Lake Huron; *J.M. Spaulding*, wooden schooner, Lake Huron; *Mary McLachlan*, wooden schooner, Lime-Kiln Crossing; *Oliver Mowat*, wooden schooner, Lake Ontario.

Vessels dismantled: *Georger*, wooden schooner, Lake Michigan; *Ida*, wooden schooner, Lake Michigan; *Elwood*, steel steamer, Lake Superior; *Judd*, wooden schooner, Lake Huron; *James Mowatt*, wooden schooner, Lake Huron; *Marsala*, steel barge.

Sunk in storm: *Vinland*, wooden schooner, at Alpena; *George Herbert*, wooden scow, Lake Superior.

Known dead: *Mataafa* - William Most, chief engineer, of Cleveland; Claude A. Erringer, first assistant engineer, Cleveland; James Early, second assistant engineer, Buffalo; Carl Carlson, oiler, Chicago; William Gilchrist, oiler, Warton, Ont.; Thos. S. Woodgate, fireman, shipped at Conneaut; Thomas McCloud, deckhand; J.H. Wright, steward, Cleveland; Walter Bush, second cook, Amherstburg. *Lafayette* - unknown fireman, drowned while escaping from the *Lafayette* to the *Manila*. *Edenborn* - second assistant engineer, name unknown, particulars of accident not received.

J. Henry Wright, steward of the ill-fated *Mataafa*, was a former resident of Park Street, Amherstburg. He was a son of Sara Wright, a well-known woman, now

deceased. He married Martha Johnson, sister of Isaiah Johnson, and they left here some six or seven years ago for Cleveland. Besides his wife, four children are left. He was 48 years of age.

Walter Bush, second cook on the *Mataafa*, was a son of Mrs. Mary Bush of Indiana. He was raised from a small boy by the late Martha Alexander, but left here six or seven years ago. He was 28 years old.

Fred. Saunders, another member of the *Mataafa*'s crew, who was among the saved, is the adopted son of Leonard Saunders of Anderdon.

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December 1, 1905

During the storm on Lake Huron last week the barge *Antelope*, loaded with square timber, broke away from the steamer which was towing her and disappeared from view. The crew having previously been rescued, the steamer proceeded on her way, supposing her consort had gone to the bottom. When coming down the lake with the *Dalton McCarthy*, Goodchild Bros. sighted the water-logged vessel and reported it to Captain Reid of Sarnia, who took a tug and after scouring the lower end of Lake Huron found the derelict, towed her to Sarnia, pumped her out and proceeded to Cleveland. He laid at this port Tuesday and Wednesday, waiting for fair weather. The deckload had washed overboard but there was enough timber left in the hold to make the salvage worth thousands of dollars.

The gas buoy at the turn at Bar Point was again run into and knocked out of business on Sunday last between 10 a.m. and 2 p.m. This is the second time this season. There might be some excuse if there were a big sea, but on Sunday there was no rough weather. It looks as if some narrow-headed Yankee master has a spite against Canada and has started in smashing things. Last year this gas buoy was damaged three or four times, once upset and once carried away to Toledo. Of the many knock-outs it has received, only once was the damage paid for, the Canadian Government standing all the expense. Unless the Lake Carriers' Association is prepared in some way to protect this gas buoy, it should be discontinued. It seems ridiculous for the Canadian Government to place an aid to navigation and then have it made a target for unscrupulous mariners. Any master who accidentally knocks a gas buoy out of business and then refuses to report the matter should be ordered on the dock, where he could do no damage. President William Livingstone of the Lake Carriers' Association has contracted with the Hackett Wrecking Co. to place a spar buoy in its place and, weather permitting, a light will be placed on it at night. Mr. Livingstone telegraphed Col. Anderson of the Canadian Marine Department,

requesting him to have the buoy replaced. If it cannot be done at once, Mr. Livingstone will make an effort to borrow a buoy from the United States Government and have it stationed at Bar Point.

The barge *Fannie Neal* broke away from her steamer, *A.L. Hopkins*, on the Colchester clay banks in Friday's storm and threatened to turn turtle. The *Home Rule* was sent to her assistance but could not get a line on her. Her anchor held and she rode out the storm O.K. The wind was blowing a 50-mile gale at the time.

The big steamer *Augustus B. Wolvin* is on the way down the lakes with the first cargo of wheat she has carried. She has 350,000 bushels aboard, probably the largest load of grain ever transported on the lakes. The load is entirely durum wheat, destined for Mediterranean ports, and latterly for manufacture into macaroni. Four cents a bushel for transporting the grain and storing at Buffalo was paid by the shippers. This means about \$14,000 in freight for the one cargo.

The tug *Quickstep*, belonging to M. Sullivan, which laid in the slip all summer, has been chartered by the U.S. Government for this month tending the derrick scow. She carries Capt. Wm. Hammers, Mate Frank Snider, Engineer Samuel Jackson and Stoker Jack McLean of Troy, N.Y. They are engaged making a third preliminary survey for a proposed ship channel in lower Detroit River and are taking soundings east of Sugar Island between Stoney Island and Grosse Île. These surveys are made for the purpose of estimating the approximate cost of a second deep channel through the waters of any one of three routes suggested, and while the job on two of them has been completed, the figures on the probable cost have not been fully tabulated.

**Death of Capt. John Jones, Sr.**-An old-time mariner sailed into his last port in the town of Amherstburg Sunday night in the person of Capt. John Jones Sr., aged 85 years 4 months. Capt. Jones had been sinking for the past year and for some time it was known that his end was near, but his constitution was built on rugged lines and had become hardened by years of toil on the waters, so that his departure was a gradual decline, almost unnoticeable from day to day. The deceased was born in New York City and was of Welsh descent. His father was a carpenter, afterwards becoming a wine and spirit inspector, and died of yellow fever in the South. His mother died when he was an infant. The subject of this sketch was only 15 years of age when he sailed before the mast on an Atlantic schooner and for fifty years sailed the chain tug, several years of which was as a whaler in the north seas. He then turned his attention to fresh water and for fifty years sailed the chain of lakes and rivers, becoming master of the *Steele*, *Star* and other vessels. Fifteen

years ago he retired from active work and took up his residence in Amherstburg. He was first married to Sara Bellecours, daughter of the late James Bellecours, and they had one son, James, who is now a resident of Detroit and master of a Lake Huron lightship. His second marriage was fifty years ago, July 12th, to Mrs. Geo. Buclow (*née* Olive Deneau). They had five children:-Annie, Mrs. Ed. Russell, Newport News, Va.; Capt. John of Cleveland, master of the steamer *Castalia*; Lewis, contractor, of Cleveland; Alice, Mrs. John Shaw, of Malden; and Isabel, Mrs. Carroll, of Detroit. All but twelve years of their married life was spent in Amherstburg. The interval they lived in St. Clair, Mich. Mrs. Jones is still quite strong and bids fair to live to a good old age.

Capt. Jones is best known as the last survivor of the ill-fated schooner *Conductor*, which went ashore at Long Point, Lake Erie, during a terrible storm in November, 1854. The crew of seven persons were saved from impending and certain death by Abigail Becker, who carried them through the freezing surf to the shore as they came within her reach from the wreck, thus performing one of the most wonderful acts of humanic heroism on record. The saved crew were all from Amherstburg and comprised Henry Hackett, master; James Cousins, J. McCauley, John Jones, mate; Jerome Chalmers and Jeremiah Sawyers. James Cousins died in Windsor last winter. The others have all been dead for some years, while the woman whose heroic deed has been made famous in song and story died at her home in North Walsingham last year. An enlarged portrait of her is one of the most cherished ornaments in the Jones home.

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*December 8, 1905*

When about 40 miles off Cleveland Saturday morning the crosshead of the D. & C. steamer *City of Cleveland*'s engine broke and the boat put about for Detroit. The tug *Home Rule* picked her up at Bar Point and towed her to Detroit. She had 75 passengers on board, who were sent to Cleveland on the *City of Detroit* same night. As it will take four or five days to make repairs, General Superintendent Schantz announced that the boat will be laid up for the season.

**MORE MARINE DISASTERS.**-Another great disaster has to be added to the list published last week, that of the steamer *Ira H. Owen*, which is now known to have foundered on Lake Superior during the great storm Tuesday of last week with nineteen men, and every person on board perished. The *Owen* was loaded with grain from Duluth. The members of the crew so far as could be learned were as follows: Capt. Joseph Mulligan of Buffalo; Thos. Honner of Grand Haven, Mich.;



Chief Engineer Hugh Buchanan of Detroit; J.B. Alber, second engineer, Detroit; B.N. Hook, oiler; J. Jacobson, wheelsman; L. Mostray, wheelsman; C. McKay, wheelsman; J. Knudson, lookout. The last seen of the *Owen* was when she was sighted about forty miles off Outer Island of the Apostle group by the steamer *Harold B. Nye* when the storm was at its height Tuesday. The *Owen* was then blowing distress signals and seemed to be in a bad way. The *Nye* had all she could do to keep afloat herself and could not respond to the signals. Then the snow set in again, shutting the disabled boat out from view. When a lull came two hours afterward the vessel had disappeared.

The news created great grief in Amherstburg where Capt. Thomas Honner was well-known, having resided here for many years. He was born in the township of Darlington March 2nd, 1845, and came to Amherstburg with his parents, the late Edward Honner and wife, in 1846. They settled on the 4th Concession of Anderdon. He went sailing when he was sixteen years old and was on the waters to the last excepting five years when he was local steamboat inspector at Grand Haven. Of a family of eleven children the only brother left is E.W. Honner, Ramsay Street, Amherstburg. There are five sisters as follows: Mrs. Thomas Hackett, Detroit; Mrs. Arthur Wilson, Portland, Mich.; Mrs. Anne Pett of Grand Rapids; Mrs. John Sunderland, Wyandotte; Mrs. Fannie Kennedy, widow of the late Hon. W. Kennedy, Oregon. Capt. Honner leaves a widow and three children. He lived on Sandwich Street, Amherstburg, until 1889, when he moved to Michigan. He was captain of the steamer *Wisconsin*, a G.T.R. car ferry from Grand Haven to Milwaukee, for 15 years.

The *Detroit News* says: "In the death of Capt. Thomas Honner, who perished with the ill-fated steamer *Ira H. Owen*, another lake navigator of the old school is removed. In the early days Capt. Honner was master of 'outside' tugs, which have since passed into history. He was also commander of vessels in the McMillan 'iron fleet', sailed cross-Lake Michigan steamers and for 10 years was inspector of hulls at Grand Haven, where his home was located."

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December 15, 1905

The Canadian steamer *Erin* is discharging a cargo of coal for the Pittsburg Coal Co. this week. She will lay up here.

The steamer *Fleetwood*, Capt. George Honner, was caught in the ice at Houghton and a passage will have to be broken through to let her out.

The directors of the D. & C. Co. have accepted plans for a mammoth new

steamer to cost \$1,250,000. The vessel is to have four decks and will be 440 feet long and 91 feet wide. F.E. Kirby is the designer.

Death took a heavier toll from mariners this year than in any previous year since the advent of big boats. In all, 215 lives were lost, 116 being drowned during the three storms and 99 fell overboard. Of the millions of passengers carried on lake boats, only two were lost, one by suicide, the other disappeared.

The Hackett Wrecking Co.'s tug *S.J. Christian* and the schooner *Columbian* left on Friday to go into winter quarters in Detroit. The *Christian* has since gone into commission again breaking ice for the Great Lakes Engineering Co. and will be employed there all winter.

The little *Papoose*, which ferries between Bois Blanc Island and Amherstburg during the summer season, is in No. 1 dock at the Detroit Shipbuilding Co. plant for a new wheel, rudder and shoe, as well as the usual overhauling. The changes are in the line of increased speed for the steamer. She is equipped with ample power.

Early Sunday while the fleet of tugs and steamers were pulling on the steamer *Corey* in an endeavor to release her from the rocks of Gull Island, where she was perched by the recent storm on Lake Superior, the big ship became loosened and slid off the rocks so rapidly that she nearly sank the steamers which released her. The *Corey*'s bottom is badly damaged and it will cost some \$100,000 to repair her. She was towed to Duluth, where repairs will be made this winter.

Investigation of the work of the Duluth life-savers in connection with the wreck of the steamer *Mataafa*, on which Henry Wright and Walter Bush perished, has been completed by Lieut. S.R. Winram of Detroit in charge of the life-saving service and he has returned to the city. He declines to discuss his report, saying that publicity must come from Washington, whither it has been forwarded. Lieut. Winram's inquiry did not take him aboard the wrecked steamer. A report has become current from others who have visited the vessel that the coal bunkers were found dry and would have afforded refuge to those who perished, had they taken advantage of the shelter.

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December 29, 1905

The steamer *Neepawan*, loaded with grain from Fort William, passed down the Welland Canal on Thursday of last week, being the last boat through for the season. The canal was kept open for a week longer than usual in order to accommodate the *Neepawan*. This is the latest closing of the Welland Canal on

record. A special locking staff was sent through with the *Neepawan*.

## 1906

January 5, 1906

George McCurdy of the str. *Sahara* was home for a week after an unusually successful season. In appearance he is more robust than ever and wears a prosperous air with becoming modesty. He has gone to Conneaut for a few weeks.

To obviate the delay to car ferries by reason of ice blockades in the Detroit River, all railroads handling international trains at Detroit have entered into a joint agreement to keep the channels open during the winter. The powerful tug *Lutz*, owned by the Great Lakes Towing Co., has been chartered to break ice and will be here all winter. The boat is on hand and ready for service, but there is nothing for it to do as yet. It is planned to have the tug break the ice and keep it moving down the river before it forms solidly, thus doing away with the necessity of digging the ferries out after they become stuck in the floes. The railroads will place their own men on the *Lutz* and they will man the boat on her ice-crushing expeditions. This should effectually prevent any blockade this winter.

The annual Shipmasters' Ball will be held in the Masonic Hall, Detroit, on Wednesday evening next. To accommodate the mariners from Amherstburg, Capt. Nicholson, Supt. D.B.I. & W. Ferry Co., has arranged for a ferry steamer [which] will leave Detroit at 2:40 a.m. (sun time) for Windsor, when a car will be waiting to bring the guests home.

Among the sailors who arrived home during the past week we notice Wm. Bush, Adolphus Bezaire, James Kirtley and James Naul.

January 12, 1906

The dredges of the M. Sullivan fleet, the *Old Glory* and the *Hercules* and tugs *Columbia* and *Pauline Heckler*, have been laid up on account of such heavy ice coming down and stopping operations on the river. They will lay up at the Pittsburg Coal Company's coal dock. This is much later than usual. They commenced work on March 26th and quit on Jan. 6th, 9 months and 16 days.

The news is current that the steamer *Lincoln*, under Capt. Jeff Stockwell, will be ready for the route between Pelee Island, Sandusky and the main shore by

March 1st. She is a beautiful model as now constructed and will be a very fine boat for this route. She will be speedy and her new accommodations far superior to those of the old *Lincoln*. All difficulties that existed have been cleared away and the new *Lincoln* will be a fact on this line in early spring.

The tenth annual convention of the International Brotherhood of Steam Shovel and Dredgemen held a three days' session in Chicago. Delegates were present from all parts of the United States, Canada, Cuba and Panama. The following general officers were elected: president, Charles Reese, Chicago; first vice-president, Charles E. Newell, Buffalo, N.Y.; second vice-president Robert Farrell, Philadelphia; third vice-president T.D. Murphy, New York City; fourth vice-president William Raines, Amherstburg, Ont.; secretary and treasurer T.J. Dolan Jr., Chicago. Mr. Raines lives on Rankin Ave. and is one of the best-known dredgemen in this place.

There was a rumor current last week that Capt. P. Sullivan of St. Catharines had been appointed commander of the Canadian cruiser *Vigilant* in succession to Capt. Dunn, but this is denied by the Marine Department, which says no recent appointments have been made.

The Marine Cooks and Stewards will hold their regular meeting next Tuesday, January 16th in their hall, corner Murray and George Streets, at which time an election for delegates to the cooks' convention will take place. All members in good standing will please make a note of this and be present to cast their vote.

Captain E. Dunn of the Dominion cruiser *Vigilant*, which shot and struck a United States fishing tug supposed to be poaching in Canadian waters in Lake Erie last September, was at Stratford this week with his first and second officers, John McPherson and J.S. Inkster. W.E. Tisdale, barrister, Simcoe, met the officers there and the party consulted a chart of Lake Erie and discussed facts pertaining to the affair.

M. Sullivan's tug *Columbia* (Capt. Jos. Marks) has gone to Detroit to lay up. Some work will be done on her this winter.

The powerful ice-crushing tug *Lutz* made her first trip down the river to break up ice floes on Monday. Ice is running freely in the river since the present cold snap.

Samuel Jackson, who has been chief engineer on the tug *Quickstep* all summer and fall, has been appointed to keep ship on the M. Sullivan dredging fleet, which are in winter quarters at this port.

Amherstburg was well represented at the Shipmasters' Ball Wednesday evening. Among those present were Mrs. W. Gatfield, Mrs. C.A. MacMahon, Mr. and Mrs. D. Girardin, Dr. and Mrs. Park, Mr. and Mrs. Tripp, Mr. and Mrs. A. Woods, Miss Duff, Miss Woods, Miss Cook and Messrs. Scratch, Maloney, Alger, Gatfield and Mullen.

A gang of men from town left Monday for Detroit to work on Dunbar's big McMyler dredge, which is being built at that port, and also put machinery in place on this big derrick.

Capt. A.R. Thompson and Chief Engineer McNeil of the str. *Mariska* of the Pittsburg Steel Trust paid a flying visit to W.H. Bush on their way home to Alpena from the big banquet that was held at Cleveland.

Capt. Henry T. Kelley has been elected president of the local lodge of the Shipmasters' Association of Cleveland and has been appointed a delegate to attend the convention of that body, to be held next month in Buffalo. Henry's many friends at his old home here will be pleased to hear of his appointment.

Detroit's excursion fleet is to receive a notable addition, a contract having just been closed with the Detroit Shipbuilding Co. by the Detroit, Belle Isle & Windsor Ferry Co. for a new steel steamer. The boat is to be practically a duplicate in design of the *Columbia* of the Bois Blanc route. She will not be quite as large but will be made as large as can be conveniently handled on the Belle Isle Park route, for which she is designed. According to the terms of the contract, the new steamer must be delivered by July 1 this year. The new boat will also be available for use in helping out with large crowds to Bois Blanc and in handling the larger convention excursions. She is to be the most powerful ice-crusher on the Detroit River and will have an extra strong hull with extra heavy frames and double plating on the waterline. F.E. Kirby is the designer and she will be built at the Wyandotte shipyard.

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January 20, 1906

President Wm. Livingstone of the Lake Carriers' Association, in his report delivered Friday at the opening session of the annual convention of the association in Detroit, said that last year's experience only added to the necessity for an additional channel at the Lime-Kiln Crossing at the mouth of the Detroit River. He pointed out the dangers to navigation in this narrow channel and showed how one of the larger lake vessels, if sunk in the channel, would tie up all the shipping of the upper lakes until it was removed.

The repairs have commenced on the Weddell & Co.'s dredges and fleet. Capt. Black is in charge. W.J. Manley and son Ed. arrived on Wednesday from Merriton to superintend the rebuilding of the dredge *I.X.L.*

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January 27, 1906

Capt. J.T. Hutton has received the appointment of master of the str. *Fred Pabst* for the coming season.

For the first time in twenty-five years, in the month of January clearance papers were issued in Buffalo last Friday to a vessel bound for a port west of that city. The big steel steamer *John H. Scranton* left Saturday morning for Cleveland, light and uninsured. Two tugs left Cleveland on Friday night for Buffalo to guide the *Scranton* up the lake. At Cleveland the steamer will take on a cargo of coal and tie up for the winter. There is no ice in the lake.

Capt. C.B. Galton will command the steel freighter *Loftus Cuddy* when she leaves the Lorain yard of the American Shipbuilding Co. on her maiden trip. She is building for Capt. John Mitchell of Cleveland and will be launched next month. Capt. Galton brought out the new steamer *Stephen M. Clement* of the Mitchell fleet last June.

Capt. Chas. Gale<sup>11</sup>, one of the oldest lake captains, died at the House of Refuge, Sarnia, Thursday night at the age of 90 years. Capt. Gale sailed the Great Lakes for many years and during his seafaring life was one of the most reliable and best known mariners on the chain of lakes. He was a member of the A.F. & A.M.<sup>12</sup> and I.O.O.F.<sup>13</sup>

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February 2, 1906

Goodchild Bros. have fitted out their tug *Dolphus McCarthy*, which has been chartered to tow sand scows to Bois Blanc with gravel and sand from Elliott's Point for A. McKee of Windsor. They made their first trip Wednesday.

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<sup>11</sup> See letters from Capt. Gale to Capt. F.B. Hackett (Vol. V(2), pp. 45-46) and to Alex Hackett (Vol. V(3), p. 40).

<sup>12</sup> Masonic Lodge

<sup>13</sup> Oddfellows

February 9, 1906

The D.B.I. & W. Ferry Co. are offering \$10 and a season pass to the person suggesting a suitable name for the new ferry to be launched this season. Any person may suggest five names.

Frank Morin has been appointed chef of the lightship *Kewaunee* for next season.

The steamer *Loftus Cuddy*, building for Capt. John Mitchell, will occur at Lorain shipyards on Saturday.

The Marine Cooks and Stewards will hold an election at their hall on Tuesday next to select delegates to the wage conference to be held at Cleveland. Polling from 12 to 9 p.m.

Lewis Goodchild's tug *Dolphus McCarthy* made just one trip from Sandwich to Bois Blanc Island last week, ice causing her to be put into winter quarters again. She will go on the same route as soon as the river is free of ice. The sand scow the tug had in tow is now at the ferry dock.

C.Y. Dixon, U.S. engineer, has started his gang on the ice survey on the lower Detroit River.

The tug *Lutz*, an ice breaker of great power, has been patrolling the river in the vicinity of Fighting Island and Amherstburg during the recent cold snap in the interests of the different railroads which maintain transfers at Windsor to prevent any ice blockade at these points which might thus interfere with the crossing of car ferries between Windsor and Detroit. The tug races up and down the channel, turning and twisting like a first-rate contortionist, until the ice, which had formed and on which the butchers were depending for their annual supply, was broken up and floated out into the lake. Shipping tied up along the dock also suffered to a considerable extent directly and indirectly. The violent wrenching of ice away from the sides tore out the oakum from the seams and several of them have developed good-sized leaks. Besides, the open channel allows floating cakes to sail down with much force, scraping and tearing the boats and giving the owners great uneasiness. A protest has been lodged with the Detroit authorities. In the meantime, nature took a hand in the game and froze the *Lutz* in at Fighting Island.

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February 16, 1906

Complaint has been formally made to Customs Collector W.H. Devos of Milwaukee by members of the Gillen Wrecking Company of Racine against the Reid Wrecking Co. of Sarnia, Ont. in connection with work of that firm in raising

the stranded steamers *Argo* and *Whitney* in American waters. Collector Devos has presented the matter to the United States District Attorney who promises prompt action. This step, it is said, may raise international complications with Canada, as the action of the Racine firm is the outgrowth of business rivalry between the Canadian firm and various American firms in the same line of business. It is understood that the complaint has the support of nearly every American wrecking firm on the Great Lakes. If Reid is not within his rights, then nearly every wrecking tug on the lakes have been breaking the Canadian laws on Lake Erie and Detroit River.

The steel steamer *Loftus Cuddy*, the third freighter ordered by Capt. John Mitchell to be dropped into the water at Cleveland and Lorain during the past few months, was successfully launched at the latter yard at noon on Saturday. The big freighter was christened by Miss Ethel Cuddy. The *Cuddy* is a duplicate of the steamer *Joseph Sellwood* of the same line. She will have a carrying capacity of 10,000 tons. Capt. Chas. B. Galton of Algonac will sail her and William Fetting will be chief engineer. Overall, 545 feet; on the keel, 525 feet; beam, 55 feet; depth, 31 feet. She will have sixteen hatches with spaced 24-foot centers. She will be equipped with triple expansion engines and Scotch boilers and with Ellis & Eaves induced draft. The new boat is named after a native of Amherstburg. Loftus Cuddy at one time was the proprietor of the Cuddy-Falls Bank here. Some years ago he disposed of his holdings in Amherstburg and went to Cleveland. He is well-known in the coal trade.

A friendly suit to settle a doubtful point of law regarding the towing of American vessels in home waters by a foreign tug will shortly be filed in Michigan by the United States attorney for the eastern district of that state. The case in point is that of the Canadian tug *Florence*, whose master was charged at Port Huron with operating in American waters without a license, thereby subjecting himself to a fine. The law on this subject is specific in its provisions that no foreign tug shall tow American vessels in home waters except when a part of the trip is made in foreign waters. In this instance the master of the *Florence* alleges that in carrying his tow from a point in Lake Huron in the United States he for a part of the time was in foreign waters when he ran close to Bois Blanc Island.<sup>14</sup> The Department of Commerce and Labor, however, maintains that according to its interpretation of the

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<sup>14</sup> in the Straits of Mackinac, not the Bois Blanc Island in the Detroit River

law the exception in the case of a foreign tug is only made where the tow is from a foreign port to the United States or vice versa. This contention raised a doubt in the minds of the officials at Washington and the case therefore is to be submitted for judicial decision.

While assisting the U.S. survey party near the Bar Point Lighthouse on Saturday, Fred Girardin's son Parker broke through the ice and was thoroughly ducked before being helped out. His misfortune gave rise to a wild yarn to the effect that six men and as many teams had been drowned somewhere down the lakeshore and a good deal of excitement resulted. Even yet people are asking about the six men who floated away under the ice.

The ice-breaking tug *Lutz* is making a feint at keeping the channel clear. She made as far as the head of Bois Blanc on Wednesday when a large ice windrow headed her off. The Detroit Customs authorities have assured vessel owners here that she will not be allowed to come close enough to the Amherstburg harbor to interfere with vessels and dredges moored at the docks.

A number of men are engaged fitting out Dunbar & Sullivan's dredge *Old Glory* at the foot of Richmond Street.

The ice blockade in the river has enabled the D.B.I. & W. Ferry Co. to get a quantity of hay from Bois Blanc to this side, where it is being disposed of.

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February 23, 1906

From the present prospects there will be a strike in marine circles this coming season. The trouble is on the upper lakes, where the large boats are running. The sailors demand that they have three mates on board because they claim a ten thousand-ton steamer cannot be managed with two, as the hours are too long. To this the owners will not agree and the men will refuse to go to work unless they get their demands.

The ice moved out of the main channel of the river yesterday. The river is now clear out as far as Bar Point.

Capt. W.J. Stitt of Ogdensburg, N.Y., was here this week negotiating with the Hackett Wrecking Co. for the purchase of the tug *Florence*.

Capt. Thomas Hasset goes to Chicago Saturday as delegate from the Engineers and Cranesmen, Local 20, Amherstburg, to attend the conference of the Great Lakes Tug & Dredge Protective Association and the different unions who meet there on Monday as to make an agreement for 1906 as to the scale of wages and conditions under which the men will work. Herb Coyle will represent the

deckhands, firemen, oilers and scowmen at the same conference.

Capt. James Jarmin was in Collingwood last week starting gangs to work on fitting out the Boone Dredging Co.'s fleet. He expects to return next week to see about getting the dredges out and will remain there during the season.

The ice-breaking tug *Lutz* rambled down the river again on Sunday and cut a wide swath right in the middle of the channel, effectively preventing a blockade this winter.

U.S. Engineer C.Y. Dixon's survey gang had to cease operations on the river Tuesday owing to the rotten condition of the ice. They did not complete the work laid out for this winter.

The Pere Marquette Railway Company has abandoned its car ferry transfer service across the St. Clair River at Port Huron and paid off the crew of the ferry *International*. The boat has been unable to break through the ice blockade and rather than continue the expensive mode of operation with the assistance of tugs, the service has been discontinued and through freight will be sent by the way of Detroit and the tunnel until weather conditions improve.

Lewis Goodchild's tug *Adolphus McCarthy* has again been fitted out and as soon as the river is free of ice he will start on his contract towing the scow *John Gales* between Sandwich and Bois Blanc for McKee of Windsor.

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March 2, 1906

Capt. Thomas Cooper has been appointed master of the big barge *Armenia* for the coming season.

The D. & C. steamer *City of Detroit* will make her first trip to Detroit next Monday.

Captain Thomas Hanley, superintendent of the M. Sullivan drill fleet, came down from Detroit this week and started a gang of men at work on the drillboats *Exploder* and *Dynamiter*. There will be about three weeks' work on the boiler and engines and inside work, besides caulking the decks and repairing anchors and putting things in shape generally before fitting-out time comes.

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March 9, 1906

The U.S. tug *Alert* is being fitted out this week.

M. Sullivan's tug *Pauline Heckler* has been fitted out and made her first trip Thursday. The crew this year will be Capt. Morin, Chief Engineer Albert Westaway; John Fleming and Garnet Neff will be the stokers.



The International Brotherhood of Steam Shovel and Dredgemen, the International Brotherhood of Steam Shovel and Dredge Firemen, Oilers, Deckhands, Watchmen, Scowmen of America, Licensed Tugmen's Protective Association and Tug Firemen and Linesmen Association, affiliated with the International Longshoremen, Marine Transport Workers Association and the Great Lakes Tug and Dredge Owners' Protective Association, in conference at Chicago, have reached an agreement and contracts have been made for the season. The dredge watchmen were given an increase of \$10 over the present rate of \$50 a month and board. Overtime at the rate of \$1 an hour will be paid firemen, linesmen, captains and engineers. The meeting next year will be the 2nd Monday in February in Detroit.

The D. & C. Co. opened navigation on Monday between Detroit and Cleveland with their palatial steamer *City of Detroit*. She carried the Detroit newsboys' band to furnish music for the passengers who took advantage of the first trip, and as she passed here she was saluted by the fire whistle. This is the earliest trip made by the line in a quarter century, which accounts for the failure of the other local river craft to salute. Most of them are in a state of innocuous desuetude<sup>15</sup> yet and will be for a few weeks. If spring hasn't already come it's due any time now.

New spuds are being made for the U.S. derrick scow on the lot in the rear of the Hough block.

Work of fitting out Dunbar & Sullivan's drillboats both here and in Detroit commenced on Tuesday. The whole fleet will soon be ready to go to work.

Capt. David Girardin Sr. left yesterday (Thursday) for Milwaukee to fit out the steamer *Harvey H. Brown*. The captain does not expect to return this winter.

The Dominion Government revenue cutter *Vigilant* is being fitted out at Walkerville for the coming season. It is the intention to have her ready for commission by April 1st.

Paul Desjardin has been appointed head chef on Sullivan's dredge *Hercules* and Norman Pouget to the same position on the dredge *Old Glory*.

Capt. David Girardin Jr. has arrived home for a couple of weeks after being in Milwaukee superintending the rebuilding of his steamship, the *Fayette Brown*.

The old sand scow *John Gales*, which was anchored opposite Theo. Young's, Malden, blew ashore in Saturday night's gale and the tug *Dolphus McCarthy* is working on her, trying to pull her off the bottom.

<sup>15</sup> disuse

Among the Amherstburg boys who have jumped to the front with their master's papers are Capt. Cooper, who will take out the big barge *Armenia*; Capt. W.L.J. Girardin will sail the tow barge *George Hartnell*; William Pizer will go as first mate on the str. *Thomas Adams* with Capt. Walter Mahon; Capt. Walter Manson will be first mate and take out a crew from town for the str. *Penobscot*; while Louis Bellecours will take the first mate's place on the str. *S.R. Kirby*.

On the opening of navigation of the present year the steamer "*Lincoln*" will be in service on the routes between Pelee Island, Leamington and Kingsville; Pelee Island, Amherstburg and Windsor; and Pelee Island and Sandusky. This steamboat has been thoroughly rebuilt and equipped with new and improved machinery and designed expressly to suit the requirements for the accommodation of freight and passengers trading and travelling to and from Pelee Island, and the islanders are pulling together to make her a financial success.

M. Sullivan was in town on Tuesday getting things in shape to resume dredging operations on his contracts in the lower Detroit River. Fitting out is in full blast and as there is little ice to hinder work it is expected that the fleet will be pulled out next week. This is several weeks earlier than last year and, as the work was not suspended until the New Year, marine men have a great deal to be thankful for.

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March 16, 1906

The tug *Lutz*, which has been here all winter under charter to the Pere Marquette Railroad for ice-crushing purposes, left Thursday of last week on her return to Cleveland. During the cold spell in February, which was the only approach to severe weather during the 'winter', the tug is said to have given excellent satisfaction. She is in command of Capt. Ryan and is owned by the Great Lakes Towing Co.

The schooner *C.C. Barnes*, in tow of the tug *Birkhead*, stopped here Tuesday night, bound for Toledo from Detroit. The schooner will load coal. The tug *Alpha* cut the ice for them.

The steamer *J.E. Mills* went hard aground at her mooring at Gordon and it took all the *Dolphus McCarthy*'s steam to pull her off. She was brought to the waterworks dock Wednesday and is being fitted out.

Bids for the hire of a tug for Government service in the lower Detroit River will be opened at the office of Col. C.E.L.B. Davis, United States District Engineer, Jones building, Detroit, March 30. The Hackett Wrecking Co.'s tug *Christian* had

the contract last year.

Among the U.S. inspectors who have returned to resume work on the river we notice Charles Snider, Major Boies and Major Welch.

George Maguire, one of Anderdon's most popular young men, left Tuesday night for Boston to take charge of Breyman Bros.' drill fleet in the harbor work there. Ernest J. McGee of Malden, who has been employed all winter in a machine shop in Detroit, accompanied George to Boston and will run one of the drills. They will work all the year round there.

Dunbar & Sullivan Dredging Co. have started the dredges *Old Glory*, *Tipperary Boy* and *Hercules* on the work abreast of Amherstburg and it is expected that the *Brian Boru*, *Gladiator* and the drills will go out the latter part of the week. Breyman Bros. will not likely commence operations until the weather becomes settled. The U.S. sweepscow is undergoing repairs and will be put on the work sometime next week. Practically the same plants will be working this year as last.

While stepping off the dredge *Gladiator* yesterday (Thursday) forenoon, the plank on which he was walking gave way and Capt. J.W. Manley, manager for Weddell & Co., took his first dip into the pellucid<sup>16</sup> but chilly waters of the Detroit River. He was pulled out right way and made hasty tracks for the Lake View house, where he remained in his own room the rest of the day. The captain is not proud of the fact that he broke all records opening the swimming season.

The dredge *Gladiator* and tug *Columbia* came down from Detroit Wednesday and the dredge is now being fitted out.

Capt. Thomas Hanley has all Sullivan drillboats ready to go out and is now waiting for the St. Clair ice to pass down before starting them to work.

The sandsucker *C.H. Little* was the first victim on the Lime-Kiln Crossing this season. While coming up the river late Saturday the *Little* attempted to save time by taking a 'short cut' at the crossing and struck hard on some obstruction thought to have been one or more boulders rolled into position by the action of ice during the winter or by the dredges in the fall.

The Spring Assizes will open before Judge Maybee at Sandwich on Monday next, March 19th...[A] case which is of considerable local interest is that of Capt. James Tobin vs. the Great Lakes Towing Co. At the beginning of 1905, Capt. Tobin entered into a contract with the above company to act as master of the Trust

<sup>16</sup> clear

tug *Phillips*, to be stationed at Amherstburg. During the early part of the season the Hackett Wrecking Co., which had maintained an independent towing plant here, made an arrangement with the Trust and the *Phillips* was sent to the Soo, where she was sold to the Boone Dredging Co., who put a master of their own aboard her, thus throwing Capt. Tobin out of a position. Hence the suit.

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March 23, 1906

The assertion of the Gillon Wrecking Co. of Racine, Wis., that Canadian wrecking outfitters are barred by law from conducting operations in American waters has caused the marine underwriters to investigate for their own information and they have been advised in an opinion written by a prominent Admiralty lawyer that such is not the case. "The act of May 24, 1890, amends the former act and states that Canadian vessels and wrecking appurtenances may render aid and assistance to Canadian or other vessels and property wrecked, disabled or in distress in the waters of the United States 'contiguous' to the Dominion of Canada and taking effect after the proclamation by the President of the United States when the Government of the Dominion of Canada has extended to American vessels and wrecking appliances of all descriptions the right to aid American or other vessels and property wrecked in Canadian waters contiguous to the United States." The Dominion of Canada on May 17, 1893, proclaimed an act entitled 'An act respecting aid by United States wreckers in Canadian waters' and covers waters of Canada contiguous to the United States. Aid and assistance include all necessary towing. Nothing in the customs or coasting laws of Canada shall restrict the salvaging operations of such vessels or wrecking appliances.

Mr. and Mrs. William Manson are home from Cleveland, where he kept ship all winter. He will resume work on the Middle Ground lighthouse as soon as the weather settles.

The Ottawa River Navigation Co.'s steamer *Sovereign*, a vessel used in the Lachine Rapids service, was burned at Lachine. Loss, \$50,000.

The Department of Commerce and Labor has issued a statement to the effect that 2,570,507 tons of coal were used on lake steamers as fuel during 1905, as against 2,143,155 tons during 1904.

Sixty-one persons escaped from the steamer *Atlanta* of the Goodrich line, which burned to the water's edge on Saturday between Sheboygan and Port Washington, and one person was drowned in one of the most thrilling marine disasters of recent years on Lake Michigan. The *Atlanta* was valued at \$200,000

and was fully insured.

Before the end of the week the keel will be laid and active work started at Wyandotte shipyards on the new steamer for the D.B.I. & W. Ferry Company. It is expected to have the new boat out in time to make a few trips on the Bois Blanc and Belle Isle runs before the end of the season. No name has yet been selected for the boat and the ferry company officials have about 15,000 suggestions as a result of their contest. The contest is yet open and there is yet chance to win that \$10 gold piece and the season pass.

Harry Brault has shipped as wheelsman on the str. *Erin*. He is the first seaman to ship out of town this season.

Capt. H. Cook is in Detroit this week, getting Sullivan's tug *Sydney Smith* fitted out. She had a new boiler installed the past winter and will be the fastest tug in Sullivan's fleet this summer.

All the dredges of Dunbar & Sullivan's fleet are now working, including the dredges *Hercules*, *Gladiator* and *Tipperary Boy* opposite the old Fort and the *Old Glory* down the river. Ice is not bothering them much.

Capt. Thomas J. Hassett, one of the best-known dredgemen on the Dunbar & Sullivan fleet, will not be with that firm this year, having secured a good position on one of the big Canadian dredges belonging to C.S. Boone at the Soo.

The river is blocked with ice at Fighting Island.

Capt. Sullivan has arrived to fit out the Canadian vessel *Erin*, which wintered at this port.

Dolphus Bezaire is employed as chief cook on the str. *E.F. Gould*, Capt. Burns, until the boat he will sail on this summer comes out.

Capt. James Lanaway has arrived to town and will start to fit out his big steamer, the *John E. Mills*, as soon as the weather moderates. He has a good trade for her this year.

The tug *L. Birkhead* and schooner *C.C. Barnes*, belonging to L.S. Sullivan, Toledo, which stopped here on their way from Detroit to Toledo, have laid up on account of the heavy ice running.

The sandsuckers *E.L. Gould* and *C.H. Little*, which got on the obstruction on the Lime-Kiln Crossing last week, have been laying at this port all week, having had bad luck in getting loaded, as there is too much heavy ice running.

The river is full of floating ice and the dredges had to pull in Wednesday night for a few days on that account.

The M. Sullivan Dredging Co. has rendered an account to Capt. Manley of

\$112.60 for damages caused by breaking their plank, splashing their drills and dredge when he took the unexpected dip into the river last week. The bill in detail makes interesting reading.

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March 30, 1906

Captains Fred Trotter and James Lanaway have started carpenters rebuilding the str. *John E. Mills* at the waterworks dock.

The sandsucker *E.F. Gould*, which has been here for the last two weeks on account of ice, went to Detroit Wednesday with her first cargo of sand.

The inhabitants [of Pelee Island] are anxiously awaiting the advent of navigation, which to judge from the appearance of the lake at present is as far away as ever. We are all anxious to see the "regenerated" *Lincoln* back again on the route.

The captain of the scow *Lily* is advertising that he will be on the route between Pelee Island and the mainland as soon as navigation opens. He offers cheap rates and as good service as weather will permit. Capt. Henning is also expected on the route between North Dock and Kingsville with his tug *Secor*.

With the energy characteristic of our present council, they have sent printed circulars to all the residents of [Pelee] Island informing them officially that the str. *Lincoln* will be on the route on the opening of navigation and urging the people to give her all the assistance possible. It is necessary that the boat should have the undivided support of the inhabitants here as well as those on the mainland who are anxious to see a good boat service maintained between here and the mainland, as it requires all the freight and passenger traffic to and from to support a good boat.

Captain Thomas Hanley, superintendent of the M. Sullivan drill fleet, made the drillmen happy Wednesday by pulling out the drill *Dynamiter* opposite Bois Blanc Café. Robert H. Hancock is night foreman with a crew of 9 men. Capt. Hanley also started the *Exploder* Wednesday night with Gilbert Morenci as night foreman with a crew of 9 men and John Maloney as day foreman with 13 men. The drillboat *Tornado* is out and John Healey is night boss on her with a crew of 7 men, while Thomas Hanley Jr. is day boss with a crew of 10 men.

Capt. C. Sperry Carter, well-known to marine men here, died very suddenly at his home in Port Colborne Saturday last, aged 55 years. Capt. Carter brought out the old *Tipperary Boy* and sailed the tug *Alert* here a few years ago.

The tug *Sydney L. Smith*, Capt. H. Cook, arrived from Detroit this week to look after the *Hercules*. During the past winter she had a new boiler installed.

Captain W.L.J. Girardin and wife returned this week from Milwaukee, where he kept ship all winter. Lloyd Smith, who spent the winter with them, returned at the same time.

John Smith has gone to rejoin his steamer, the *Packer*, on which he will sail this season.

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April 6, 1906

Capt. Dunn is rushing the work on the *Vigilant* in Walkerville and expects to get away to Lake Erie this week.

The Trust tug *Colton*, Capt. James McKinley, the well-known skipper who sailed the tug *American Eagle* last summer, came up from Toledo Wednesday night of last week to get the tug *Birkhead* and the schr. *C.C. Barnes*, which were delayed for three weeks on account of heavy ice running.

Capt. R.P. Gavin arrived on Thursday of last week from Ottawa and has things around the Canadian dredging fleet on the hump. It will take nearly a month to fit out the dredge and tug.

Hackett Wrecking Co.'s tug *Christian* has again been chartered by the U.S. Government as a tender for the work on the lower Detroit River at \$25 per day. She will be in charge of Capt. Thos. Patterson while engineer Lewis Matthews will handle the throttle.

Capt. Black of Weddel & Co. has moved his family to Welland after spending the fall and winter in town.

Adolphus Bezaire left on Wednesday for Buffalo, where he takes his boat, the *City of Bangor*. Capt. A.J. Mahon is master of her again this year.

The big clamshell dredge *Handy-Mandy* of the Dunbar & Sullivan dredge fleet is nearly completed at Detroit and will leave shortly for Erie, Pa., to work on a three months' contract at that port. This is one of the best outfits of the kind on fresh water. Edward Hooker of Welland, well-known in this town, will be on her this season.

Abe Rutley, boat builder of Windsor, brought J.N. Mullen's new gasoline launch down Saturday evening under her own power. The new craft is a beauty, just as her name, "*Fusha*," implies. She is 31 feet in length with 6 foot beam, is a handsome model, has white oil-finished decks and the interior fittings are oak and walnut. She is built more for comfort and convenience than for speed.

The American sweepscow was put to work Tuesday.

Capt. D. Cameron Young has moved his family to Stone Bridge, Welland

County, where he will be employed rebuilding a dredge for Weddel & Co.

The schr. *Danforth* discharged the first cargo of coal this season for the Pittsburgh Coal Co.

Philip Thompson left last Friday for Buffalo to take the steamer *Francis L. Robbins*. Ben McDowell and Ed. Dornan will assist him to cook on her.

The Hackett Wrecking Co.'s tugs *Home Rule* and *S.J. Christian* arrived down from Detroit Friday. The *Christian* went on the U.S. Government works Saturday morning with Lewis Matthews as engineer and Howard Hackett will act as master until Thos. Patterson comes from Buffalo. The *Home Rule* is lying at the dock ready for anything to turn up in the wrecking business.

[illegible] Hutton, who has been employed all winter with Parker Bros., Detroit, is spending a few weeks at his home in town before he goes sailing as wheelsman on the barge *Geo. Hartnell*.

Fred Haynes leaves shortly for the Flats, where he has secured a good position as inspector with Rabbitts & Co. on the new canal that company has the contract for.

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April 13, 1906

An occasional correspondent sends in the following breezy letter. "Peele Island has again opened up communication with the outside world. The schooner *Lillie*, with a cargo of pigs, chickens, household furniture, tobacco and a goodly number of passengers started for the port of Kingsville Wednesday. Everything went on merrily; cracking jokes and story-telling was the order of the day. Suddenly and without a moment's warning they were in the arms of a blinding typhoon which seemed to fall from the skies. Sails were rent from the bolt, ropes and masts came tumbling down on deck, the cargo was submerged to leeward. Everything was in the utmost confusion. Pandemonium reigned supreme. It was difficult to discern whether the ladies were more frightened at the gale or at the captain, who was standing on the bridge roaring out his orders in a voice of thunder. Suddenly the signal halyards became foul and Joe, with a courage born of desperation, started aloft to clear the wreck, but fell through the ratlins, fortunately on a pile of leaf tobacco, which alone saved his life. The good ship groaned like a living thing as her prow cleft the angry billows. Darkness at last came down with all its horrors. The squawking of chickens, the squealing of pigs, mingled with the shouting of the sailors, could be heard above the howling of the tempest. 'To the boats, she's sinking!' says Dooley, as he tumbled on deck with a bundle of life preservers under

each arm. 'To the pumps!' says the captain in a hoarse but commanding voice, which was at once obeyed. At last the harbor loomed up, none too soon, as the vessel was found to be in a sinking condition."

The str. *Mt. Clemens* was over [to Pelee Island] last week and carried over the first load of freight. In the load she had twelve tons of tobacco for Geo. Jaspersen of Kingsville, a lot of cattle, hogs and small package freight.

The dredge *Brian Boru* has arrived from Detroit and commenced work on the Lime-Kiln Crossing.

Fred Lovegrove has taken the position of linesman on the tug *S.J. Christian* after spending the winter behind the counter in Lovegrove & Scratch's [grocery store].

The Hackett Wrecking Co. have disposed of their tug *Florence* to Hackett & Sons of Montreal, the deal having been completed this week. The consideration was \$10,500, which is considered a snap for such a craft. The new owners will have men here this week to fit the boat out and she will be taken there under her own steam. The *Florence* was built on the St. Lawrence River and it will be like taking her home, where her good qualities are best known. Hackett & Sons, the purchasers, are Irish relations to Hackett & Sons, Scotchmen, from whom the tug was bought.

Philo S. Foster left for Chicago Monday evening to fit out the str. *Henry C. Frick*, having been engaged as steward on that steamer for the coming season.

The U.S. lighthouse tender *Crocus* placed the Lime-Kiln and Bar Point lightships on Tuesday. All the aids to navigation on lower Detroit River will be cut by the end of the week.

The U.S. Government tug *Alert* and derrick scow have been fitted out and have started to work on the river. M. Sullivan's derrick scow is also working cleaning up the boulders.

Among those who have gone the past week to take their respective boats for the season were:-Capt. Walter Manson, Gus Manson, Maurice Harmon, Lorne Bertrand, John Gleason, Capt. Alex. Callam, Warren Foster, Fred Saunders, William Wilson, Capt. David Girardin, Joseph Duncanson, James Tormey, Frank Auffret, Felix Graveline, George Taylor, Girby Bertrand, William Brooker, William Collins, Frank Carr, Clyde Tobin, Ross Tobin, Capt. Walter Girardin, Milton Hutton, Lewis Belcoure, Michael Mahon, James McCarthy, Garry Reaume, Gilbert Brooker, Thomas Brooker, William Finlay, Geo. Mongeau, Walter Doran, Walter Mero.

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April 20, 1906

The first serious collision of the season occurred in the Soo Passage at 8 o'clock Monday morning between the steel steamers *Saxona* and *Zimmerman*. The latter was struck twenty feet back of the bow on the port side, having her steel sides crushed in, and she sank in twenty feet of water almost immediately. The *Saxona* continued as far as Little Mud Lake, where she filled and sank on the west side of the river. She carried a \$250,000 cargo of flaxseed, while the *Zimmerman* had coal. The collision is one of the most serious in years at the Soo and the loss to insurance companies will be heavy. The crews all escaped. J.L. Stewart of Amherstburg was chief engineer on the *Zimmerman*.

The D.B.I. & W. Ferry Co. has announced that their new steel passenger steamer and ferry will be called the *Britannia*. John G. Mullen, Detroit River representative of the Pittsburg Coal Co., wins \$10 in gold and a season pass on the company's steamers because he was the first person who suggested the name which was chosen for the new boat. More than 15,000 names were offered President Campbell of the ferry company.

The steamer *L.C. Waldo*, which was damaged by stranding on the rocks below Bois Blanc Island two weeks ago, has reached Milwaukee and after discharging her coal cargo there she will go into dry-dock at South Chicago for repairs.

Capt. "Jack" McCarthy, who sailed the whaleback *Bay City* last season, forsakes the life of a sailor hold [*sic*] to become a boniface. He has purchased a hotel in Sandwich, where from the rear veranda he can see the boats pass up and down the river.

A sudden rush of live steam from a pipe connected with the boiler on the steamer *Juno* struck Chief Engineer Sandy Kirby full in the face and eyes while he was fitting out his boat at Windsor. The physician states that he is likely to become totally blind. No one was with Kirby in the engineroom at the time of the accident. A defective pipe is supposed to have caused the mishap. Kirby lives at Dresden, Ont., and is well known.

Diver Louis Tebo of Detroit was blown to fragments on Michigan Center Lake near Jackson, Mich., Thursday of last week while he and two others were using dynamite to recover the body of Frank Holmes, a Jackson man who was drowned in the lake on Sunday while duck hunting. Fred Crosthwaite of Michigan Center was rendered senseless by the explosion and was injured. He was given



assistance by H.M. Buchanan, who was in the small boat where the explosion occurred, until help came. Buchanan was not seriously hurt. Capt. John Quinn, well-known Detroit wrecker and diver, who was in charge of the work of recovering the body, was on a raft nearby and was not injured.

The Detroit Shipbuilding Co. has bagged the contract for the new million-dollar passenger steamer of the Detroit & Cleveland Navigation Co. and the keel for the new floating palace will soon be laid at the Wyandotte shipyard. The boat must be completed and ready for service by June 1, 1907. Frank E. Kirby prepared plans for the boat and will supervise its construction. The boat is guaranteed to maintain speed of at least twenty miles an hour in daily service. Her excursion permit will allow 4500 passengers to be carried. The new ship will be the largest side-wheeler in the world, being 402 feet long and 92 feet over the guards. She will have 350 state rooms. A crew of 150 will be needed for the new steamer.

Just as the steamer *Mascotte*, recently sold, was about to leave for Houghton, she was pounced upon by the deputy United States marshal and seized at the instance of D.B. Odette of Windsor on a libel for \$2000. Breach of contract is claimed. Last fall Mr. Odette chartered the *Mascotte* for 20 days to move freight from Pelee Island to Detroit, but he claims the boat made only three trips, and thereby hangs a tale. Mr. Odette says on one of her recent trips the *Mascotte* called at Amherstburg, which is a violation of the Canadian coasting laws. Amherstburg customs officials threatened to seize the steamer at the first opportunity. This, it is alleged, frightened the owners of the boat and they sent her to Mt. Clemens, where she was laid up. She was fitting out there when the deputy marshal served the libel papers Saturday afternoon. The *Mascotte* was to have covered a route out of Houghton this season but she cannot leave now until she is bonded or some settlement is effected.

Hugh McDonald of Sarnia, fireman on the tug *Shaugraun*, has leased James McGuire's house on Sandwich Street for a year.

The str. *City of Mt. Clemens*, Capt. McQueen, brought a load of coal from Cleveland and also part of a cargo of corn from Pelee for Colin Wigle Monday. Capt. McQueen has chartered to haul about twenty-five loads of paving blocks from Walkerville to Sarnia.

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April 27, 1906

Weddell & Co., who are finishing their contract for dredging at Amherstburg, are the successful tenderers for the Port Arthur work. As soon as they

clean up their work here the company will move their plant to Port Arthur.

The Donnelly Wrecking Co. of Kingston has undertaken to raise the big steel steamer *Zimmerman*, sunk in the Soo River by collision with the steamer *Saxona*.

What is believed to be the body of Mrs. Harry Laflamme, cook in the steamer *Kaliyuga*, lost with all hands in Lake Huron last fall, has been discovered on the beach near Stokes Bay, about thirty miles from Southampton.

The Canadian steamer *Iroquois*, loaded with 110,000 bushels of grain, met with an accident caused by the breaking of her steering gear in the Soo Passage Tuesday night and navigation was blocked for 24 hours. She was released by tugs Wednesday evening after part of her cargo had been removed.

By an explosion of an acetylene gas buoy in the ship channel 10 miles from Parry Sound, Capt. Arthur Clark was killed and blown to pieces. The cause of the explosion has not yet been ascertained. The tug *Pilot*, from which the work of charging the buoy was being done, was so seriously damaged that she sank before reaching shore. All the rest of the crew escaped uninjured.

The controversy over the right of a foreign boat to ship a foreign crew at an American port has tied up the schooner *Aberdeen* at Amherstburg, in addition to the *Frank D. Ewen* and *Zapotec* at Tonawanda. It is a fight between the owners, William Hackett & Sons of Quebec, and the seamen's union. The union demands that crews be shipped from local American ports. According to the union officials, the marine laws require the owners to ship American sailors until the vessel is delivered in foreign waters. They have taken the matter up with the immigration department at Buffalo. The three boats mentioned, together with the tug *Florence*, were recently purchased by Hackett & Sons.

The Lime-Kiln had its usual crop of victims the past week. The big barge *Smeaton* went hard aground on the east bank Friday and on Saturday had a narrow escape from being rammed and seriously damaged when the whaleback barge *Bombay*, in tow of the steamer *Bay City*, wandered out of her course and ran on the bank. The *Bombay* came to a stop so near the *Smeaton* that one's little finger could scarcely be thrust between them. Some of the crew of the *Smeaton* aver that the *Bombay* bumped the big barge. Behind the *Bombay* was the barge *Baroness*, also of the *Bay City*'s tow, and a nasty mix-up seems to have been escaped only by good fortune. The *Baroness* did not go on the bank. Both barges were released late same afternoon and proceeded up the river. The *Smeaton* was taken in tow by the steamer *Ericsson*, which, with the tugs *Home Rule* and *Frank W.*, succeeded in getting her off after about 1000 tons of coal were lightered. She was leaking slightly. The coal

was reloaded. The two tugs also released the barge *Bombay*, which was apparently uninjured, and both the *Bombay* and the *Baroness* were towed up and reunited with the *Bay City*, which was in waiting. Monday morning the big Steel Trust barge *Krupp* struck on the east bank just 200 feet from where the *Smeaton* lay Friday. She ran out 18 inches and it was necessary to have the *Newman* lighter her.

Capt. John Anderson and family, Park Street, have taken up their residence in Detroit, where his son and daughter are employed. He will be engaged on Bar Point lightship this season.

Capt. James Lanaway has had a new cabin built on the str. *James E. Mills* and had the boat repainted. She leaves this week for Toledo to load coal for Chatham. Peter Mero has been engaged as chief engineer for the season.

Capt. Wm. McMurray of Buffalo has taken charge of the tug *Shaun Rhue* nights, waiting on the dredge *Brian Boru* on which a night crew started this week. Capt. McMurray will move his family here as soon as he can get a house.

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May 4, 1906

The tug *Home Rule* made a trip to Huron and brought over the barge *Cobb* Friday for the Pittsburg Coal Co.

A death under the most sad circumstances occurred in [Port Colborne] on Monday night last when Francis Xavier Cashen, one of our respected citizens, passed over to the greater majority. He had been suffering from rheumatism and neuralgia and on Sunday took a dose of Columbian Spirits, a form of alcohol he had been bathing his face with, not knowing the liquid was poisonous. Being a strong man, the poison got through his system before it affected him and as a result he was thrown into convulsions and died on Monday night beyond the power of medical aid. The deceased, who was in the 44th year of his age, was a man who was popular with all who knew him, especially among his fellow workmen on the dredge on which he was engineer and the several crews in M.J. Hogan's fleet. He was born at South Thompson, Ohio, and over twenty years ago worked for Contractor Dunbar on the deepening of the canal here. He was in Mr. Dunbar's employ until about six years ago, when Hogan & Macdonald purchased part of Dunbar's fleet, and since then he has worked on the harbor works here. The deepest sympathy is felt for the sorrowing widow and two daughters, also for his father of South Thompson, O., who had one of his limbs cut off at a barn raising some time ago, and sisters. The funeral was held on Thursday morning at St. Patrick's Church [and] was very largely attended. All the drills and dredges on the works were shut down until after

the funeral. The floral tributes were very beautiful. Interment took place at the R.C. Cemetery. The pallbearers were W. Marrigan, T. Murray, A. LaSalle, H. Ellsworth, H. Nelson, T. Lewis. -*Port Colborne Times*.

Fred Haynes, who is employed with Babbitt Dredging Co. at the Flats, accompanied by his sister, Miss Maud Haynes, spent Saturday and Sunday at their home in town.

E.A. Smith, acting for the Port Stanley Navigation Company, has sold the steamer *Winona* to James Playfair of Midland. This little steamer ran on the route between Amherstburg and Windsor a few summers ago under the genial Capt. Ellison.

The steamers *Edenborn*, *Mataafa* and *Crescent City* of the Pittsburg Steamship Co., which were driven ashore at the head of Lake Superior in the big gale last fall, are still on the beach and it will be a month or more before any of the boats are in commission.

A great marine strike is on among the mates, seeking recognition of their union, and as fast as boats arrive at Lake Erie ports they are tied up and no effort is made to unload them by the longshoremen, who are out on strike in sympathy. 50,000 men are out.

It is estimated that repairs on the sunken steamer *Zimmerman* in the Soo River will cost \$50,000 or more. The Donnelly Wrecking Co. will use the cofferdam method in raising the boat and she will go to the Soo to dispose of her coal cargo, after which she will be brought to Toledo for repairs. A new bow will practically have to be placed on her.

The Canadian steamer *Midland Queen* sheered while in the river below Amherstburg early Wednesday morning and after striking and sinking one of Dunbar & Sullivan's scows rebounded and ran squarely into the new steamer *William G. Mather*. She struck the *Mather* twice on the port side and the latter is now at the Ecorse yard for repairs. It will be necessary to remove seven plates. She will be detained a week or more. In the first impact the *Queen* shoved both her anchors through the *Mather* about fifty feet aft from the latter's stem. The second blow came about forty feet further back and below the waterline. This made a hole in the side tank of the *Mather*. Only the side tank saved the *Mather* from being sunk. The *Midland* steamer continued on her way but is stated to have suffered severe damage on her bow, several plates being broken or torn off. Most of her damage is reported to have been above the waterline.

Hackett Bros. placed nine buoys to mark the new channel at the lower end of Sugar Island for the White Star Line. The channel was located by C.Y. Dixon, U.S. engineer. Sugar Island has undergone a transformation during the winter. A number of new buildings have been erected; there is a merry-go-round, a large dancing pavilion and a new covered dock. It has very much the same appearance as Bois Blanc, only on a smaller scale. Capt. Tim Lemay, formerly of this town, is in charge and will have things in ship-shape by Decoration Day, when the Butchers & Bakers of Toledo will run the first excursion of the season there.

The tug *Winner*, Capt. Al. Henning, stopped at this port on his way to Pelee Island Saturday. The *Winner* was the tug *Secor*, which Capt. Henning used in the fish business last year. She was taken to Chatham, where during the winter she was rebuilt and a new boiler was installed, her engines overhauled and she is now one of the fastest tugs in the fish business on Lake Erie. She hails from Amherstburg and the port is not ashamed of her.

Capt. Manley of Weddell & Co. has gone to Montreal and down the St. Lawrence to look up tugs &c. to take with their fleet to Port Arthur, where they have a several years' contract.

John P. Jones has the keel laid for a 30-foot gasoline launch, which he is building on the riverfront lot back of his residence, Dalhousie Street.

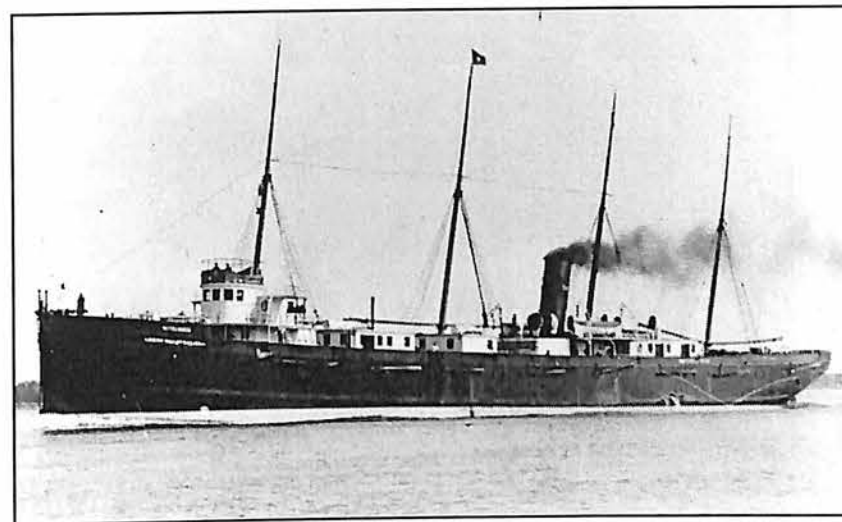
Chas. Snider has been appointed inspector on Pike's dredge No. 2 at Bar Point.

A tug war has again broken out here between the Hackett Wrecking Co. and the Great Lakes Towing Co. Some lively tilts may be expected this season.

Wm. Wilcox has been appointed chief engineer on the U.S. derrick scow for the season, while Arthur Kemp is diver and Thomas Kemp night watchman.

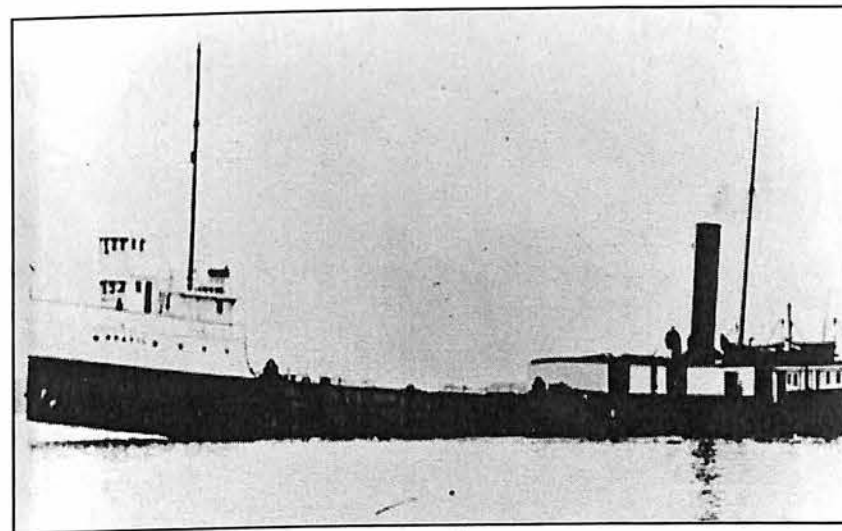
Edward Jones, who has been employed as foreman with Weddell & Co. in repairs on the dredge *I.X.L.* and dump scows all winter, left for Welland to take charge of a gang of men rebuilding a dredge for the same firm.

**FERRY ASSESSMENT.**—The low assessment of the D.B.I. & W. Ferry Co. is now engaging the attention of Detroit aldermen. The steamer *Columbia*, which was built two years ago at a cost of \$175,000, is assessed at \$30,000. The big *Garland* is assessed at \$6500, the *Victoria* at \$4000, the *Pleasure* at \$15,000, the *Promise* at \$15,000 the *Sappho* at \$6000 and the *Excelsior* at \$5000. Lloyd's insurance blue book gives the insurance value of the *Columbia* at \$160,000. The *Victoria* was repaired a year ago at a cost of \$8000. The total real value of the boats is placed by marine men and is estimated by the aldermen at \$500,000. The



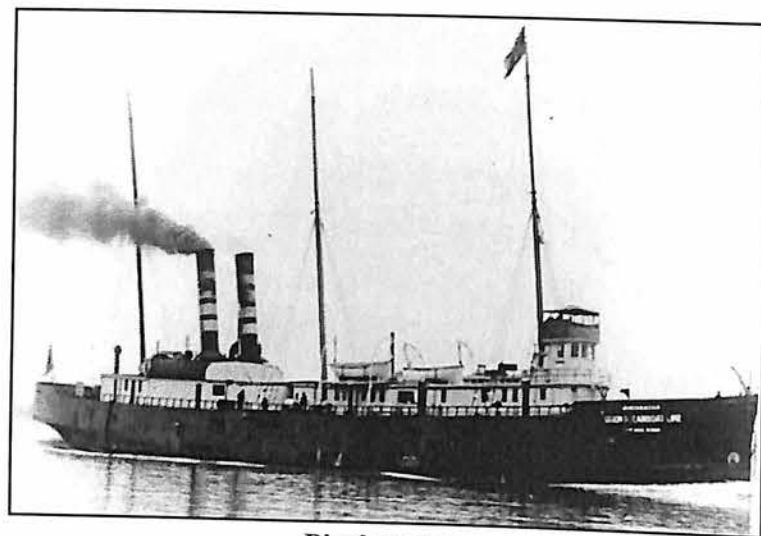
**Bethlehem**

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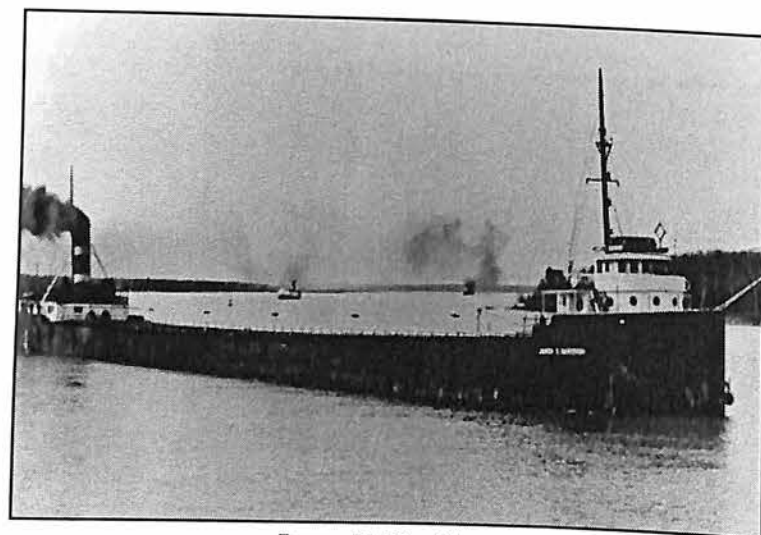


**Brazil**

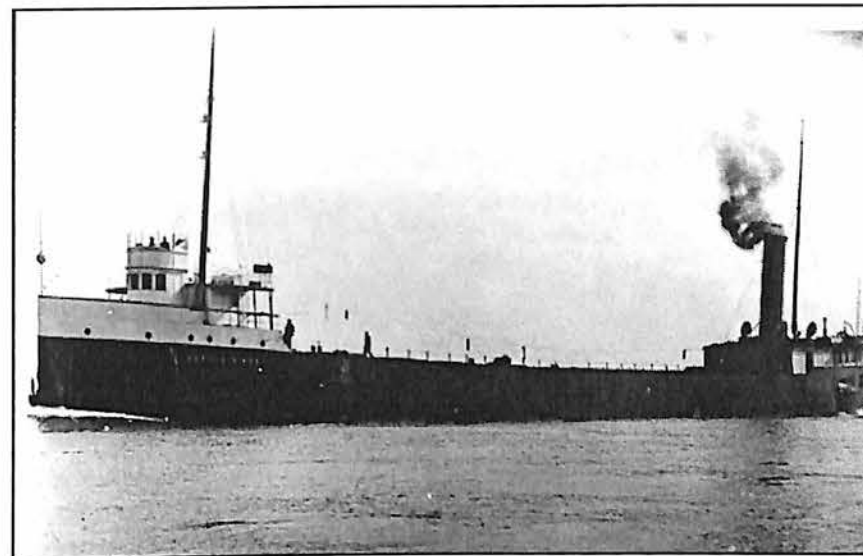
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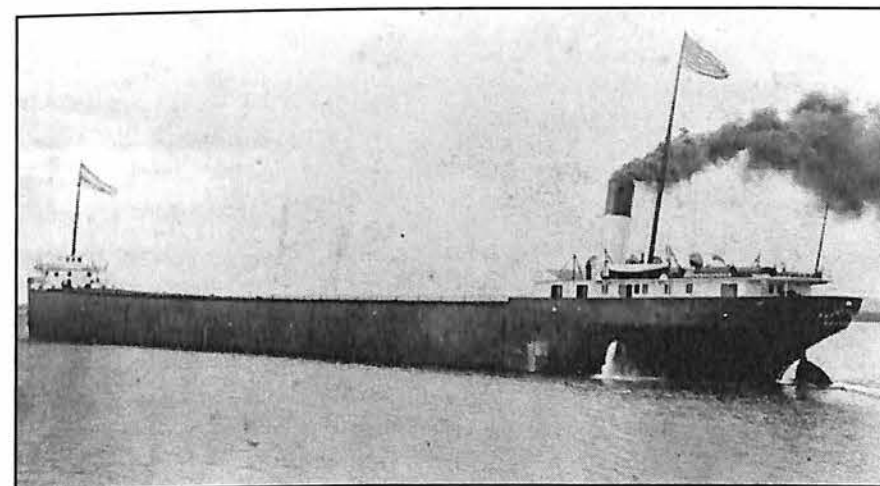
**Binghamton**  
*Dept. Of Canadian Heritage: Fort Malden NHS*



**James E. Davidson**  
*Dept. Of Canadian Heritage: Fort Malden NHS*

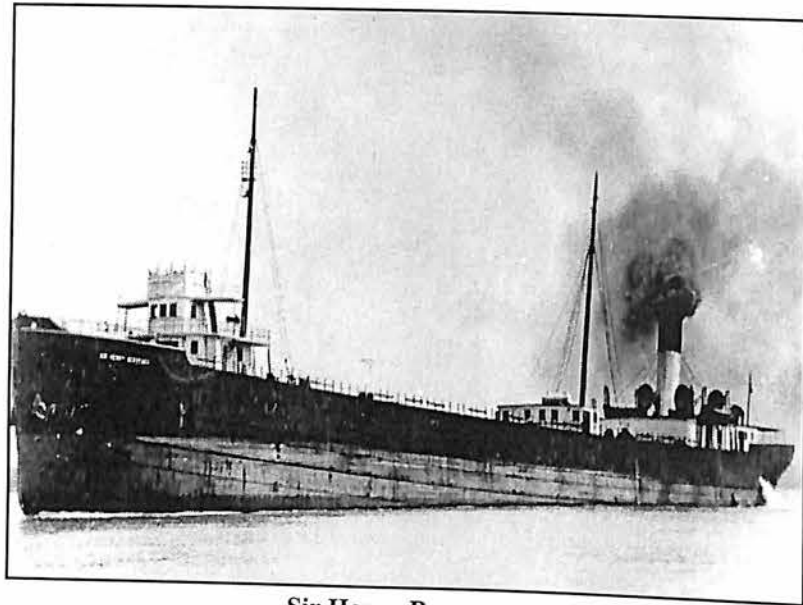


**Harold B. Nye**  
*Dept. Of Canadian Heritage: Fort Malden NHS*

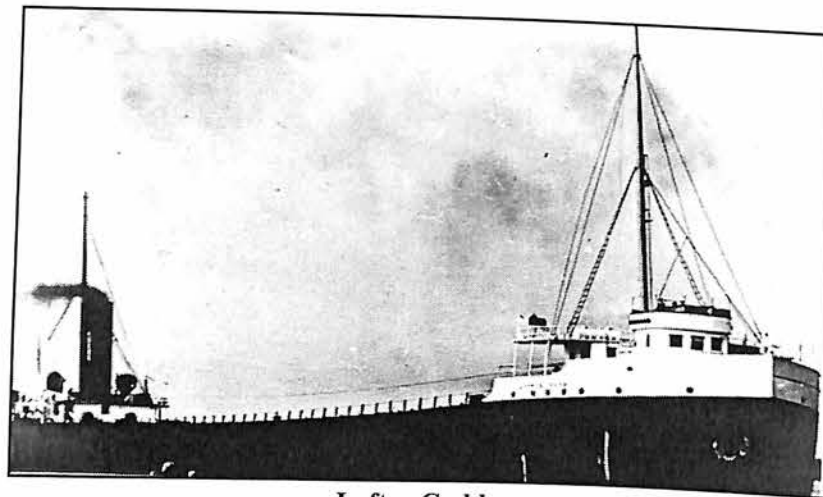


**Henry C. Frick**  
*Dept. Of Canadian Heritage: Fort Malden NHS*





**Sir Henry Bessemer**  
Dept. Of Canadian Heritage: Fort Malden NHS



**Loftus Cuddy**  
Dept. Of Canadian Heritage: Fort Malden NHS

assessors have assessed the company's property, boats, docks, landing rights at the city docks and all at \$81,000. The D. & C. boats are assessed at \$355,000 and the D. & B. boats at \$300,000. The White Star Line gets soaked for \$151,000. Wednesday morning the steamboat owners gathered before the Board of Review and went into values. "The ferry company is going to stay in Detroit. We will be perfectly satisfied with whatever tax you ask us to pay," Walter Campbell announced, taking the committee by surprise. "If you make it a 25 per cent increase it will be all right. We will pay it. The *Columbia* cost \$171,000. It is assessed at \$30,000. I value it for our purpose at \$160,000. You may assess it as you see fit. We want to pay our just share of taxation. If you think \$600 is not enough for us to pay for the privilege of landing at Belle Isle, we are willing to pay more. We used to pay \$1000. We pay taxes on our docks and pay \$500 for the privileges at the foot of Woodward Avenue. We do not want to evade just payments. Whatever you do will be right." The aldermen then suggested that he reduce his fare to 3 cents, but this he declared to be impossible. After this statement the plaint of the other lines as to their boat values seemed strange.

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May 11, 1906

The tug *Home Rule*, Captain Fred Trotter and James Tobin, went over to Port Burwell to tow Boone's dredge to Sarnia this week. She lost a dump scow in Lake Erie during the storm.

The question of whether the fishermen along Lake St. Clair had the right to catch the fish which were seized by Government inspectors at Niagara is to be decided by a Government investigation. The fishermen allege they are entitled to take a certain kind of pickerel, even in the closed season, and say that this was the class of fish seized.

Breyman's dredge No. 1 and tug *G.H. Breyman* came over Saturday from Toledo to go on the work at the mouth of the river.

The rebuilt str. *Lincoln*, now known as the *Premier*, Capt. Jeff Stockwell, arrived here from Collingwood on Saturday and left same day at noon to go on the Pelee Island route. The *Premier* is practically a new vessel, having been thoroughly rebuilt, and is a staunch-looking craft. She will run between Pelee Island, Leamington, Kingsville, Amherstburg, Windsor and Sandusky as per schedule found in another column of this paper.

The Great Lakes Towing Co.'s ambulance *T.F. Newman* and tug *Geo. F. Brockway* are stationed at the waterworks dock for the summer.



*May 18, 1906*

The barge *Armenia*, Captain Thomas Cooper, which foundered in Lake Erie Wednesday of last week lies in seven fathoms of water is broken in two and will be a total loss. The boat was loaded with ore and was insured for \$36,000. She is about half a mile out of the regular channel and so does not constitute a menace to navigation. It was a strange coincidence that the *Armenia* and *Algeria*, both of which were lost in the same storm on Lake Erie, were sister ships and came out the same year.

Bids for dredging Round Island shoals, St. Mary's River, were opened at the office of Col. C.E.L.B. Davis, United States district engineer, Monday. M. Sullivan, Detroit, submitted the lowest proposal for dredging shoal No. 1 at 29 ½ cents per yard. He did not bid on shoal No. 2. The Lake Erie Dredging Co. bid 33 cents per yard on shoal No. 1 and 49 cents on shoal No. 1 and 55 cents on shoal 2. The sum of \$53,000 is already available for the work and this sum will about cover the improvement.

The dump scow in Lake Erie reported by the master of the steamer *Saturn* as afloat on Friday about twenty-two miles northwest of Fairport was lost by the tug *Home Rule* of the Hackett Wrecking Co. of Amherstburg in the gale last week. The *Home Rule* was bound for Sarnia with a dredge and two scows and was caught at Rondeau Point by the gale. She was obliged to ride the blow while out in the lake and lost one of the scows. The scow is new and empty and stands high out of water. The scow was picked up the Hackett Wrecking Co. and towed here on Tuesday. The lost scow had drifted to Port Burwell and it was near that port when picked up. Captain Walter Manson and Cam Davidsson made the discovery.

Captain Walter Manson and Cam Davidson made a trip to Colchester lighthouse with a load of provisions for the lightkeeper.

**Pelee Island Route.**

## TIME TABLE 1906.

# STEAMER PREMIER

Tuesdays—Boat leaves West dock..... 8:00 A.M.  
Scudder's dock 8:45 A.M.  
Arrives at Leamington..... 9:20 A.M.  
Kingsville..... 8:45 A.M.  
Returning leaves Kingsville..... 8:00 P.M.  
Leamington..... 8:45 P.M.  
Arriving at Scudder's dock..... 8:00 P.M.  
West dock..... 8:45 P.M.

Wednesdays—Boat leaves Scudder's dock for  
Amherstburg and Windsor:  
Scudder's dock..... 8:00 A.M.  
West dock..... 8:45 A.M.  
Amherstburg..... 10:00 A.M.  
Arriving at Windsor..... 11:45 A.M.

Thursdays—Returning  
Leaves Windsor..... 8:00 A.M.  
Amherstburg..... 9:15 A.M.  
Arriving at West Dock..... 12:15 P.M.  
Leaving West Dock for Leamington and  
Kingsville at..... 1:00 P.M.  
Scudder's Dock..... 1:45 P.M.  
Arrives at Leamington..... 2:00 P.M.  
Kingsville..... 2:45 P.M.

Fridays—Boat leaves Kingsville and Leamington  
Pelee Island and Sandusky  
Leaving Kingsville..... 7:00 A.M.  
Leamington..... 7:15 A.M.  
Scudder's Dock..... 8:00 A.M.  
West Dock..... 9:45 A.M.  
Arriving at Sandusky..... 11:45 A.M.  
Return leaving Sandusky..... 1:00 P.M.  
West Dock..... 2:00 P.M.  
Scudder's Dock..... 2:45 P.M.  
Arriving at Leamington..... 3:00 P.M.  
Kingsville..... 3:45 P.M.

This Time Table might be changed a little on  
the Windsor route during the months of July  
and August.

Saturdays, Sundays and Mondays  
Boat open for charter

All communications addressed to CAPT. T. J.  
BROOKWELL, Kingsville, Ont., or PETER  
DITCHY, Purser of Steamer Premier, on board  
the same, will receive prompt attention.

Advertisement in the *Amherstburg Echo*, May 18, 1906.

Gus. Manson, who was wheelsman on the str. *Penobscot* until the steamer laid up on account of the longshoremen strike, has quit the lakes for the season and started in full force at his trade painting and paper hanging.

Arthur Kemp, diver for C.Y. Dixon, met with a peculiar accident while diving in the river Monday. After moving the scow, the anchors were dropped and one of them fell on the air hose, which shut off Art's wind and it took some tall hustling to haul him aboard and revive him. It was a close squeak for life.

The Northern Navigation Company desires to adopt for advertising purposes the picture of a pretty Canadian girl. Young ladies who are willing to permit their portraits to be used in this way are requested to send photographs before May 24 to C.A. Nicholson, Traffic Manager, Sarnia. Photos showing full figure in summer outing costume preferred. We know a whole lot of girls from South Essex who could put girls from other places in the shade. Let them get busy now.

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May 25, 1906

In a well-illustrated article on the launching of the new ferry str. *Britannia*, the *Marine Review* of Cleveland also publishes a splendid half-tone photogravure of John G. Mullen, local manager of the Pittsburg Coal Co., who chose the name *Britannia* for the new ferry and which as a companion name to the *Columbia* is singularly appropriate.

The schooner *Ellen Williams*, which was damaged by hitting an obstruction near Bois Blanc Island and sank in Callam's Bay, has been lightered and raised by the Hackett Wrecking Co. She had settled deeply in the mud and her rails were submerged, but she was finally brought to the top with steam pumps that kept her afloat. There was a hole in her bottom big enough for the diver to put his helmeted head through. The tug *Home Rule* towed the schooner to the dry-dock at Ecorse Tuesday for repairs.

Capt. Thomas Cooper of the ill-fated steamer *Armenia* has been engaged as master on the tug *Phil Sheridan* and leaves this week with her and the dredge *Handy Andy* for Erie, where they will be employed on an intake pipe contract.

Dunbar's big clamshell dredge and derrick scow *Handy Andy* left Tuesday in tow of the tug *Home Rule*, Capt. Fred J. Trotter and Capt. James Tobin, for Erie, where she has about a four months' contract. The tug *Phil Sheridan*, Capt. Thomas Cooper, will tend the dredge at Erie.

Weddell & Co., the dredging contractors, have purchased the tug *Minitaga* from Playfair & Pratt of Midland. She is a powerful tug and has been engaged in

towing rafts. The tug *Traveller* is expected here to assist in towing the Weddell & Co.'s fleet to Port Arthur and will leave here on Thursday evening. If the *Traveller* does not arrive, other tugs will assist in towing the fleet to Port Huron, where the *Traveller* will meet them. The people of Amherstburg regret to have Manager Manley and his efficient and gentlemanly crew leave this port, where they have made many warm friends, and the wish is that when the work is again taken up here that they may return.

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June 1, 1906

The steamer *Clarence Neff*, bound for Fort William with steel rails for the Grand Trunk Pacific [Railroad], went aground on the east bank of the Lime-Kiln Crossing. She was released by the Trust tug *George E. Brockway* and Hackett's tug *Home Rule* after 800 tons of rails had been lightered onto the marine ambulance *T.F. Newman*.

The steamer *Sinoloa* of the Tomlinson fleet went hard aground on the head of Harsen's Island Sunday and was released by the Trust tug *Geo. E. Brockway* next morning.

The barge *Albert Gowan* is discharging a cargo of coal for the Pittsburg Coal Co. at this port this week.

A fatal marine collision occurred early yesterday (Thursday) morning in St. Clair River opposite Marine City when the steamer *Erin* was struck by the *Cowell* and the former sank almost immediately, drowning five of her crew, including the first engineer and watchman. The latter's name is given as "Art" and he is said to be from Amherstburg, but so far is not identified. P.J. Quinn of St. Catharines was first engineer and spent the year here fitting out the boat. Capt. Sullivan was in command.

The *Howard L. Shaw*, Capt. John Burns, met with an accident Friday while downbound off Round Island, eleven miles above the Soo. While the *Shaw* was just at the turning point she met the *Coralia*, bound up with the *Maida* in tow. The *Coralia* passed all right at full speed but the *Maida* was around the bend. Capt. Burns had no room or time to get out of the pocket. Almost before he had time to think the steel towline swept over the *Shaw's* bow. Capt. John, who was on the pilothouse, threw himself down and the lines passed over his back, cutting everything off that was above the weatherboard. The foremast, mainmast, smokestack, boat cranes, in fact everything that stood five feet above the afterdeck went by the board. Capt. Burns brought his boat limping into the Soo and tied up

for repairs. It was in just such a mix-up as this that Capt. Ralph Hackett of the tug *Torrent* lost his life some few years ago.<sup>17</sup>

The steamer *Eugene Zimmerman*, which was sunk by the steamer *Saxonia* in the Soo passage some three weeks ago, has been raised. Tugs will bring her to Sault Ste. Marie and her cargo of ore will be taken out at the steel plant at Canadian Soo. The *Zimmerman* was on her maiden trip when she met disaster. It is estimated that it will cost over \$50,000 to get her ready for service again.

With a crash that could be heard half a mile, the huge steel elevator of the Ogilvie Milling Co. at Fort William Saturday night slid forty feet into the Kaministiquia River, 300 feet above the mouth. The channel was partially blocked but vessels succeeded in passing Sunday. The accident was caused by a defective concrete foundation. The elevator contained 360,000 bushels of wheat, 70 per cent of which is lost. The loss will be half a million dollars.

Capt. W.J. Manley said "Good-bye" to his many friends in town Friday evening and left for Sarnia, where he will rejoin Weddell & Co.'s dredging plant on its way to the Soo.

While winding up a pocket on one of Breymann Bros.' scows at Bar Point Thursday afternoon of last week, Bert Duval of Rockwood, who had been in their employ for two years, slipped and fell overboard. Lines were thrown to him and every effort made to save him, but he sank, and though grappling was kept up for twenty-four hours his body was not recovered. He was about 24 years of age and his brother was on the scow with him at the time.

The Sundry Civil Appropriation Bill reported to the House at Washington Monday provides for \$300,000 for Detroit River works.

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June 8, 1906

Capt. Howard G. Hackett, who has been in Buffalo for the last two weeks, purchased the old fire tug *Hull* at that port and passed up the river in tow of the tug *Proctor* and will lay at Algonac, where an engine and boiler will be put in. She will be brought here in a month or so to be used in the wrecking business.

Capt. Thomas Carney of Detroit, an old Amherstburg boy, has been put in charge of the Trust tug *Brockway* in place of Capt. Hayes, who was at his home in

<sup>17</sup> Capt. Ralph Hackett was killed in July of 1895 when the towline connecting the steam barge *Sitka* and the schooner *Yukon* swept over his tug, the *Torrent*, while the vessels were passing each other in the St. Clair Flats Canal. (See Vol. IV(3), pp. 4-5 and 6-7.)

Port Huron suffering with throat trouble.

John G. Mullen, local manager for the Pittsburgh Coal Co., is installing a clamshell scoop to unload coal vessels and also to coal up dredges and other vessels wanting coal at this port. This will take the place of fifteen or twenty men.

Supt. Schantz of the D. & C. Navigation Co. is nothing if not obliging and polite. Sunday the big steamer *Western States* was swung back to the dock and the gangplank put out just to enable an old lady to kiss a girlfriend good-bye. That done, the O.L. [old lady] skipped off, much to the amusement of the passengers and the surprise of Mr. Schantz. He now holds the medal as the most obliging marine manager in Detroit.

Work of completing the steamer *Britannia* of the Detroit, Belle Isle & Windsor Ferry Co. fleet at the Wyandotte yard is well along and it is believed she will be in operation by July 1st. With the advent of the *Britannia*, one of the steamers now on the Belle Isle run will be taken off and held as a reserve boat.

The tug *Winner*, Capt. Al. Henning, is on the ways at Oades' shipyard, Detroit, for a general overhauling before going to Port Burwell, where she will be engaged in the fishing industry this season.

Canada has amended its rules of the road for navigation on the Great Lakes so as to provide that a steam vessel over 150 feet in length when underway shall carry an additional white light visible all around the horizon at a distance of at least three miles. These two lights shall be so placed in line with the keel that one shall be at least fifteen feet higher than the other and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance. This particular rule now conforms with the United States regulations which were adopted some 10 years ago. On practically all other points the two countries agreed on uniform rules a few years ago.

Captain Dodds, Canadian steamboat inspector, was here Tuesday inspecting the Canadian crafts at this port.

The ferry str. *Papoose* arrived here on Tuesday to go on the Amherstburg-Bois Blanc route. She has been repainted, varnished, scrubbed and looks slick as a hound's tooth. Wm. Hyde is in charge of the throttle again this season.

Dredgemen are experiencing considerable difficulty procuring enough men to keep their plants running. Twenty men more could have secured employment Monday and Tuesday if they could have been found.

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June 15, 1906

The str. *Presque Isle*, bound up, Saturday morning reported seeing a body floating about six miles off Bar Point. It was at once supposed to be that of Albert Duval, who was drowned off Breyman Bros.' scow May 24th, and Sunday morning Wm. Menzies went out in his yacht and picked it up on the beach near Colchester and towed it to this port. The features were unrecognizable but from the clothing there was no doubt of the identity. Lambert Bertrand, undertaker, assumed charge and prepared the body for burial and it was shipped to South Rockwood by tug Monday morning. The young man was about 24 years old and this was his second season with the above firm.

The steamer *Charles Neff*, which was damaged by grounding at the Lime-Kiln Crossing recently, was docked at Superior for repairs.

The big freighter *James Laughlin*, downbound, grounded just below Bois Blanc Island Thursday night, owing to the parting of her wheel chains. She was pulled off by the tugs *Home Rule* and *Brockway* of Amherstburg and was not damaged.

A Blue Book recently issued by the Department of Railways and Marine shows that the number of vessels on the Dominion register at the end of 1905 was 7325, with a total tonnage of 669,825, which was an increase of 173 vessels and a decrease of 13,013 tons register as compared with 1904. Of these, the steamers numbered 2654 with a gross tonnage of 363,888 tons. Taking the average value to be \$30 per ton, the value of the registered tonnage of Canada on December 31st last year was \$20,094,145. The number of new vessels built and registered in Canada last year was 325, measuring 19,781 tons' registered tonnage. Estimating the value of new tonnage of \$45 per ton, it gives a total value of \$890,145 for new vessels.

The Lake Carriers' Association has taken the preliminary steps toward restoring to the U.S. federal Government absolute control and dominion over the rapids of the Soo River at Sault Ste. Marie and the ousting therefrom of the Chandler-Dunbar Water Power Co., which has been allowed to erect permanent works in the rapids, and it is figured that within a short time these waters will be required for additional locks. The traffic through the Soo Canal last year represented a total value of \$417,000,000, of which 27 per cent was iron ore, 28 per cent cereals and 45 per cent general manufacture and commodities. This proves that the development of the Northwest has come from and must in great measure depend upon the unrestricted navigation of these waters.

The tug *Prodigy* claims to carry the broom. On Wednesday she bet the tug

*Columbia*, the flagship of the M. Sullivan fleet. The two tugs left the foot of Murray Street and the *Prodigy* beat the *Columbia* to the stone schoolhouse. Capt. Charles Jarrett is master and Ed. Tromblay is engineer. She carries the broom and it is there to stay until some swifter tug makes its appearance on the river.

The Hackett Wrecking Co.'s tug *Home Rule* is having her summer coat of paint put on. Lewis Goodchild is also having his large tug *D.A. McCarthy* repainted yellow.

The big new str. *James McLaughlin*, bound down, parted her wheel chains at the foot of Bois Blanc Island and ran hard aground Thursday night of last week near the drillboats. After a few hours of hard pulling she was released by the Great Lakes Towing Co.'s tug *Geo. Brockway* and Hackett's tug *Home Rule* same night.

The Tomlinson steamer *James E. Davidson*, bound down with iron ore, parted her steering cables and ran hard aground at the head of Belle Isle Saturday night. The marine ambulance [*T.F. Newman*], in tow of the tug *Geo. E. Brockway*, went to her assistance and after 1400 tons of her cargo had been lightered she was released Sunday afternoon and proceeded Monday.

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June 22, 1906

While trying to enter the Lime-Kiln during a heavy fog Tuesday morning, the ore-laden steamer *America* backed on the east bank and remained there until Wednesday before being released.

The barge *Manda*, in tow of the steamer *Rockefeller*, went aground at the head of Bois Blanc Tuesday morning. She was released by the *Home Rule* and was taken up as far as Ballard's Reef, where she struck a rock and sank on the bank. Three of her compartments are full of water and it will be quite a job to release her. While the steamer *Rockefeller*, which was towing the *Manda*, was lying at anchor early Tuesday morning, the steamer *Isabella Boyce* collided with her. The *Rockefeller* escaped uninjured but the *Boyce* was considerably damaged. She was able to proceed, however.

The steel steamer *Grecian* struck a rock in Lake Huron last week and sank quickly. Her crew was all saved.

The steamer *Saturn*, bound down, collided with the Canadian schooner *Ontario* off Lexington Sunday morning during a heavy fog. The *Ontario* lost her bowsprit and jibboom and some planking forward. The damage to the *Saturn* was light.

The new Detroit, Belle Isle & Windsor Ferry Co.'s steamer *Britannia*, now

being completed on quick time by the Detroit Shipbuilding Co., will be dedicated by the Board of Commerce. The new ferry is to go into regular service July 1st and its first excursion will be on June 30th.

The steamer *Manchester* rammed the Gilchrist steamer *Steel King* in Lake Huron during a fog five miles off Point aux Barques Sunday morning. Quick work on the part of the crew of the *Steel King* in getting tarpaulins over the aperture enabled the vessel to limp into Harbor Beach, where she sank. The lighter *Newman*, in tow of the tug *Brockway*, left Sunday afternoon to lighter and release her.

The derrick scow *Faugh A Ballagh* has started cleaning up on the Lime-Kiln Crossing.

Peter Laird has been promoted to the position of engineer on the *Gladiator*, while Herb. Coyle succeeded him in a like position on the *Old Glory*.

The dredge *Gladiator* broke a dipper handle while working on the lower Detroit River Friday and has been laid up for repairs. The dredge *Hercules* also met with an accident and was off a few days.

A new clamshell scoop is being installed by the Pittsburg Coal Co. on their dock here. This will be used in unloading boats and when in proper working order will be capable of taking out 500 tons per day, while by the old method of manual labor two hundred tons was the limit.

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June 29, 1906

**EXPLOSION OF DYNAMITE.-Thirteen Tons Blow Up on Dynamite Island-Amherstburg and Surrounding Places Badly Jarred-Experience of Two Young Men in a Boat Near the Scene.**-An explosion of thirteen tons of dynamite belonging to Dunbar & Sullivan and M. Sullivan, dredging contractors, on Dynamite Island, between Bois Blanc and Grosse Île, at 5:20 Wednesday afternoon shook Amherstburg and other places within the circle of the explosion like an aspen leaf, wrecked numerous windows, knocked down chimneys and threw the people into a general panic.

There were two distinct vibrations within a few seconds of each other. The former was thought to be a stronger blast than usual from one of the drills, but when the second shock came everyone rushed out of their houses and places of business towards the river, the general impression prevailing that a drill had been blown up.

A dense heavy black pall of smoke hanging over the north end of Bois Blanc told the tale of the wrecked warehouse and great anxiety was manifested for the fate of tugs which ply back and forth in the vicinity of the place constantly.

The fact that all the tugs employed on the river works were seen steaming towards the doomed island relieved the people's fears again, but their anxiety was great lest some one of the employees had been at the doomed storehouse.

However, such was not the case.

What actually caused the explosion will probably never be known, but the scene which greeted the eyes of the crew of the *Pauline Heckler*, Capt. Morand, which first reached the vicinity, was dramatic in the extreme. Struggling in the water, clinging to some wreckage, were two men, stark naked, and assisting them was a man in a rowboat, while a gasoline launch was racing to their rescue from the vicinity of Grosse Île. This yacht, in which was Dr. Rudy of Miama Ave., Detroit, reached the drowning men just in time and after pulling them up, put them aboard the *Heckler*. They were streaming with blood and half dazed, and after being wrapped in warm blankets told of their awful experience in almost incoherent sentences, while being taken to Amherstburg.

They gave their names as Harry Rogers of 32 Montcalm East and Theodore H. Perry of 477 4th Ave., Detroit. They had sailed down the river the day before, fishing and shooting and had spent Wednesday in the vicinity of the doomed place. During the afternoon they had landed on the dynamite scows, but were out in the river some 300 feet when the explosion occurred. They felt an awful upheaval, their boat split into two pieces and they were blown into the water and when they came up caught and clung to the wreckage. Every vestige of clothing was blown off them and part of it was later picked up by the *Heckler*. Their cries for help brought a man in a rowboat from Fox Island and the launch above referred to. Upon arriving at Amherstburg they were removed to the Lake View Hotel and Dr. James Park assisted Dr. Rudy to dress their wounds.

Rogers was badly powder burned and was almost deaf from the explosion, while Perry was also powder burned and had his lip and jaw badly cut. They were suffering much from shock and exposure.

Their relatives were communicated with and later in the evening Perry's wife and Rogers' brother came down and the wounded young men were able to return home yesterday (Thursday) morning.

When the citizens of Amherstburg began to take stock they found that the damage to property was considerable. The big plate glass window in Lovegrove & Scratch's was shattered, as was also the lower window in the Molson's Bank, while nearly every pane of glass in Miss Pineau's millinery shop and J.G. Kolfage's shoe store suffered a like fate. A large pane was broken in the Amherst House and



one at P. Laferte's grocery, while the Lake View, post office and residences along the river lost nearly half the panes in the back windows. Huge pieces of plaster were jarred down in the public school and the scholars who were writing an examination there scampered out of the building, the presiding examiner leading the retreat. Martin Cummiford's house on Rankin Avenue lost a chimney and a quantity of plaster fell.

Somewhat of a panic occurred among the pleasure seekers at Bois Blanc Park, two miles distant, the explosion jarring the whole island and throwing a number of dancers to the floor of the pavilion. The *Columbia* was just making a landing at Amherstburg with the afternoon crowd from Detroit and when the dynamite let go there was a rush to the starboard side of the ship to ascertain the trouble. All that was visible was a cloud of smoke.

Dredges and drills at work in the river were shaken and the workmen were hurled to the decks.

Besides clearing "Dynamite Island" of every vestige of building and digging a big hole among the rocks, the explosion loosened foundations and shattered houses in Trenton, Wyandotte, Grosse Île, Delray and other places on the American shore. People rushed frantically about thinking it to be an earthquake or that the end of the world had come. The residence of William Cada, which faces the Canadian channel on Grosse Île, was damaged to the extent of \$500. The summer kitchen was crushed like a cracker box and big stones torn out of the foundation walls. The residence of Attorney Edwin Henderson was badly jarred and boards took the place of windows for the night. The little store in the hollow near the Stony Island piers had all the windows broken and its doors broken in, depending on barricades of boards as its protection for the night.

The explosion was felt all over Essex County. In Harrow the people thought that the contractors were blasting rock for the new church and were much alarmed. Essex Town trembled visibly and windows rattled, while other towns had a similar experience.

"Dynamite Island" is made of rocks thrown up from the bottom of the river. It is the dumping ground for the dredging contractors. The dynamite was stored in two old scows placed there for the purpose. Dunbar & Sullivan had 345 boxes and M. Sullivan 200 boxes, each containing 50 pounds, so that over 13 tons exploded and of this, 345 boxes had just been placed there that day. The stuff is 60 per cent nitro-glycerine and had it been confined tightly the impact and consequent damage would have been much greater.

The cause of the explosion is yet a mystery. The young men referred to above say they did not set fire to anything there, nor did they shoot at the dynamite houses, though it is known they were shooting at targets along the river. They claimed to have lost a small rifle and a 48-calibre revolver in the wreck. It is stated positively by some Amherstburg people that smoke was seen issuing from the shanties some time before the explosion and they think that the young men did land there and the fire was probably set from cigarette stubs.

The loss to the contractors will be in the neighborhood of \$4000.

A similar explosion of nitroglycerine took place on Fox Island Dec. 12th, 1879,<sup>18</sup> when three tons exploded and did considerable damage.

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June 29, 1906

Wm. Menzies has made application to the Inspector of Hulls for a license to carry passengers in his launch *Marwood M.* He intends renting her out to parties and also anyone wishing to get on any vessels passing here will be accommodated at any time. Mr. Menzies has also secured the warehouse on the waterworks dock and is fitting it up as a boathouse and has purchased several nice rowboats and will rent them out by the hour.

Steel Trust barge *Manda*, aground at Lime-Kiln Crossing for a week, was released Sunday night after having been pulled on by the Trust tug *Geo. E. Brockway* and Hackett's tug *Home Rule* and the Steel Trust steamers *W.H. Gilbert* and *A.B. Wolvin*, after the marine ambulance had lightered about 2500 tons of ore. The *Wolvin*, with a wrecking outfit aboard, reached the stranded steamer Thursday. It is thought the boat is badly damaged, as five of its tanks are full of water. The 2500 tons of ore that was lightered was delivered at Conneaut by the *Wolvin*.

The Government cruiser *Vigilant* was in Port Stanley last week. Capt. Dunn, speaking of poachers, said that he had not seen an American fishing boat or net in Canadian waters since the vessel's first voyage early in the spring. The fishermen's strike at Erie has put a check on the poachers, said the captain. He further said that fish are very scarce along the shore, but are reported to be plentiful further out.

Dredge No. 2 of the Detroit Dredging Co. performed a feat in wrecking last Friday seldom equalled and never surpassed. The *French* and *Smith*, two big

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<sup>18</sup> This actually occurred in September, 1880 - 300 lbs. of Hercules powder exploded at the Lime-Kiln Crossing. (See Vol. I(4), pp. 91-92.)

freighters, nosed into the east bank near Bar Point a few days before and in the absence of the *Newman* bid fare to remain there the balance of the season, as they were so hard aground they defied all efforts of tugs to release them. A bright scheme was hatched up and the big dredge was shoved in between the first steamer and the shore, an eighteen-inch hawser was made fast to the steamer's bow and then attached to the hoisting drum of the dredge and the fun began. A tug teetered the stem of the vessel backwards and forwards while the relentless rope wound round the drum and the boat would have slid off in a few more turns had not the big rope broken. However, a chain was brought into service and the work so well begun was accomplished without further mishap. Then the *Smith* was attended to the same way and both steamers went on their way rejoicing. It is probably the first time a dredge has been employed and the thoroughness with which the work was done has made the crew very cocky, and other wrecking feats may be looked for this summer.

The steamer *Premier* was wind-bound here Thursday of last week. She had quite a load of freight and passengers.

The tug *Geo. E. Brockway* (Capt. John Hayes) of the Great Lakes Towing Co. will go to Cleveland for extensive overhauling and during her absence the tug *Peerless* will take her station at this port in company with the marine ambulance. The *Brockway* will be put in first-class shape and will be away about a month.

Arrangements have been completed with the owners of Fighting Island, also known under the name of Des-Cree-Shos-Ka, an island in Canadian waters in the Detroit River eight miles below Detroit, for a lease of the island to Mr. Jacob of Cleveland, who is interested in a number of amusement parks throughout the country. The name of the island will be changed to Golden Gate Park. It is proposed to organize a company with a capital of about \$1,000,000 to beautify the grounds and build boats to convey excursions to the island. Work has already begun.

Mr. and Mrs. John Nestor of Lake Linden were visiting their son Jack, who is U.S. inspector on the dredge *Old Glory*, for a few days last week.

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July 6, 1906

Completion of the new steamer *Britannia* for the Detroit, Belle Isle & Windsor Ferry Co. about July 1 has caused promotions among masters and engineers of the company's fleet. The master of the *Britannia* will be Capt. Robert E. Ferguson, now sailing the *Pleasure*; Capt. John Denstead will step from the steamer *Sappho* to command the *Pleasure*; Capt. Archie Bains of the *Excelsior* gets

the *Sappho*; and Capt. William Lirby will assume command of the *Excelsior*. Chief engineer of the *Britannia* will be Hugh McAlpine, who has been chief engineer of the steamer *Pleasure*.

The new D.B.I. & W. Ferry Co.'s str. *Britannia* made her maiden trip Sunday morning down to Lake Erie with a small party. She is a beauty and has speed enough to make the *Columbia* go some. She will be put regularly on the Belle Isle route.

Capt. Mains, the "Sunny Jim" skipper of the tug *Shaun Rhue*, was married 41 years ago Tuesday in Buffalo. Capt. Mains first came to Amherstburg years ago with the late C.F. Dunbar and has been employed off and on here ever since, making his home in Buffalo. He was unable to get home to observe the event in a manner befitting the occasion.

The amount of dynamite which blew up last week exceeded the estimate made in the *Echo*. Dunbar & Sullivan lost 345 fifty-pound boxes, or a total of 18½ tons. No further light has been thrown on the cause of the explosion. The opinion is expressed that a number of chimneys around town have been rendered unsafe from the severe shaking up they received and when fires are kindled next winter the town will have an epidemic of incipient blazes caused from "defective flues." If there is any cause for fear in that direction, it will be well to give the chimneys a thorough inspection before kindling fires at the beginning of autumn.

Dunbar & Sullivan's drill fleet was laid up this week, owing to there being no dynamite to go on with the work since the explosion.

When making a landing at the Murray Street dock Wednesday morning, the str. *Premier* ran into the *Ahira Cobb*'s yawl, which hung over the stern, and did considerable damage.

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July 13, 1906

June was another record-breaker at the Soo Canals. The total freight tonnage was 7,025,235, nearly a million tons more than during August, the heaviest month of last year. So far this season leads the entire season of last year by 1,500,000 tons. The Canadian canal handled 834,217 tons last month.

Capt. Dunn, commander of the Dominion steamer *Vigilant*, has brought his boat to Windsor for some minor repairs. Since the season opened, the boat has been doing patrol duty on Lake Erie but very few seizures were made. American fishermen have ceased to fish on the Canadian side of the boundary line this season. Some fishermen are at work on the American side but with the decrease in price and

the chances of capture by the Canadian vessel the fishermen do not care to take chances to do any illegal fishing.

Detroit Dredging Co.'s dredge *No. 3* blew out a cylinder head Saturday morning and had to come in for repairs.

Capt. David West, the eccentric mariner who has been making many peculiar moves along river ports the past few years, was arrested Friday, charged with stealing a revolver and shirt from the tug *Blazier* on the evening of July 4th. He was locked up and on Monday appeared before S. McGee, P.M.<sup>19</sup>, who after hearing the evidence committed him to Central Prison for four months.

The managers of the White Star Line and D.B.I. & W. Ferry Co. are busy this week denying the report that the steamers *Columbia* and *Greyhound* raced going up the river Sunday afternoon. The boats went up abreast under a full head of steam and when near Detroit the *Greyhound* forged ahead and tied up first. The officials of the other companies say there is an agreement among the excursion boat men not to race or even to allow one boat to pass another when both are loaded.

Andrew Rome, inspector for Weddell & Co., completed the work of cleaning up their contract Saturday. This gives a 21-foot sweep in the Amherstburg harbor, out to connect with the channel made by American contractors. A great many boulders were found along the outside of the stretch covered by Weddell & Co.'s contract and it required some pretty heavy blasting to remove these.

Another tug fireman lost his life this week by falling overboard. Gustave Lidburg, a Swede who has been employed as fireman on Dunbar & Sullivan's tug *Shaun Rhue* at the Crossing, was missed Monday morning. His absence was commented on, some maintaining that he had fallen overboard, as he was seen on the tug Sunday evening. Others thought he would turn up all right, but Wednesday forenoon his body was discovered in the water just above Old Fort Malden by some lads who were in swimming. The remains were placed in charge of D.M. Kemp, undertaker, and the funeral was held from there yesterday (Thursday) forenoon to Rose Hill Cemetery, being under the auspices of the Firemen's Union. It was in charge of Wm. Riggs of Port Huron, president, and the pallbearers were Harry Cook, Stanley Gott, Nelson Lajeunesse, Jos. Cooley, E. Macdonald and Garnet Neff. Mr. Lidburg came here about four years ago from Boston but little is known of him. He was about 35 years old and is said to have been married. A letter from

<sup>19</sup> Police Magistrate

his mother was found in his coat and it is known that he sent her remittances. How he came to fall overboard will never be known. The union desire to thank Capt. Mains for assistance in getting flowers and Gus Budwig of Bois Blanc for floral offerings.

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July 20, 1906

The tug *Paddy Myles*, Capt. Thos. Cooper, towed Dunbar & Sullivan's clamshell dredge *Handy Andy* from Erie Monday, the contract having been completed there.

The steamer *Premier* carried a large excursion from Leamington and Kingsville up the river Wednesday. Several got off here and spent the day on Bois Blanc but the greater number went through to Detroit. She left here on the return trip at 8:30 p.m.

Dunbar & Sullivan's tug *Shaugraun*, Capt. Gene Corbin, struck a boulder on the shallows west of the Lime-Kiln Friday last while towing the derrick scow and rolled over. The crew saved themselves by scrambling up her sides. With the aid of a dredge and the derrick scow, the boat was righted Saturday and was found to have escaped serious injury.

The big steamer *Luzon*, bound up Friday last, parted her wheel chains and ran aground in Callam's Bay. The Great Lakes tug *Peerless* and Hackett's tug *Home Rule* released her after an hour's pulling.

All the Browns on the lakes passed up the river within the space of eight hours Sunday. First came the steamer *W.L. Brown*, followed by the *Harvey Brown* (Capt. D. Girardin Sr.), the *Fayette Brown* (Capt. D. Girardin Jr.) and the *W.W. Brown*, in the order named. Thus the whole Brown family is on the way up the lakes at one time.

The River and Harbor Bill in Congress next winter will include appropriations to the amount of about \$15,000,000 for the Great Lakes. Of this amount the estimated expense for local improvements are published as follows:-For the St. Clair River, St. Clair Flats and generally for the connection between Lake Huron and the Detroit River, for deeper stage, \$2,300,000 and \$1,000,000 for lower stage; for the Detroit River, which includes chiselling down the Lime-Kilns, \$11,500,000 and \$1,000,000, respectively for the two stages. In a general way the measure will be planned to clean up work started under authorizations in the Bill of 1902 and before. It will not contain an authorization to begin deepening the connecting waterways between the lakes to either a twenty-two or a twenty-five foot

stage, although a survey to establish the cost of such an improvement was included in the last bill. The report on this survey has but recently come to the War Department from the board engaged in making it. While this report has not been published, nor the figures given out officially, it was learned that the board reports on the cost at \$25,000,000 to secure a stage of twenty-five feet in lieu of the present twenty-one and at \$7,700,000 to make the stage twenty-two feet.

The barge *Crete*, in tow of the steamer *Roumania*, went ashore on Fighting Island in the fog at 4 o'clock Thursday morning. The tugs *Peerless* and *Home Rule* released her after two hours' work.

The Hackett Wrecking Co. have entered into an agreement with the Great Lakes Towing Co. to do their work at this point while the tug *Brockway* is being rebuilt at Cleveland. The *Home Rule* will handle the lighter *Newman*.

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July 27, 1906

The barge *Santiago*, in tow of the steamer *Appomattox*, went aground on the east bank of the Lime-Kiln channel Tuesday night. Hackett's tug *Home Rule* and the lighter *Newman* worked on her and she was released at 9 o'clock Wednesday morning. She was not damaged.

The steamer *King Edward* called here early Sunday morning and took on board the Pettypiece Silex Stone Co.'s sidewalk machinery. Mr. Pettypiece and several of his men left on the same steamer for the Soo to begin work there.

The tug *William B. Castle* was sunk in collision with the steam barge *Robert Holland* near Belle Isle Tuesday night. The woman cook jumped into the lake but was rescued by Second Engineer Stevens and the crew escaped safely.

The second engineer of the str. *Nipigon* made a mistake while going through the Welland Canal last week and bunted into locks 15 and 16, doing \$6000 damage, besides delaying navigation for several days. The steamer was libelled for that amount.

After a hard struggle of several hours in Lake Erie, the schooner *William Case* went down in 25 feet of water about five miles north-northeast of Colchester light, right off the Gosfield and Colchester South Townline. Capt. Frank McDermand, Detroit, and the crew of five men and one woman boarded the steamer *Saginaw* before the *Case* foundered. Early Sunday morning the steamer *Saginaw*, with the schooners *Pomeroy* and *Case* in tow, all laden with soft coal, left Cleveland for Bay City. All went well until afternoon, when the wind became uncertain, shifting from one direction to another. Finally it went to the northeast and blew hard

and the *Case* began to roll and make water in the heavy sea which was kicked up. Efforts to keep the water down failed and the schooner was finally lashed to the steamer, which started for shoal water with the idea of beaching both boats if necessary in order to save the hard-pushed schooner. The *Case* was more than fifty years old, having been built at Algonac in 1855. It is 137 feet long and 27 feet beam. It was loaded with 575 tons of coal, most of it on the deck. The cargo was insured but the boat, of course, carried no insurance. The *Saginaw* and the *Case* are owned by the Black Diamond Transportation Co. of Detroit.

The ferry str. *Pleasure* has been put on the Bois Blanc route Saturdays, leaving Detroit at 1:30 p.m. for down the river. Every trip is well patronized.

The dredging companies on the lower Detroit River have dismantled the old tug *Spalpeen* and anchored her off Stony Island as a dynamite storehouse. The people of Grosse Île raised strong objections to the explosive being stored in their vicinity any longer.

Dunbar & Sullivan's large drill left Wednesday for Sandusky, where the company has a contract.

The little barge *Westcott*, loaded with railroad ties, pulled up on a pile of stone on the west side of the Lime-Kiln early Monday morning. The tug *Home Rule* hastened to her assistance and pulled her off with a stern line.

The lighthouse supply boat *Golspie* called here Friday on her way from Montreal to Fort William. Mr. Harty, superintendent of the lighthouse supplies, was on board and this makes his 27th consecutive trip. They landed supplies for the Bois Blanc lighthouse.

The tug *Traveller* of the Midland Wrecking Co. of Collingwood called here on Monday on its way from the Southeast Shoal, where they were blowing up the wreck of the *Tasmania*. They had on board 350 lbs. of dynamite, which they sought to dispose of to one of the dredges here, but it was an off size and couldn't be used on the work at this point.

M. Sullivan's dredges *Gladiator* and *Hercules* are being equipped with steel anchors which were brought down from Detroit on a derrick scow by the tug *Heckler* Friday. These spuds are a new departure and it is claimed they are superior to wood, in that they will not bend, break or splinter.

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August 3, 1906

So many masters have been created this year that there appears to be a scarcity of mates. A large vessel owner says that he can easily make places for half



a dozen mates and this condition is believed to prevail on many lines. Sailors, too, are rather scarce and at times masters have trouble in getting a full crew.

It is reported that the steamer *Saturn* of the Gilchrist fleet struck the wreck of the tug *Castle* in the Canadian channel above Belle Isle last week and carried away the smokestack of the tug. The wreck lies just to westward of the Windmill Point ranges and opposite the Pêche Island buoy.

The schooner *Case*, which sank off Colchester in Lake Erie Sunday night, will be abandoned by her owner, Edgar W. Miner of Detroit, who has concluded that it would cost too much to raise her. The *Case* had a cargo of over 500 tons of coal but as it was of a cheap grade it is not probable that an attempt will be made to take it out of the sunken boat.

The steamer *John B. Cowle*, which struck the steamer *Erin* and sunk her, drowning five people, May 31st in the St. Clair River, struck a building on the dock at Ashtabula while going into port and damaged it considerably.

In a collision at the lower end of the St. Clair Flats Saturday night or early Sunday morning, the barge *Chippewa*, bound down in tow of the steamer *Cherokee*, was damaged and is now on the east bank of the channel, outside and below the lower end of the Government canal. The lighter *Newman* was towed up and took out part of her ore cargo.

Capt. Howard and Gordon Hackett and Capt. James Lanaway left on the steamer *Mills* Wednesday to raise the engine from the wreck of the steamer *Harriet Hart*, which lies there [sic]. The machinery and engine will be brought to Algonac and placed in the tug which is being rebuilt there for the Hacketts.

The tug *Christian* made a trip to the Flats on Wednesday with a scow-load of stone from the Amherstburg quarry for the piers there.

Colchester Reef Lighthouse is said to be in a dangerous condition, the seas having washed the stone out from under the cribwork. The Government should put this important light beyond any doubt by having it substantially protected. It is in a very much exposed position and possibly as important as any light on freshwater. The Department has always had the reputation as being "slower than molasses in the wintertime" and are trying to maintain their reputation.

The Canadian Marine Department is "easy." They allow our Yankee neighbors to dump their old wrecks in Canadian waters. They permit them to be stripped and their outfits carried away, leaving the hulks to be removed by the Canadian Marine Department. At the present time there are no less than five old wrecks in Canadian waters between Point Pelee and the Detroit River- less than 30

miles - viz.: the *Armenia*<sup>20</sup>, *Wilcox*<sup>21</sup>, *Case*<sup>22</sup>, *Mount Blanc*<sup>23</sup>, *Mott*. The *Tasmania* has just been pulled to pieces at the Department's expense. Then the old tug *Castle* at Pêche Island is another obstruction.

The schooner *Ahira Cobb* is discharging a cargo of slack coal for the Electric Light, Heat & Power Co.

Frank Auffret left the steamer *Peck* on her down trip Saturday night and stayed over a week with his family.

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August 10, 1906

**A DAY'S MARINE MISHAPS.-Sunday an off Day for Marine Interests.-Both Freight and Excursion Boats Suffer.-Toledo Crowd Marooned on Str. Greyhound at Sugar Island.-Well Taken Care of in Amherstburg.-** Sunday was a hoodoo among both freight and excursion marine interests on Detroit River. Six splendid vessels made marine history that day, which will live long in the memory of those who were concerned in the accidents.

#### THE HARPER.

While bound up with a load of coal, the steamer *John Harper*, a wooden vessel of the Gilchrist fleet, struck hard on an obstruction, likely the *Grecian* shoal, ten minutes' run this side of Colchester Light. The boat made water rapidly and she was put on Bar Point to prevent her sinking. The *Home Rule* was despatched from Amherstburg with diving apparatus and steam pumps but she couldn't be floated until lighted by the *Newman*.

The steel steamers *Grecian* and *Reid* struck the same obstruction and both were sunk. They located the spot ten minutes' run this side of Colchester light. A search has been made several times but the obstruction could not be located.

#### THE LEWISTON.

Sunday after dinner the steamer *Lewiston* broke her steering gear while

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<sup>20</sup> See May 18, 1906 article in this issue.

<sup>21</sup> The schooner *M.I. Wilcox* sank off Colchester May 8, 1906 (although it was not mentioned in the *Echo*).

<sup>22</sup> See July 27, 1906 article in this issue.

<sup>23</sup> The schooner *Mont Blanc* foundered off Bar Point in October, 1901. (See Vol. V(2), p. 88.)



coming down opposite Amherstburg. She sheered for the shore and dug her nose in 12 feet of mud just above the waterworks dock. Her sudden turn caused consternation on the river, for there were several large freighters coming up and going down, and it looked like a mix-up for a while. The lighter *Newman* and tug *Christian* thought their time had come when she sheered for shore, but fortunately she brought up above them. Efforts were made to pull her off but without success, and Monday morning after the *Newman* had lightered part of her cargo of wheat she was released by the tugs *Home Rule* and *Columbia*. The *Lewiston* had an unfortunate career as the *Susan E. Peck* and the name was changed to give her luck, but it doesn't seem to have worked that way.

#### THE COLUMBIA AND BRITANNIA.

Excursion boats were caught in the teeth of a severe electrical and wind storm that swept this section in the evening. The big D.B.I. & W. Ferry *Columbia* was just pulling out from the dock with her load of human freight on board when the wind struck her. She refused to obey her rudder and hugged in so close to the dredge scows which lined the dock above that an outside one caught the iron braces under her extension and tore off several of them. She continued on her way and followed the run Monday, but Tuesday was docked for repairs while the *Britannia* came down the river.

The *Columbia* was not alone unfortunate. Her sister ship the *Britannia*, the largest and newest of the D.B.I. & W. fleet on the Belle Isle run, had carried capacity all day and was just pulling up to the Belle Isle dock with over 1000 passengers when the squall caught her. One cable was fast but the boat swung around and obtained such a purchase as to snap it. Capt. Ferguson was unable to manage her against the wind and rain and she was driven out 200 or 300 feet, where she jammed on a shoal. Capt. Ferguson had everything done to reassure the passengers and they were taken off soon afterwards by one of the other boats. The *Britannia* was gotten off with a tug about 9 o'clock.

#### THE WHITE STAR LINE.

The warm weather drove the people out of the city in crowds. The *Tashmoo* carried her complement up the river and when coming down in the evening was loaded to the rails by the time she reached Algonac. From there she took a direct route to Detroit, ignoring the cries and protestations of hundreds who lined every

dock from Tashmoo [Park]<sup>24</sup> to the canal. Arriving at Detroit she unloaded quickly and made again for Tashmoo [Park] to pick up those who had been left and it was 4 a.m. Monday when the last load of uneasy excursionists reached the city.

But it was left for the steamer *Greyhound* to treat her Toledo excursionists, who spent the day on Sugar Island, to a real thrilling experience and one that gave them a splendid idea of what it means to be marooned. The boat just left the dock at Sugar Island on the return to Toledo when the squall struck her. Stake lights could not be seen by the pilot. The steamer hit the east channel bank and then sheered, running onto the west bank on Hickory Island. She went out over two feet forward and the jar when she struck caused great alarm among the passengers. It kept the officers of the boat busy explaining that she had only grounded and would soon be off. It was an exciting, sleepless night for most of the passengers. Life preservers were strewn about the deck; the brave ones used them as pillows, the timid put them on. Some sang, others carried on conversations far into the night, while others alternately slept and prayed. The tugs *Christian*, *Lorman*, *Shaun Rhue* and *Miner* alternately tried to release the stranded boat, but without success. Later in the evening the steamer *Garland* arrived and hope grew strong among the *Greyhound's* crowd. When it was seen that the *Garland* could not get near the stranded boat the fear increased and the passengers became anxious. General Manager B.W. Parker came on the *Garland* and personally took charge of affairs. By means of a small boat he boarded the *Greyhound* and went among the crowd, assuring them that there was no danger and that they would be taken off safely. Mr. Parker next ordered that everything on the boat that the passengers might want including food be given them free of charge. It was deemed advisable to close the bar. The lunch counter, which was fortunately well stocked with eatables, was at once surrounded by a hungry clamoring crowd. In eating and refreshing themselves the passengers temporarily fought their fears. After an all-night wait the passengers were finally taken off by the little steamer *Papoose* after 8 o'clock Monday morning and landed on Sugar Island. They were taken by the *Garland* to Amherstburg.

Upon arrival here the town was literally taken by storm. Fourteen hundred weary, bedraggled, sleepy and hungry people crowded the streets, looking for supper and breakfast all in one, for many had fasted 12 hours. Every grocery store, hotel, restaurant, boarding house and many private residences were besieged by people

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<sup>24</sup> on the St. Clair Flats

asking for food and for an hour Amherstburg merchants got the biggest hustle-on they were ever known to display. For people who had spent an anxious, sleepless and supperless night, they were a most orderly crowd. They seemed to take a bad situation philosophically and made the most of it. After getting a corner on all the bread, cakes, sandwiches, bananas, bologna, sausages &c. in town, they sat down on stairways, in doorways, on the sidewalks in the pavilion warehouse on the dock, in fact anywhere, to rest and wait for the str. *Pleasure*, which did not arrive until 11 o'clock to return them to Toledo. It is estimated that they left nearly \$600 with town merchants during their brief visit.

The *Greyhound* defied all efforts to release her until her boilers were pumped out, when the tugs *Shaun Rhue*, *Miner*, *Christian*, *Lorman* and the steamer *Garland* succeeded in getting her off uninjured and she proceeded to Toledo in the afternoon.

When the tired passengers who had spent the night on board the steamer *Greyhound* arrived in Toledo Monday morning, they were not allowed to go home, but all of them were held up until the Customs officers had a chance to ascertain whether or not they had brought anything dutiable during their enforced stay in Amherstburg. There was no necessity for the officiousness of the U.S. Customs officers. Passengers were allowed to land at Amherstburg without question or being held up or examined by the Canadian officers. The principal investment in Amherstburg was in sandwiches made from good, wholesome Canadian hog product, which the Ohioans appeared to relish, knowing it was clean. Reversing check on Toledo at the telephone office was another very popular duty, showing that the passengers were not troubled with any wealth. Any Customs officer that would hold up that crowd after their experience should be thrown into the Maumee.

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August 10, 1906

The tug *Traveller* of the Midland Wrecking Co. called here Tuesday evening, having in tow *Monarchs*, a big new dredge built by Beatty Bros. of Welland for the Canada Dredging and Constructing Co. of Midland.

The report of the Detroit River marine post office shows that during the month of July, 64,181 pieces of mail were delivered to boats passing through the Detroit River and 23,507 pieces were received from them. There were in all 3159 vessel passages.

After lightering 800 tons of her coal cargo on the *Newman*, the steamer *Joliet* was released from the Lime-Kiln Crossing by the tugs *Home Rule* and

*Industry* Thursday afternoon of last week. The boat proceeded to Detroit, where the lightered coal was reloaded. She is not thought to be much damaged.

The handsome new freighter *W.G. Pollock* laid at Detroit Monday night while an effort was being made to secure a cook to replace Phil Thomas, who was injured by falling on the slippery deck. The new steamer is on her first trip and is fresh from the Cleveland shipyards. She was bound up for a cargo of ore when Sunday the mishap occurred. The cook was taken to the Marine Hospital and, as marine cooks seemed scarce in Detroit, the boat was detained until one was secured at Port Huron. The *Pollock* is of the 7000-ton class and is fitted luxuriously for cabin passengers. Phil Thomas was brought to his home in Amherstburg on Tuesday.

The lighter *Newman*, after she had finished putting ore into the *Joliet* Friday night, lightered the str. *Lewiston's* cargo here. On Monday morning she sailed for Sandusky, where the unfortunate steamer *Anna Minch* was hung up on a boulder. She was lightered and released. The *Newman* went to the steamer, which struck an obstruction just above Colchester Light and sunk on Bar Point. Two of the *Newman's* steam pumps were put on the *Harper*, which freed her, and the steamer stopped at Windsor to make repairs.

President Livingstone of the Lake Carriers' Association wired to Col. Anderson, the Canadian chief engineer, for an authorization to blow up the tug *Castle*, which is now lying wrecked in Canadian waters. If the permission is sent, Col. C.E.L.B. Davis, the United States engineer, will blow the boat up, as the Canadian Government has not the facilities at hand. Col. Anderson has made a contract with Capt. Hackett of Amherstburg for the buoying and lighting of the *Castle*.

Captain Stockwell of the steamer *Premier*, which runs between Detroit, Windsor and Canadian ports on the river and Lake Erie was fined fifty dollars at Toledo on Sunday for failure to notify the Customs authorities that he would arrive after hours. The oversight was unintentional on his part. The *Premier* had been chartered by a party of Ohio oil men who are interested in the oil fields in the vicinity of Leamington, Ont. The *Premier* is having hard times. She grounded on the bar near Point Pelee Tuesday morning. News of the accident was received at the offices of the D. & C. line during the afternoon by a wireless message from the pilot of the steamer *City of Detroit*. The tug *Home Rule* was sent to pull the stranded steamer off the bar. The *Premier* had several passengers on board but they were in no danger. The *Rule* pulled until 10 p.m., breaking several lines. She then went to

Leamington to telephone for another tug, but during the night the wind shifted and raised the water and the *Premier* released herself. She has been chartered to run on the Buffalo-Crystal Beach route for a few days, her place on the Pelee run being taken by the steamer *City of Dresden*.

It is stated Dunbar & Sullivan have settled with young Perry, who was a victim at the dynamite explosion at Dynamite Island a few weeks ago. He was paid for his boat, clothes, doctor's bill and his injured feelings by being so roughly handled. In all \$300.

M. Sullivan's drill "*Dynamiter*" left for Sandusky yesterday (Thursday) morning.

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August 17, 1906

Pressed by an increase of Lake Superior business, the Northern Navigation Co. of Collingwood and Sarnia, Ont., has added to its fleet of passenger and package freighters by the purchase of the steamer *Cuba* from Oliver G. Donaldson of Buffalo. The name of the erstwhile American boat will be changed to *Ionic*.

The steamer *Erindale*, running between Toronto and north shore ports, was burned at her dock at Newcastle. Mrs. Constantine, stewardess, lost her life in the fire. She was last seen hurrying back to her cabin with the object of saving something and is thought to have been overcome by the smoke. Unable to find her way out, she perished in the flames. A deckhand discovered the fire and gave the alarm. A stream from the pumps proved unable to check the flames and the steamer was burned to the water's edge. The steel hull alone is left. The boat was worth \$25,000. Insurance was \$17,000. The boat was an old side-wheeler, formerly known as the *Owen Sound*.

The dredge *J. Israel Tarte*, which sank in Lake Ontario just a few miles from Port Hope about two years ago, is to be raised to the surface and put into service by the Polson Iron Works, Ltd., in the near future. The dredge was held until lately by the insurance company with which the Government had put the risk and the Polson Iron Company for a reasonable consideration became the possessors of it. It is in excellent condition and easy of access. The only damage that has been done to the dredge is that consequent upon its long abode at the bottom of the lake. It is said that there will be small difficulty in raising the *Tarte*, though she is sixty feet beneath the water and about two miles out from shore. The contract for the raising will be let shortly by the Polson firm.

In spite of the fact that Capt. Michleham of the steamer *Greyhound* has

received praise for keeping down prices at the lunch counter when the boat was stranded at Hickory Island last Sunday and 1800 people were clamoring for eatables before the night was over, a kick now comes out of Toledo. Complaint has been filed by the Toledo excursionists with the Customs officials that when the steamer was stranded Sunday prices were doubled up, in spite of the fact that it was the duty of the owner of the boat to provide food in such a contingency. As the accident took place in the Detroit district, the complaint will be referred, it is said, to Detroit Customs officials.

The passenger steamer *Lucille* sank in Lake Erie off Toledo last week. Fortunately the steamer was not carrying passengers at the time of the disaster. Its crew escaped. The *Lucille* was coming in without cargo when water began coming in to the hold so rapidly that the fires were extinguished before the crew could do anything. At daybreak the men took to the lifeboats and later when tugs went out to find the abandoned steamer it had gone down in 24 feet of water. Only the wreckage could be located. The *Lucille* had passenger accommodation for 300 people.

Wreathed with flames that seemed to spring at once from every portion of her hull, the steamer *John H. Pauly* slipped away from her moorings at Marine City and drifted three miles down the St. Clair River at 2:30 o'clock Friday morning, lighting up the town as she passed. She burned to the water's edge and beached near Port Lambton on the Canadian side. Fire broke out soon after the boat arrived from down the lakes. Capt. James Marsbero, owner of the boat, was ashore at his home. The *Pauly* was sold by Chas. W. Kotcher of Detroit to Capt. Marsbero last spring. She was valued at \$10,000 but had insurance for only \$6000. The steamer was built in 1880 at Oswego, N.Y. She was 116 feet long and had a gross tonnage of 197.

Mrs. (Capt.) Honner and children left this week on the str. *W.A. Rogers* for home after spending a few weeks at E.W. Honner's. The *Rogers* carried 12,000 tons of hard coal for Milwaukee, which was a record-breaking cargo.

The Great Lakes Towing Co.'s tug *Geo. E. Brockway*, which has been in Cleveland for a couple of months having her hull and engine repaired, has returned and started competition against the Hackett Wrecking Co.'s tug *Home Rule*, which took the *Brockway*'s station while she was being rebuilt, and racing for distressed boats and tows will be fierce the rest of the season. Captain Stannard is sailing the *Brockway*, while Capt. Fred Trotter sails the *Home Rule*.

August 24, 1906

The Trust barge *John Fritz* ran aground at Bar Point Lightship yesterday (Thursday) and the tugs *Brockway* and *Home Rule* went to her assistance.

The *Detroit Free Press* of August 23rd says:-"Though the cause of the big explosion of dynamite on a little island in the Detroit River near Amherstburg June 27 remains a mystery, responsibility seems to have been assumed by Dunbar & Sullivan, dredging contractors, who owned the explosive. Theodore H. Perry and Harry Rogers, Detroiters who were near the island in a rowboat at the time and were seriously injured, are reported on good authority to have received sums from the contractors contingent on the two relinquishing all claims for damages. Perry is said to have received \$300 and Rogers \$50. The latter is a minor and the settlement was made on a personal basis. Mrs. Rogers, mother of Harry Rogers, says she will sue those who are responsible for her son's condition. His hearing is permanently affected. A suit is contemplated by the Town of Amherstburg for \$1000 for damages done there by the explosion, which raised havoc with windows." The last sentence must be a joke.

The str. *J.E. Mills*, Capt. Lanaway, arrived early Sunday morning, having on board the machinery of the burned str. *Harriet Hart*, which was beached nine miles from Detroit last September and which the Hackett Wrecking Co. purchased recently to install in the tug *Frank B. Hackett*, which is now rebuilding for them at Algonac. The machinery includes boiler, engine, two dynamos, chains, anchors, etc. They also brought home the carcasses of several binders, that being the cargo of the *Hart* when she burned. These they sold as scrap iron. The machinery is being unloaded at the foot of Richmond Street and will be set up there, the missing parts supplied and placed in working order. The wheel is 9 feet 5 inches in diameter and when this outfit is installed in the new tug she will not only be the most powerful on the lower lakes but will make them all go some. The original cost when placed in the *Hart* five years ago was \$13,500.

A recent issue of a Detroit paper contained the following:-"The United States Government engineer at Amherstburg has received instructions from Washington that hereafter eight hours will constitute a day's work for all men employed on Government work. This will be a great loss to contractors who have taken dredging contracts based on a 10-hour day, the time up to the present in vogue." In talking with Oliver Dunbar, the *Echo* learned that the order is not confined to Detroit River. The engineers are asked to report on all cases during the last two years where contractors on the great chain of lakes have worked their men

over eight hours a day. He did not think it would affect any contract now under completion but should a contractor work his men over the time stipulated on a new contract he would likely be made an example of by being fined.

Water at the Lime-Kiln Crossing varied considerably on Monday, at one time touching 19 feet 2 inches. The steamer *Bessemer*, bound down with ore and drawing 19 feet 3 inches, was detained several hours but got over late in the afternoon.

Bids for another section of the dredging going on in the lower Detroit River will be opened September 11 by Col. Davis, United States district engineer. The new section is known as "No. 3" and extends along the Bois Blanc Island ranges, where a depth of 22 feet will be provided. About 300,000 cubic yards of earth and boulders must be removed.

The dredgemen, tugmen and drillmen have all purchased caps from W.A. Wanless for wearing at Windsor Labor Day.

**CAPT. C.C. ALLEN.**-The death roll of local marine captains was enriched this week by the passing away of Capt. Christopher Cox Allen at Cleveland on Tuesday. Capt. Allen was a veteran master and one of the best known marine captains on the great inland seas, which he sailed for the past forty years. The last five years he has been living a retired life, having had to relinquish the wheel on account of a serious attack of Bright's disease. In addition to this he suffered three strokes of paralysis, the last one, Thursday of last week, being the most severe and resulted in his demise. Capt. Allen was born in Anderdon Township 60 years ago. He was a son of the late Christopher Cox Allen, who was reeve of that township in 1848-49. His mother's maiden name was Julia Burk and she was a sister to the late J. David Burk. His only brother is James (Salty) Allen of Amherstburg, while Capt. Wm. Allen of Walkerville is a half-brother. The deceased was married to Mary King in Amherstburg 36 years ago and they had nine children, all of whom are living:-Capts. Louis, David, Edward, Harvey, all sailors; Frank and Lottie are at home; Adella (Mrs. Joseph Lang); Ada (Mrs. Clinton Davis); Carrie (Mrs. Herman Neff) of Cleveland. Capt. and Mrs. Allen removed from Amherstburg to Cleveland about twenty years ago. For years he sailed the steamer *R.J. Hackett* for the N.W. Transportation Co. Then he went to the str. *Sheffield*, which he sailed up to the time it was sunk by the *North Star*. He also brought out the steamer *Castalia* and sailed it until the time of his retirement. He had sailed for Harvey H. Brown for thirteen years. Capt. Allen was a prominent member of the Shipmasters' Association and was also one of the twenty charter members of Lorne Lodge, No. [?], A.O.U.W., of



whom only nine are now living, five being still members of Lorne Lodge. Capt. W.H. Gatfield and John G. Mullen are attending the funeral in Cleveland, which takes place today (Friday).

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August 31, 1906

In a fierce gale on Lake Erie early Monday morning the towline between the steamer *Rhoda Stewart* and her two barges, the *William Grandy* and the *Agnes Potter*, parted off Euclid Beach, placing the lives of the crews of the two barges in jeopardy. Both barges ran aground. The *Potter* caught fire and was totally destroyed. The crew escaped.

While carrying 1100 passengers from Bois Blanc Island about 5 o'clock Sunday afternoon, the steamer *Columbia* broke her air pumps. Owing to the fact that telephone service was out of commission after the storm, there was some delay in getting word to the office of the Detroit, Belle Isle & Windsor Ferry Co. As soon as the news of the accident reached the office the steamer *Pleasure* was despatched to the rescue of the passengers and landed them at Detroit about 9:30 o'clock. The *Columbia* was towed up by the tug *Home Rule*.

Late Friday night the barge *Homer*, bound down in tow of the steamer *Rand*, crashed into the north Lime-Kiln Crossing lightship. Assistant Keeper William Fortier, who was on duty, received a bad cut over the right eye and the fog bell was thrown to the deck of the lightship. Mr. Fortier stuck to his post until relieved and later came ashore. The lightship is not thought to be damaged enough to cause its removal for repairs. It was landed above Bois Blanc and on Saturday was towed back to position by the tug *Brockway*.

The steamer *Juno* is discharging a cargo of cedar posts for John Fraser this week.

The Duvals of Rockwood have given the \$25 reward offered for the recovery of their son, Bert Duval, drowned off a scow at Bar Point May 24th, to W. Menzies to be divided equally between him and Bert Hubbell of Colchester, who found the body on the beach.

A Washington despatch says: Capt. Ross, chief of the revenue cutter service of the Treasury Department, has reported to Acting Secretary Murray of the Department of Commerce and Labor that he had received advices that the Canadian cruiser *Vigilant* was destroying the nets of the American fishermen in Lake Erie. The reports of the fishermen indicate that the nets were set well within American waters. Complaints were filed by the fishermen with the American authorities. The

matter will be reported to the State Department and probably will constitute the subject of an exchange between the American and Canadian Governments.

Breyman's dredge *No. 2* with tug *John B. Breyman*, which came here last week to work on this contract, has gone to assist Rabbitt & Co. at the Flats. Dredge *No. 1* has been laid up with a broken anchor.

The str. *Fayette Brown* (Capt. David Girardin) ran aground at Bar Point lightship Saturday night in the thick storm, but was released by Hackett's tug *Home Rule* and Trust tug *Brockway* after an hour hard pulling.

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September 7, 1906

Capt. Alex Callam, who has sailed the str. *E.M. Peck* for several years, has arrived home to look after the launching of the big steel steamer *W.E. Fitzgerald*, now on the stocks at Wyandotte. Capt. Callam will assume the command of this fine freighter as soon as she is ready for service, which will be in about four weeks.

While a heavy fog was hanging over the lake, the Rutland Transit Co. steamer *Gov. Smith* was sunk off Point aux Barques at 7:30 o'clock Saturday morning in collision with the Gilchrist steamer *Uranus*. So quickly did the steamer go to the bottom that the crew had a miraculous escape.

Increase of patronage has forced the officers of the White Star Line of steamers to consider some means of increasing the passenger carrying capacity. B.W. Parker, general manager, said the directors are considering several ways to remedy the crowded condition which has existed this season. One plan is to lengthen the steamer *Tashmoo*; another is to make the *Tashmoo* and *City of Toledo* exclusive passenger boats and another is to build a new steamer. One suggestion is to change the schedules so that two steamers will come down from the Flats in the evening on busy days.

The big wooden ore freighter *Charles A. Eddy* of the Gilchrist Transportation Co. caught fire off Port Sanilac in Lake Huron at 2:30 a.m. Tuesday of last week and was totally destroyed, sinking in a little over an hour. The crew of 17 men and Capt. E.B. Elsey and his wife and two little children were rescued by the D. & C. steamer *City of Mackinac* and brought to Detroit at 9:30 o'clock Tuesday morning. They lost all their belongings. Several escaped clad only in their night clothing. The captain's wife wore but a wrapper and a pair of stockings, while the little children, aged 3 and 4 years, respectively, were practically nude. The second mate escaped in a fur overcoat. The cause of the fire is unknown.

The Hackett Wrecking Co. has built a machine shop on the *Echo* lot back



of the post office and work of refitting out the tug *Captain Frank B. Hackett's* engines has commenced in full blast. The work is in charge of Chief Engineer Matthews of the Hackett fleet.

The str. *Premier* has resumed the Pelee Island route after running for a month between Buffalo and Crystal Beach.

Hackett's Wrecking Co.'s tug *Home Rule* left Wednesday night for Rondeau to tow a dredge from that place to Chatham for the Boone Dredging Co.

The big Steel Trust steamer *Henderson* ran aground at Bar Point last Thursday, but the Trust tug *Geo. E. Brockway* and Hackett's tug *Home Rule* released her same night.

The str. *Geo. E. Rand*, bound down, ran aground at Bar Point lightship Monday night. After the tugs *Home Rule* and Trust tug *Geo. E. Brockway* had pulled on her a couple of hours, she was released.

Jimmy Tomlinson, a lad, deserted from the Dom. Govt. revenue steamer *Vigilant* and was apprehended in Windsor. He was sentenced to two weeks in Sandwich [jail].

Among the drillmen employed on the Dunbar & Sullivan contract at Sandusky we noticed the following home Labor Day:-Thomas Hanley Sr., John Coyle, William Gott, Charles Kemp, Earl Gott, Robert Hancock, Fred Carpenter, John Bertrand, Leo Drouillard, James Lacey, Steven Sutts, John Hancock, James Sinasac.

The Pittsburgh Coal Co. have had coal shutes built to coal the tugs and dredges, and with the aid of the clamshell derrick three men operate the coal dock.

Fred Forster of Kingsville has received instructions from W.P. Anderson, chief engineer for the Marine and Fisheries Department, to repair the protection work at Colchester Lighthouse and also do some pier work at the Pelee Passage Light.

Alphonse Cote has shipped as wheelsman on the steamer *E.F. Holmes* after spending the summer ashore.

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September 14, 1906

A great number of old boys and girls who formerly resided in Amherstburg took advantage of the last trip of the str. *Columbia* on Sunday to pay a visit to their relatives and friends here. The boat was loaded both trips and the weather was ideal. The usual goodbyes were said by the river craft on her departure that evening. Two tugs rather spoiled the effect of the salutes by not knowing when to stop, much

to the disgust of those who supposed the owners or those who were responsible for the fiasco knew better.

Amid a chorus of whistling and cheering, the big 10,000-ton freighter *B.F. Jones*, Capt. C.M. Ennes, of the Interstate Transportation Company formally opened the new cut of the St. Clair Flats Ship Canal shortly after noon on Saturday of last week. The initial passage of the new waterway was made the occasion of a very considerable ceremony and on board the *Jones* as she steamed through the waters of the canal was a distinguished party. The canal is of the same dimensions as the old one, from which it is separated by a revetment 100 feet wide. The total length is 19,600 feet, of which about 12,000 is completed. This completed portion includes 7200 feet opposite the revetment and about 4000 feet in the lake to the south. The remaining distance of the channel will be completed readily and the close of the season will find the entire length in use.

Mrs. Capt. Arthur A. Stannard and two children of Cleveland, Ohio, are spending the rest of the season with her husband, who is master of the Great Lakes Towing Co.'s wrecking tug *Geo. E. Brockway*. They are stopping with Capt. James McGuire, Sandwich Street.

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September 21, 1906

The barge *Grover*, aground abreast of Amherstburg as the result of the breaking of a towline, was released at daylight Saturday. The tug *Brockway* reunited the barge with the steamer *George Stone* and they continued up the river.

A body has been picked up on the lakeshore twelve miles from Port Burwell and by papers found on it has been identified as that of George Whitsitt of Courtright, one of the crew of the ill-fated schooner *Tasmania*, which was sunk in Lake Erie last October. The *Tasmania* was a Corrigan boat and sank in Lake Erie with its crew of eight persons.

Great Lakes sailors may not receive the usual low railroad rate for the return home this fall. The Central Passenger Association has neglected to take action.

The steamer *Castalia*, Capt. Allen, had to put into Marine City Sunday for repairs to disabled machinery.

Murton Hamm, watchman, and Jesse Boyer, fireman on the steamer *Zenith City*, were drowned in the river at Cleveland Thursday night while returning to the boat from the shipyard in a scow. The men feared that they would be run down by a passing boat and jumped. Hamm lived at Smithville, N.Y., but it is not known where Boyer hailed from.

As the steamer *George Stone* was coming up the river with the barge *Grover* in tow, about 9:30 o'clock on Thursday night of last week, the towline parted as the boats were abreast of Amherstburg and the barge went on the east bank of the channel. The tugs *Home Rule* and *Brockway* failed to release it on the first pull, but with the water rising the boat was freed within a short time.

Not strong enough to weather the gale on Lake Erie, the steam yacht *Adieu* of Detroit went to the bottom between Stoney Point and Point Mouille Sunday afternoon. Capt. John Pender and Engineer W.J. Southwell took to the life raft and were picked up by the steam barge *Maud*. The *Adieu* had taken her owner, C.F. Goodrich of the Michigan Street Car Advertising Co., and his family to Toledo, O., but owing to the heavy sea they did not care to return by the water route.

The steamer *Crescent City* and whaleback barge 133 of the Steel Trust fleet stranded during a blinding rainstorm early Sunday morning at Houghton Point near the entrance of Choquamagon Bay. Both boats were loaded with iron ore. They rested on a sandy bottom 800 feet from shore, two miles from La Pointe light. The *Crescent City* was one of the boats wrecked in the big storm last November and this is its second trip to Lake Superior after having been released and repaired. It is commanded by Captain Frank Rice. They were released by the steamer *Superior City*.

The steamer *Charles B. Packard* sank in Pigeon Bay off Point Pelee after striking an obstruction, supposedly the wreck of the barge *Armenia*, Sunday morning and it is feared she will prove a total loss, owing to the depth of water and the difficulties sure to follow in efforts to raise her at this season of the year. The boat is in 36 feet of water with nothing appearing above the surface except the pilothouse and smokestack. Nearly 20 feet of water covers her decks. It is said it would be almost impossible to build a cofferdam that would hold should a sou'wester spring up. Pontoons have been suggested as a means of raising the craft. The *Packard* is owned by Leatham & Smith, Sturgeon Bay, Wis., and is uninsured. She is loaded with about 1500 tons of anthracite coal, which is covered. Her barge, the *Harold*, was towed to Detroit by the Great Lakes tug *Brockway* on Monday. Some other steamer will pick up the *Harold*. The *Packard* went down 45 minutes after striking and the crew lost all their belongings. The *Harold* came alongside the sinking craft and rescued them. Capt. J. McCaffrey, who was in command, has been particularly unfortunate, this being his second accident in five weeks. He was master of the steamer *Hurd* when she waterlogged and nearly foundered off Chicago. The *Packard* was formerly the *Elfinmere*. She is 190 feet in length and

54 feet beam. Nothing has been done by the owners as yet toward saving the boat or cargo.

**BOUNDARY LINE DISPUTE.**-Canada and the United States have on their hands a water boundary dispute in Lake Erie. Captain Dunn, commander of the Canadian Fishery Protection cruiser *Vigilant*, has been seizing fathoms of United States fishing nets for being set in Canadian waters. It occurred to Captain Dunn that if the boundary line was marked by buoys, Erie fishermen could keep in their own waters - that is, if they were honest. This proposition was made to the Keystone Fishing Company, Erie. Capt. Dunn said that if several large and conspicuous buoys in charge of a competent person were sent he would log off the proper distances and have them properly placed.

H.C. Schacht, secretary of the Keystone Fishing Company, forwarded the letter to the State Department at Washington. In a letter of his own he pointed out that the Canadian skipper and Erie captains disputed as to the location of the boundary line. He explained that Captain Dunn followed the delineation under the Treaty of Ghent. The Americans followed the United States lake survey maps. He asked for immediate action, as forty or fifty vessels sailed from Erie and a seizure might be made at any time.

Acting Secretary of State Bacon transmitted the correspondence to the War Department. He stated that an examination years ago showed that the maps of the Ghent commissioners were not properly scaled, Lake Erie being drawn wider than it really is. Owing to this fact, he pointed out, the boundary lines on the two maps would lap appreciably in the middle of the lake. General Ernst, receiving directions to take the matter up, appointed Mr. Wilson to collect facts for a report to the Waterways Commission.

Dr. King, Dominion astronomer and member of the Canadian section of the International Waterways Commission, is looking after the interests of Canada. W. Edward Wilson is the secretary of the United States section.

Mr. Wilson will prepare maps showing the difference in the charts and the proper boundary and Dr. King will also furnish a report. The International Waterways Commission which was to have met at Chicago on September 18th has been postponed until October 16th.

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September 21, 1906

The steamers *Saxon* and *Amasa Stone* collided in the Soo River and some damage was done to the stern of the *Saxon*. Repairs will not be made until later.

Capt. Edward Gatfield is now in command of the big steamer *William P. Snyder*,<sup>25</sup> having taken charge on the last trip up the lakes. Captain Henry Patterson, who brought the steamer out, has gone ashore to supervise the construction of another vessel. Captain Gatfield is a son of Capt. William H. Gatfield of Duff & Gatfield and has been mate in the *Snyder* this season. He has sailed ten or twelve years and last year was mate in the steamer *Castalia*.

On a draft of 21 feet 6 inches the *Rogers*, Capt. George Honner, came away from Escanaba with 13,333 gross tons or 15,081 net tons of iron ore consigned for South Chicago. This is only thirty-nine tons more than its sister ship, the *J. Pierpont Morgan*, carried over the same route a few weeks ago. The Lake Superior record is also held by the *Rogers*, which loaded 11,486 tons at Two Harbors. The *P.A.B. Widener* and the *Norman B. Ream* are to be companion boats, completing the quartet of 600-foot steamers.

The Midland Wrecking Co., managed by Capt. Playfair of Midland, have been awarded the contract of tearing the wreck of the barge *Armenia* to pieces by the Canadian Government. The wreck has been a serious menace to navigation, notwithstanding that it has been lighted. The str. *Packard* was so badly damaged that she sank in Pigeon Bay after striking the *Armenia*. Owing to iron bands holding the wreck together, the job of removing her will be a difficult one. The *Armenia* foundered off Point Pelee in the passage last spring during a storm. She was in tow of the str. *Pabst*, Capt. Hutton, and was commanded by Capt. Thos. Cooper. The work will commence as soon as a tug can be procured.

The big steel freighter *W.E. Fitzgerald* was launched without a hitch at the Wyandotte yard of the American Shipbuilding Co. on Saturday and no one was more pleased at the perfect launch than Capt. Alex. Callam, who will command her. It is hoped that the *Fitzgerald* will be ready for her first trip about October 5th. The *Fitzgerald* will carry about 7500 tons of ore and her dimensions are: Length overall, 440 feet; on the keel, 420 feet; beam, 52 feet; depth, 278 feet. The *Fitzgerald* will be provided with two Scotch boilers, each 13 feet 9 inches in diameter and 11 feet 6 inches long and with triple expansion engines, 22 x 35 x 58 with 40-inch stroke. Capt. Alex. C. Callam is her captain and Frank Keating will be chief engineer. Both Capt. Callam and Engineer Keating are seasoned men, the former coming from the

<sup>25</sup> Editors' Note: As of 2002, the *William P. Snyder*, now called the *Southdown Challenger*, is still plying the lakes, the oldest operating bulk carrier on the inland seas.

steamer *E.M. Peck*, where he has been master nearly seven years, while the chief engineer comes from the steamer *P.D. Armour*, whose machinery he was in charge of when the boat came out.

The Hackett Wrecking Co.'s tug *Home Rule* went to Dunkirk, N.Y., this week and towed a set of pontoons to Sarnia.

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September 28, 1906

The dredge *Ontario* has returned to Kingsville from Port Burwell to complete the contract of clearing up the harbor.

The *Detroit Free Press* published a speaking likeness of Capt. Edward Gatfield in its Sunday edition, the letter press accompanying the photo saying he is among the young men who have risen rapidly in the ranks of lake masters. He is only thirty-four years old and comes from a family of sailors. Capt. Gatfield's promotion from mate to master came during the past week when Capt. Peterson of the *Snyder* went ashore to supervise the construction of the new vessel for William P. Snyder of Pittsburg. The ship will be built at the Ecorse yard of the Great Lakes Engineering Works.

The steamer *Premier* has omitted several of her usual trips on account of damage received while on the water. She was struck by another boat and made her first trip on Thursday since leaving the dry-dock.

Owing to frequent groundings of vessels on the east bank at Bar Point, a dredge started to remove the shoal which has been causing the trouble. In addition to this, Col. Davis some days ago asked the Canadian Government to shift the buoys along the channel in the vicinity a hundred feet to westward, inasmuch as dredging operations by contractors had been completed. A reply was received Monday and the buoys were moved late in the day. It is thought that all difficulty will now be removed, as the shoal will be outside the line of buoys and will be removed in a day or so in any event.

Something rather unique in the history of the new Welland Canal occurred at Thorold. The steamer *Madagascar* of Bay City, Mich., in command of Captain W.H. Ward, was proceeding down the canal, bound for Boston with a cargo of corn, upon discharging which the boat will enter the ocean trade. All went smoothly until the craft approached Lock 24 when Sheriff Smith of Welland and Chief of Police Adelbert Clark of Thorold, who had received a wire from the sheriff early in the morning with reference to the matter, interrupted her passage and she was compelled to tie up under the surveillance of the sheriff. The warrant held by

Sheriff Smith was issued at the instance of the Hackett Wrecking Company of Amherstburg, who in this way are endeavoring to collect a bill for about \$500, their charges, together with costs of the same, for raising some time ago another boat belonging to the same company, which had sunk in the river near Amherstburg. The owners, it is alleged, repeatedly refused to pay the bill; consequently as soon as the Hackett Company ascertained that the *Madagascar* was in Canadian waters they took the steps mentioned to enforce payment. The matter is in the hands of F.A. Hough, barrister, and he arranged to have her seized opposite Amherstburg, but the owners craftily held back, passing here on a Sunday. They overlooked the fact that the Welland Canal is Canadian. Lawyer Kinney, Bay City, representing the owners of the boat, arrived in Thorold and has ever since been trying to affect a settlement, but achieved no apparent success, as the steamer was kept under the vigilant eye of the officers of the law in the level above Lock 24 for several hours. Mr. Hough received a cheque from Sheriff Smith of Welland County on Saturday for the full amount of the claim and costs. It took a year to land them but Canadian law never fails when it is put in action.

Breyman Bros. dredge *No. 3* broke an important casting on Saturday and had to run in for repairs. She has gone to work removing the ridge at the mouth of the river on which the *Nasmith* and several other boats recently struck.

Garnet O. Neff, the popular stoker of the tug *Sydney S. Smith* and formerly of Port Colborne, who has been employed on one of M. Sullivan's tugs here for the past three years, left on Sunday evening last for his home in the East, preparatory to taking unto himself a wife. The young couple will spend a two weeks' honeymoon in Buffalo and Cleveland, after which they will return to Amherstburg, where they reside for the present.

Mrs. Ralph Warren and Miss Daisy Tobin left last (Thursday) evening on the str. *Grammer*, Capt. Powell, for a trip up the lakes.

The dredge *Tipperary Boy* is in the hands of the carpenters at Gordon dock receiving longer arms and anchors in order to fit her for deep dredging on the M.C.R. tunnel between Detroit and Windsor. The *Handy Andy* will also be employed on the same contract.

Mrs. Joseph Raines has arrived from Buffalo to visit her husband, who is second engineer on the tug *Alpha*.

The tug *Columbia*, Capt. Marks, returned Saturday from Detroit, where she underwent repairs to her boilers.

The dredge *Gladiator* and tug *Columbia* have started on Dunbar &

Sullivan's new contract opposite old Fort Malden.

The Trust tug *Brockway* and lighter *Newman* are working on the barge *Fritz*, which is hard aground at Stag Island, St. Clair River.

The tug *Resolute*, "Cap" Sullivan, having the barges *Recruit* and *Locke* in tow, all loaded with timber for the harbor works at Port Stanley, lay at this port Tuesday night through stress of weather. "Cap" is looking hale and hearty and renewed acquaintances with his marine friends in the 'Burg.

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October 5, 1906

Lieut. Col. W.P. Anderson, chief engineer of the Department of Marine, has been detailed by the Minister of Marine to act in conjunction with the Canadian section of the waterways Commission in determining the international boundary on Lake Erie. The settlement of the water boundary is necessary because there is a difference of opinion between Canada and the United States as to where it should run. The placing of buoys on the boundary when settled is to prevent the encroachments by the fishermen of either country into the waters of the other.

The Steel Trust barge *Jenny* ran aground at Bar Point Saturday and the Trust tug *Lutz* came from Cleveland to release her Sunday.

The D. & C. steamer *State of Ohio* went aground at Rattlesnake Island last week and so far she has not been released. High winds are causing anxiety among the owners for fear she may go to pieces before work can begin on her.

The steamer *City of Windsor* caught fire at Owen Sound at ten o'clock Monday of last week while lying at the dock and was badly damaged. The *City of Windsor* left the Soo on Sunday morning for Collingwood with a good passenger list. The prompt attention of the Owen Sound fire department probably saved the steamer from becoming a total loss. The passengers took the Canadian Pacific express to Toronto.

The body of a man, supposed to have been a marine cook from his dress, was discovered by Capt. James Cunningham of the freighter *Mohegan* Saturday afternoon two miles east of the southeast range light in Lake Erie. He immediately stopped his vessel and, lowering a small boat, had the corpse picked up. It was brought to Detroit and sent to the county morgue by Coroner Toepel. The body was in such a state of decomposition that burial was made Monday morning.

After a conference between President Livingstone of the Lake Carriers' Association, Capt. J.W. Westcott and Capt. Henry Duff, members of the association have been advised not to load their vessels to a draft of more than eighteen feet ten



inches during the rest of the season. This step is taken because of the erratic action of the waters at the Lime-Kiln Crossing. Compliance by the carriers will have a tendency to decrease the amount of ore and other freight brought down during the remainder of the season.

The str. *Fayette Brown*, Capt. D.C. Girardin Jr., stranded at Lorain Saturday night and it was difficult to get the steamer afloat, as it was residing in water too shallow to allow a tug to approach. When the accident occurred Saturday night the *Brown* was safely inside the breakwater headed for the harbor. To avoid a collision with the west protection pier, the helm was thrown hard over, causing the steering chain to snap, rendering the vessel helpless. The engines were reversed, causing the ship to crash stern first into the breakwater, and a big hole was stove in the hull. When it was seen the boat must go ashore the seacocks were opened and the hold allowed to fill with water to prevent pounding. She was released on Monday and dry-docked.

The steamer *Castalia*, upbound, stranded at the foot of the dyke at Sault Ste. Marie Tuesday night in a fog. Tugs were sent to the steamer's assistance and she was released without damage.

Inspection of the steamer *Fayette Brown* in dry-dock at Lorain revealed the fact that a number of her bottom plates have been bent, the wheel is gone and the rudder damaged. It will take probably ten days to make the repairs.

One of the new black buoys just placed on Ballard's Reef was carried away by reckless mariners and one of the Lime-Kiln lightships was run into and damaged a short time ago. This makes Capt. Livingstone of the Lake Carriers' Association hot and masters are to be hauled over the coals. It looks good to find an awakening. The Canadian gas buoys and spar buoys have been targets for years for the Yankee masters to take a shot at, and the repairs and replacing has cost the Canadian Government thousands of dollars, but not a word of protest was heard. Now when a U.S. spar buoy is carried away there is a great row raised.

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October 12, 1906

The steamer *James E. Gilchrist* of the Gilchrist fleet ran aground at Bar Point on account of low water Sunday morning, but was released same afternoon when the water came up by the Trust tug *Geo. E. Brockway* and the steamer *Thomas Matham*.

The big barge *Pasadena* of the Bradley fleet ran hard aground on the Lime-Kiln Crossing Wednesday night of last week and it took the Trust tug *Geo. E.*

*Brockway* and the steamer *Gladstone* a few hours to release her.

Capt. Mitchell of *Goderich* was lost overboard from the schooner *Julia Larson* on Lake Huron during the gale Sunday.

While bound down with ore early Sunday morning the steamer *J.C. Gilchrist* grounded at Bar Point, but was released at 4 o'clock in the afternoon by the tug *Home Rule*. The steamer continued down the lake, apparently uninjured.

Sunday's storm was a severe strain on the *State of Ohio*, aground at Rattlesnake Island, and Capt. Sinclair says she is going to pieces. All the blockings the wreckers had for their jacks have been washed away and things have been shaken up pretty badly, no effort having been made to pump out the water since she was allowed to fill.

The steamer *Denton* with two barges in tow ran aground on the shore of North Bass Island Sunday evening. She is out about eighteen inches and one of the barges, thought to be the *Cobb*, is also ashore. The other barge is not aground. The *Denton* was commanded by Capt. W.J. Willoughby, who commanded the steamer *State of Ohio*, now ashore at Rattlesnake Island, several years ago.

The big new steamer *Sellwood* of the Mitchell fleet was bumped into on Tuesday night by the steamer *Sahara* and went aground on the east bank of the Lime-Kiln. She swung around and so blocked the narrow passage that navigation was suspended during the night. The *Newman* lightered 300 tons of ore from her and she was released by the *Brockway* and *Home Rule* Wednesday forenoon. The tugs towed her to Lorain, owing to her rudder being broken.

The barge *Cobb*, having a cargo of coal for the Pittsburgh Coal Co. here, is ashore at North Bass Island. She is in bad shape.

The steamer *Lyman C. Smith* was on Ballard's Reef a short time Wednesday and was released by the tugs *Brockway* and *Home Rule*.

Capt. James McGuire of the tug *Sir John* is ill at his home on Sandwich Street.

The new freighter *W.E. Fitzgerald*, Capt. Alex. Callam, has gone on her maiden trip to Duluth where she will load ore.

Walter Mero, son of Eli Mero, was on the Bradley barge *Pasadena* which went to pieces on Lake Superior during Sunday's storm. Three sailors were drowned.

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October 19, 1906

On account of low water the big freighter *Pendennis White*, drawing 19 ft.



6 in. had to be lightered of 300 tons by the marine ambulance before she could go over the Lime-Kiln Crossing. It was reloaded at Bar Point and she continued to Erie.

Two big steel steamers, the *Nottingham* and *Carnegie*, collided in the St. Mary's River late Saturday night and the *Nottingham* was so badly injured it was necessary to beach her. The steamer *Carnegie* came down the river and had to lighter 300 tons of iron ore before she could come over the Lime-Kiln Crossing. The lightered ore was taken to Zug Island blast furnaces.

Release of the passenger steamer *State of Ohio* from the rocks of Rattlesnake Island, Lake Erie, was effected by the wreckers of the Great Lakes Towing Co. Tuesday. The steamer has been on the rocks nearly a month and both wreckers and underwriters are rejoicing at the boat's release, as the expense of releasing her was heavy.

The tug *Christian* left on Monday for Detroit to get the boiler belonging to the Hackett Wrecking Co. Her crew has been transferred to the tug *Paddy Miles* during her absence.

The big tug *S.M. Fischer*, 628 gross tons, from South Chicago called here last week on her way to Huron to tow a dredge from there to Chicago. The Great Lakes Dredging Co.'s dredges on their way from the Soo were also storm-bound here last week.

The Pittsburgh Coal Co. have been up against it, owing to the wreck of their fleet bringing coal to Detroit River ports. The Sandwich docks ran completely out and it was necessary for the coaling vessel *Danford* to make hourly trips here to get coal for the D. & B. boats.

The McMorran wrecker *Mary Groh* is at work raising the pontoon which was lost by Hackett's tug *Home Rule* below Bar Point in a big storm while coming from Dunkirk a few weeks ago.

The Midland Wrecking Co. gave up their contract to remove the wreck of the barge *Armenia* in Pelee Passage and returned to this port last Friday on account of the many storms that have swept the lakes for the last thirty days. They will not make another attempt until the weather settles next spring. The men were paid off at twenty days when in reality they worked but a few hours each.

The spar buoys marking the channel at Bar Point are again being made a target for narrow-headed Yankee masters. The Canadian Marine Department says it can't be helped. It can be helped and if the Vessel Carriers' Association does not put a stop to it, let them go without buoys. For years the Bar Point buoys have been

targets for certain masters and their fun has cost the Canadian Government thousands of dollars. Let our Marine Department show a little backbone and this buoy shooting will stop if the shooters lose their jobs.

The controversy which has been waged between the American and Canadian lake fishermen for the past 20 years has been placed in an entirely different light by a report made to the State Department by Capt. E.C. Chayter, commanding the United States revenue cutter *Morrill* on the Great Lakes. He reports from Erie that he started from that port on the 8th instant [of October] on the *Morrill*, accompanied by Capt. Dunn on the *Vigilant* to place the buoys. He found that there could be no question of differences in charts because the Canadian vessel was using the American hydrographic charts while their logs exactly correspond and in the course of several days the buoys were placed at intervals of five miles. Then Capt. Chayter adds that the American fishermen do cross the boundary for the reason that there are comparatively few fish south of the line and they are bound to follow the fish. He says that Capt. Dunn, contrary to report, has been very lenient towards these fishermen, always giving them the benefit of any doubt as to location, and for the past ten years he has observed the international boundary as indicated on United States charts. No Canadian fishermen poach on the American side of the line for the same reason: the fish are in Canadian waters. Capt. Chayter says these temporary buoys will be swept away by the ice next winter and should be replaced by permanent buoys lighted at night so as not to endanger navigation.

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October 26, 1906

The tug *Columbia* has started working double shifts. Capt. Ed. Tormey has charge of her nights.

The barge *John Quayle* discharged a cargo of coal for the Pittsburgh Coal Co. last week, replenishing the local supply, which was running short.

Breyman's dredge No. 2, that has been engaged all season on the St. Clair Flats Canal, returned to this port last week and has been put to work finishing their contract at the mouth of the river.

Capt. George Honner of the str. *W.A. Rogers* called on his parents, Mr. and Mrs. E.W. Honner, Friday on his way to Chicago where he will supervise the building of the 605-foot freighter *Mills*, which he will bring out in the spring.

The *Marine Review* says:-"Capt. Walter J. Lawler of Amherstburg, Ont., who was shifted from the steamer *Pueblo* to the *E.M. Peck*, started his sailing career on the same boat in 1889, going on her as second cook. It is said of him that he has

been in every position on her except in the engineers' department."

W.J. Pulling of Windsor, who purchased the Bois Blanc hay from Joseph Ryan, met with hard luck. The str. *Alaska* on which it was shipped for Parry Sound unshipped her rudder in Lake Huron during a storm Thursday night of last week and the deckload of hay was so water-soaked that it had to be sold at a loss when it arrived at its destination. There were 76 tons in all and Mr. Ryan's contract ended when he delivered the hay over the rail.

While coming down the river on Thanksgiving Day last week, the str. *Premier* went through her machinery abreast of Sunnyside and made quite a wreck of her engine. She was taken to the Detroit Dry-dock, where repairs were made, and she expected to resume her route the latter part of this week. The barge *Lily*, in tow of the tug *Dalton McCarthy*, went to Pelee on Saturday to haul over the produce, of which there is a great quantity awaiting shipment at this time of the year. The people of Pelee feared they were going to be in the same position as last year when it was almost impossible to get their produce to market, but with good weather the accident to the *Premier* will make little difference, as she will be able to handle it all before navigation closes.

The steamer *Premier*, which has been out of commission for about ten days, will resume her trips to Pelee Island commencing Saturday.

The str. *Adriatic* bunted into the Bar Point lightship Wednesday night of last week, knocking the bow of the lighter in and doing other damages.

Breyman's dredge No. 2 was wrecked on Monday at Bar Point. While working she dropped her crane and "A" frame into the lake. Oscar Ingleson, the cranesman, was thrown overboard and narrowly escaped drowning. The dredge was brought into this port while work of fishing for the broken parts was begun and so far most of the frame has been recovered. It is not likely that she will be repaired in time for any more work this fall. The dredge *Birkhead* of Toledo has been put on in her place.

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November 2, 1906

Special advice from Washington conveys the news that the submarine signals have been adopted by the lighthouse board as anticipated and that they will be placed on the Great Lakes and the Pacific coast as soon as the work can be done. They are already in use on the Atlantic coast. Lighthouses and lightships will be provided with the system and it is believed that collisions in fog or thick weather will be abolished and that navigation in storms and fog or thick weather will be

abolished and that navigation in storms and fog will be made much safer. The signals enable vessels to locate each other when in proximity and also make it possible to keep a course in dangerous places.

The steamer *Auburn* of the Hudson River Railway Line was released from Fighting Island Friday and brought into Amherstburg after 40,000 bushels of corn and wheat had been lightered into the *Newman* and *Hammond*. The lightered grain was reloaded and she got away Sunday evening.

The battle among rival steamship lines to see which can carry the largest cargo continues. The ten thousand-ton steamer *B.F. Jones* and the eleven thousand-ton freighter *William P. Snyder* are now "tied" for first place, each with the record of having loaded 380,000 bushels of wheat. Following is the list up to date, all being carried between Sept. 18th and Oct. 23rd this year: *J.P. Morgan*, ore, 13,274 tons; *H.H. Rogers*, ore, 13,333 tons; *B.F. Jones*, wheat, 370,000 bushels; *Jas. Laughlin*, wheat, 373,000 bushels; *H.F. Jones*, wheat, 380,000 bushels; *W.P. Snyder*, wheat, 380,000 bushels.

The tug *Sir John* was here for coal on Wednesday. The dredge *Ontario* arrived at Kingsville last week, took advantage of the rough weather and has been putting in a new dipper arm and making other repairs and expects to get to work today, weather permitting.

H. Warrington Foster, one of the best steamboat cooks on the lakes and who brought out the str. *Harvard* last spring and spent the summer in a Detroit hospital with appendicitis, has been engaged as chef on the marine ambulance *T.F. Newman* for the rest of the fall.

The underwriters have made a settlement with Capt. Thomas Donnelly of Kingston in connection with the damages done by the steamer *John A. Clarke* to the steamer *Erin* through a collision in the St. Clair River last May when the *Erin* was sunk and five lives lost, one of them being given as Arthur [unknown] of Amherstburg. The sum of eighteen thousand five hundred dollars will be paid to Conlon Bros., owners of the *Erin*.

The big steel steamer *Pathfinder* lost her wheel and was blown ashore near Harbor Beach, Lake Huron, in last Friday's storm and is going to pieces. Bert Bailey, mate, and Walter Henley, watchman, of this town were among the crew, which were taken off by the life-savers from Harbor Beach.

Joseph King of Detroit, manager of the Trust tug, and Capt. J.C. Blair of the marine ambulance *T.F. Newman*, paid out over \$1000 to wreckers from town who worked on the steamer *Auburn*, which was released from Fighting Island Friday

after being aground a week by the tugs *Brockway* and *Home Rule*. 40,000 bushels of corn and wheat were lightered on the *Newman* and 100 tons of barrel grease and 100 tons of wool on the lighter *Hammond*. Her cargo was reloaded at this port and she got away Sunday night.

The new steel steamer *Edmonton* of the Matthews fleet has arrived in the harbor from Scotland en route to the upper lakes with steel rails. The vessel is greatly admired. The *Edmonton* is a steel steamer 256 feet long, 42 feet 6 inches beam and 23 feet deep. She will be a sister ship to the *Haddington* of the Matthews line. The *Edmonton* is sailed by Captain H. Maitland. At a canal draft of 14 feet, the steamer will carry 72,000 bushels of wheat and on the upper lakes at full draft her capacity will be about 110,000 bushels. The *Edmonton* took a cargo of salt for the Saginaw Salt Works, Sandwich, this week.

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November 9, 1906

Recent heavy fogs raised Cain among vessel interests on Detroit River the past week. The *George H. Peavey* and the str. *Fulton* both went on at the head of Bois Blanc Monday night. The *Peavey* was released but while feeling her way up the river to find sufficient room to turn round, her master was confused by the upper red gas buoy at Ballard's Reef being out of position and she ran hard on the rocks there. Her bottom is understood to be badly punctured and tanks Nos. 1, 2 and 3 on the starboard side are full of water. She is out two feet and [illegible]. The steamer *C.A. Black* was released from Ballard's Reef Tuesday afternoon after some of her cargo had been lightered by the marine ambulance *T.F. Newman*. The *Newman* then moved down the river and began work on the *Fulton*. The tugs *Home Rule*, *Brockway*, *Lorman* and str. *Marina* pulled on the stranded steamer Tuesday night and Wednesday, but without success until yesterday noon. When she was released, work of floating the *Peavey* began. It is the most remunerative batch of mishaps local wreckers have had for some time.

Dredgemen's Local No. 7 of Amherstburg will give a dance in the town hall on the evening of November 29th, American Thanksgiving.

The str. *Premier* came out of dry-dock on Monday and resumed her trips to Pelee Island same evening. A large quantity of freight is awaiting removal.

The tug *Christian* and scow arrived back from Detour Wednesday night without the boiler they went for. It was too heavy for the scow and so was left on the dock at Detour. It was to be placed in the new tug *Frank B. Hackett*.

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November 16, 1906

The Steel Trust has issued orders that no more of its tow barges will go to Lake Superior this season. This means that thirty barges will be laid up. The storm on the 28th of November last year caused a loss of half a dozen vessels of the fleet and no more chances will be taken.

Walter Mero, who suffered shipwreck on Lake Superior a few weeks ago, is spending a few days at his home in town.

Bert Bailey of the str. *Pathfinder*, which went ashore at Harbor Beach a week ago, was home from Friday to Monday while the ship was undergoing repairs at Cleveland.

The *Marine Review* says: "Four Amherstburg sailors are scheduled to join the ranks of the benedicts this winter: Maurice Harmon of the *E.C. Pope*; Patrick McCarthy of the *City of Bangor*; Louis Belcours of the *Castalia*; and Joseph Meloche of the *E.C. Pope*."

Capt. Don J. Duncanson, master of the steamer *Geo. L. Craig*, has been with the Adams interests practically ever since he started sailing. He sailed the *Spinner*, *Jesse Farwell*, *Langham* and has been on the *Craig* three years. He sailed the *Ira H. Owen* for three years. He has been sailing eighteen years. The *Craig* has carried twenty-four loads this season.

Recommendations for nearly \$4,450,000 worth of improvements on the Great Lakes and their connecting waterways are contained in the report of Gen. Alex. Mackenzie, chief of U.S. Engineers, to the Secretary of War. Among the amounts recommended is \$300,000 for further improvements in the Detroit River, sustaining the report of Col. C.E.L.B. Davis, district engineer.

On her last trip into Sarnia the *Huron* unloaded a full cargo of flour in sacks, took on a new cargo of general freight and was on her way back to Duluth inside of 40 hours.

The derrick steamer *Advance* of Duluth is employed carrying sand and gravel from Point Edward to the M.C.R. dock in Windsor. The material is being used for the construction of the new tunnel.

John Brown, who sailed most of this season as second mate on the *Fayette Brown*, is now working in the same capacity on the steamer *E.C. Pope*.

Milton Hutton, son of Capt. Hutton, master of the str. *Fred Pabst*, has been promoted from seaman to mate on the barge *Geo. E. Hartnell*, which tows behind the str. *S.R. Kirby*.

Chief Engineer Matthews of the Hackett tug fleet has just erected large sheer



legs at the foot of Dalhousie Street and is hard at work setting up the machinery to be placed in the new tug *Frank B. Hackett*.

The Bradley barge *Maurice B. Grover*, which had her aftercabins burned off at Cleveland last week, is discharging a cargo of 3000 tons of soft coal for the Pittsburgh Coal Co.

Albert Westaway, engineer of the tug *Pauline Heckler* at Sandusky, spent a few days in town the past week with his family.

Thomas Cooper, who was master of the barge *Armenia* when she foundered earlier this season on Lake Erie, is mate on the steamer *Mecosta* of the Gilchrist fleet.

In a collision between the steamer *Fayette Brown* and the wooden barge *Bottsford* near the Union Carbide Co.'s coal dock at Sault Ste. Marie, the *Bottsford* was struck on the starboard side and had to be beached to prevent sinking in deep water. Part of her lumber cargo must be lightered before repairs can be made. The *Brown* escaped damage.

The biggest boat ever built in Toronto, a car ferry for the Grand Trunk Railroad, the engines for which were constructed by the Great Lakes Engineering Works of Detroit, will be launched at the works of the Canadian Shipbuilding Co. on December 1st. The vessel will cost \$375,000, is 320 feet long, 56 feet wide, and when loaded will draw 15 feet. Its speed will be 15 miles an hour. The steamer is equipped with twin screw, triple expansion engines and Scotch boilers. It will be operated on Lake Ontario between Rochester on the American side and some point on the Canadian side, probably Port Hope or Cobourg. The boat will carry coal to supply the Grand Trunk system in Canada and will also carry passengers. The steamer will have a capacity of 24 cars. It is also equipped with 100 staterooms and the decks are sufficiently large to accommodate 1000 passengers. *Ontario No. 1* is the name selected for the new steamer and it is probable that others will follow. It is proposed to run *No. 1* the year round, making trips daily.

There will probably be no more record-breaking in the cargo line by the two steamers this year, as it has been agreed to load no deeper than eighteen feet six inches for the Lime-Kiln Crossing for the rest of the season. Those who delight in a speed contest between modern steel boats may paste this in their hats: If the steamer *Laughlin* and the steamer *W.P. Snyder*, of which Capt. Ed. Gatfield is master, fall in with each other on anything like even terms, there will be no time lost in determining which boat is the faster. It is reported that the crew of the *Snyder* have been doing some nifty talking about their fast craft and those who know Capt.

Symes of the *Laughlin* are certain they can prognosticate what will happen if he "meets up with" the *Snyder*. It must be remembered that the master and engineer of the *Snyder* know several things about getting speed out of a vessel and the contest, if it should take place, would be worth going to see. Anyone who knows Capt. Gatfield knows that he will take back water from no boat yet afloat and his Amherstburg training will stand him in good stead just now.

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November 23, 1906

Another improved section of lower Detroit River has been thrown open to navigation and there is now a channel 600 feet in width between Amherstburg and Bois Blanc Island, as against 300 feet before the dredging was completed.

Capt. John H. Wilkinson, commodore of the Detroit, Belle Isle & Windsor Ferry Co. fleet, is seriously ill at his home in Windsor as the result of a stroke of paralysis he sustained on the street Wednesday afternoon of last week.

The *Marine Review* is keeping close tab on Amherstburg sailors and every issue has interesting local views. Here's one of the latest: "Orval Duncanson, who is wheeling on the steamer *Fayette Brown*, is the grandson of Capt. John Duncanson, one of the marine pioneers at Amherstburg and the foremost citizen of that town before his death a few years ago. He is the son of Joseph Duncanson, who sailed most of the season on the *Brown*, and a nephew of Capt. John Duncanson, master of the *A.N. Marshall*, and Capt. Don J. Duncanson, master of the *Geo. L. Craig*."

Capt. Con. Christiansen was the victim of a thrilling shipwreck during the storm Wednesday night, according to current rumor, but the story turned out to be contrary to actual fact, which is good news.

The big Cleveland harbor tugs *Frank W.* and *Lutz* of the Great Lakes fleet had a hard time on Lake Erie with the seas during the big storm Wednesday night while on their way from Cleveland to Point Pelee Passage for the three cigar boats that are in trouble there, and had to come right on through to this port. The *Frank W.* had her cabin and pilothouse nearly washed off and stove in, windows broken and fuel washed off her deck.

The dredge *Ontario* and tug *Sir John* will likely come to the river and go into winter quarters, if dockage can be had.

The str. *J.E. Mills* (Capt. H. Brush), bound from Toledo to Chatham with slack coal, lost a part of her deckload while coming across Lake Erie in the big storm Wednesday night.

Great fears are entertained in marine circles for the safety of the propeller *Frontenac* on Lake Michigan. She is an old wooden boat, commanded by Capt. John Stewart, one of Amherstburg's oldest boys. Capt. Stewart was the son of a Pensioner and his daring earned for him the nickname "Split the Wind." The late Ed. Boyt was married to his half-sister.

The tugs *Breyman*, *Alpha* and *Blazier* and dredges *No. 1* and *No. 3* and scows of the Breyman Bros. fleet, which have been at work at Bar Point all summer, started Wednesday for Toledo to go into winter quarters, but had to return owing to the storm. They take with them about one hundred men and will be greatly missed. The dredges will return in the spring to finish up their contract.

Capt. A.J. MacKay, master of the str. *City of Detroit*, will likely sail the new \$1,250,000 D. & C. steamer that is nearing the launching stage at Wyandotte.

The dredge *Brian Boru* has completed the rock work on which she was working at the Crossing and has been put on the mud contract above the waterworks. A second derrick scow has gone on at the Lime-Kiln so as to hurry the work of cleaning up the channel on the west side. This will allow the opening of that channel next spring and the work on the east side will then be advertised. Engineers of the U.S. Government are taking soundings there now. The lights on the east half of the channel on the Hackett range were moved last week, which makes that channel much wider for mariners.

A marine case of local interest is that of the Upsen Walton Company against the dredge "*Brian Boru*," which came up by way of appeal before the Exchequer Court at Ottawa last week, when judgment was reserved. The plaintiffs are ship supply men of Cleveland and furnished supplies to the dredge "*Brian Boru*", the tug "*Shaugraun*" and the scows "*Reciprocity*" and "*Monroe Doctrine*" at Cleveland while they were chartered to the Donnelly Contracting Company, who afterward failed [to pay] the bills. The plaintiffs then sought to make the dredge, tug and scows responsible for the debt, which claim, however, was resisted by the Dunbar & Sullivan Dredging Company, the owners. The action was tried at Sandwich and dismissed with costs, when the defendants entered an appeal as above and same was heard on Tuesday last, when judgment was reserved. J.H. Rodd appeared for the plaintiffs and F.A. Hough for Dunbar & Sullivan.

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November 30, 1906

**DESTRUCTIVE STORM.**-Widespread damage and much destruction of property was inflicted by the fierce storm of wind and rain that came up Wednesday

of last week and held the country in its grasp throughout the remainder of the day and that night, increasing in intensity to midnight, when it gradually declined in violence. At one time shortly after 4:30 o'clock the wind blowing from the southwest attained a maximum velocity of 50 miles an hour, continuing to move at this rate for nearly 15 minutes.

**THE STORM'S HAVOC**-Steamer *Panama*, total loss, Lake Superior.

Steamer *Conemaugh*, wrecked at Point Pelee, Lake Erie.

Barge *Athens* and crew of six, Lake Erie, missing. She was afterwards picked up near Southeast Shoal and towed to Lorain.

Steamer *C.B. Hill*, leaking and ashore, Lake Erie.

Str. *Chauncy Hurlbut*, ashore at Leamington, Lake Erie.

Tug *Frank W.*, pilothouse and cabins smashed, Lake Erie.

Steamer *C.A. Black*, pilothouse and upperworks damaged.

Schooner *Ottawa*, canvas carried away, Lake Michigan.

Steamer *Puritan*, aground at Holland.

Steamer *Comfort*, damaged in St. Clair River.

Str. *Pratt*, damaged in Lake Erie. She made repairs and proceeded to

Buffalo.

Steamer *Resolute*, foundered off Toronto, six lives lost.

P.M. Ferry *No. 16*, aground, Lake Michigan. She was released, little damaged.

Schooner *N.C. Paige*, ashore, Lake Michigan.

Steamer *Kansas*, damaged at Pentwater.

Barge *Mohegan*, hit breakwater at Buffalo.

Steamers *Gilbert* and *W.A. Rogers*, damaged in collision in storm in St. Clair

River.

Schooner *Margaret Dall*, total loss, Lake Michigan.

The steamer *Conemaugh*, which is ashore at Point Pelee, according to reports, is broken in two and will be a total loss. The tug *Frank W.*, with a lighter, which was sent from Cleveland to take eight cars of dry goods off the wrecked steamer, was forced to put back as there was too much sea for the tug to handle the lighter. Although not officially announced, it is understood that she will be abandoned to the underwriters. The cargo in the hold of the boat is canned goods and it would not pay to bother with it with a lighter. About eight or ten carloads of dry goods are on the deck, however, and it is this stuff which is arousing most concern on the part of the owners.



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November 30, 1906

The *Marine Review* says:- "Capt. Walter J. Mahon, master of the steamer *Tom Adams*, is known as the "Newsboy Tenor of the Lakes." He originally hailed from Malden, Mich., but he later moved to Cleveland, where he and his wife reside. Many touching and extremely pathetic instances are related of the generous use Capt. Walter makes of his voice, but the best is where he volunteered to comfort a poor newsboy who had not many days to live. Capt. Walter sang to the little lad daily till the tiny spirit departed to his Maker. The memory of this kindly act has clung to him."

The lighter *Newman* took 400 tons of iron ore from the *Whitney* and 1000 tons of ore from her barge, the *Antrim*, both of which were aground at Bar Point last week. It was reloaded in deep water and the *Whitney* got away Friday, while the *Antrim* was towed off Saturday and the *Newman* went Sunday evening to lighter the *S.S. Curry*, aground at the Southeast Shoal. 200 tons of coal were taken out and she went up Monday noon.

The lake ports have many anxious watchers these days. Well for those who can close their doors at nightfall and listen to the wailing of the autumn wind content in the knowledge that all their loved are safely sheltered. Some there are who cannot sleep. When the drifting snow bears against the casement and the forest trees are bending before the storm, the leaden hours are filled with fearful thoughts of the sailor boy pacing the slippery deck far away on the heaving waters. Let us spare a little of our sympathy for the brave and hardy men who perforce must toil while others sleep to bring the ships to their desired haven. There is always a prevalent feeling of relief when the last vessel is safe in port, when the last lightkeeper forsakes his lonely vigil and the harbor begins to yield itself to the creeping frost of winter.

The marine ambulance *T.F. Newman*, in tow of the tug *Brockway*, left yesterday (Thursday) morning to take the cargo from the wrecked str. *Conemaugh* off Pelee Point. The *Conemaugh*, which was abandoned to the underwriters, carries a rich cargo of general merchandise and canned goods. Thirty-five men from this town were taken to assist with the work.

The Dredgemen's dance Wednesday evening was a very enjoyable affair. The hall was beautifully decorated with bunting and flags, the color scheme being red, green and white. A very pretty banner adorned the stage. The floor was in excellent condition and the music fine, while the luncheon left nothing to be desired.

Dancing began at 9:30 and continued to 3:30 next morning. Quite a number of outside guests were present.

Ernest Martin, a young man from this town, engaged on the lighter *Newman* when she was going to lighter the str. *Curry* Sunday evening. They had proceeded only a little way into the lake when in crossing the deck he stumbled and fell into the hold. His escape from death seems miraculous, as few escape who take such a fall. Fortunately for him, when going down he seized a projection and broke his fall. As it was his under lip was badly gashed and he received numerous bruises. He was brought home and taken to Dr. Teeter who dressed his wounds. It required eight stitches to close the cut on his lip.

The revenue steamer *Vigilant*, Capt. Dunn, called here on Tuesday for coal. She will make her headquarters at this point for the rest of the season. Capt. Dunn reports a dull season so far as poachers are concerned. A strike among the Erie fishermen kept them busy at something besides fishing most of the summer.

The tug *Sir John*, dredge *Ontario* and scows arrived here early yesterday (Thursday) morning and will lay up at this port for the winter.

Capt. John Anderson was employed as diver to examine the str. *Chauncy Hurlbut*, which is lying at the Hackett Wrecking Co.'s dock. Capt. Teegan, the owner, was here on Wednesday looking after her.

In the terrific gale which raged on Lake Superior during Saturday and Sunday the Canadian steamer *Theano*, commanded by Capt. George Pearson, struck a rock four miles east of Thunder Cape and was totally wrecked. The American steamer *Philip Minch* and the Canadian steamer *Strathcona* were also blown ashore in the storm and the former may be a total loss. The crews of all three boats are safe.

The Pelee Point life-saving crew covered themselves with glory Thursday morning of last week rescuing the crew of the wrecked steamer *Conemaugh* from a very perilous position. The names of the life-savers are Lewis (Toots) Wilkinson, captain, and Robert Livingstone, David Livingstone, James Livingstone, Phil Girardin, Norris Adkin and James Grubb, and they are receiving congratulations from all sides on the way they handled themselves. The station was established four or five years ago and a boat with the necessary equipment was provided. Two years ago a new life-saving boat with modern devices was installed and the crew have taken much pride in maintaining the station in a high degree of efficiency. This is the first chance they had to show what stuff is in them and that they did nobly all will agree. The wind from the southwest was sweeping the whole length of the lake,

waves mountain high breaking over the doomed vessel and on the shore. It would have been utterly impossible to launch an ordinary boat and it was only after the third effort that the lifeboat was got away, manned by seven men. The first wave filled the boat but as fast as it filled it emptied itself and rose and kept the surface. It filled several times during the trip to the wreck but it seemed the whole of Lake Erie would not have swamped that boat. It soon got to the lee side of the vessel and took seven of the crew away. It made three trips before it got the whole crew of 22 men ashore. After all that could be done here was done, they heard that six of the crew of the *Chauncey Hurlbut* were still in that vessel and, loading their boat upon a wagon with two teams, they came to Leamington, launched their boats with considerable difficulty and took them safely to shore.

W.S. Carkin of the dredging firm of Carkin, Stickney & Cram has sold the tug *D.D. Johnson* to Charles E. Brooks of Windsor. The boat has been idle in the River Rouge for several seasons.

The str. *Tecumseh*, bound up with coal for J.N. Mullen, Windsor, ran aground at Scott's shoal, Lake Erie, and is out about three feet. Hackett's tug *Home Rule* and lighter *Hammond* has gone to her assistance.

Capt. James McCannell of the steamer *R.P. Ranney* loses his license for 30 days because the barge *Adriatic*, which was in tow of the *Ranney*, collided with the Bar Point lightship on Oct. 17. Unskillful navigation was the charge made to the local steamboat inspectors. Capt. McCannell claimed that an east wind and another vessel holding the ranges was responsible for the accident.

During the terrible gale that raged on Lake Erie Wednesday evening of last week some boat carried away the Canadian gas buoy at Grubb's Reef, Lake Erie. The Marine Department was notified and telegraphed Capt. John McQueen to go after and pick up the missing light. Vessels reported seeing it drifting upside down on Sunday about 29 miles northeast of the Southeast Shoal and Capt. McQueen left on Tuesday with the str. *Mt. Clemens* to try and locate it.

A crew of thirteen and thirteen passengers are known to have perished in the wreck of the little Canadian steamer *J.H. Jones*, which sank during the storm Thursday of last week off Cape Croker in [Georgian] Bay, and this marks one of the greatest catastrophes on the lakes in recent years. The loss of the vessel was confirmed by men on Wednesday who picked up two bodies and portions of wreckage from the boat on the north shore of Christian Island. The crew were all from Wiarton, while the passengers were T.J. Donaldson, manager of the Buckeye Fish Co., Owen Sound; Alex. Lyons, his mother Mrs. Lyons, Mrs. Fox, Frank Falon,

M.W. Viteasin, Louis Allen, I.M. Wagg, all of Tobermory; three unknown men.

During the terrific gale which raged over Lake Ontario Thursday morning of last week, the steam barge *Resolute*, belonging to Haney and Miller, contractors, went to pieces just outside the Western Gap and six lives out of the crew of twelve were lost in one of the lifeboats, which capsized in the heavy seas as it was leaving the wreck. A second lifeboat, in command of Capt. Fahey, reached the land in safety after an hour's hard battle against the waves. Capt. John Sullivan, who stuck to the vessel until she broke up, was washed ashore through the gap, clinging for life to the top of the wrecked vessel's cabin. Thomas Topping, the second engineer, one of those capsized from the first lifeboat, clung to the cabin top with Capt. Sullivan until he lost his hold and sank from exhaustion. Capt. Sullivan is well-known in Amherstburg, having sailed the inland seas for many years. He was mixed up in the Gamey investigation. The Government will investigate the circumstances under which the *Resolute* was sunk.

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December 7, 1906

Dunbar & Sullivan's drills *Exploder* and *Dynamiter* have been laid up at Sandusky and the crews have returned home for the winter. Among those whom we noticed are Harry Bertrand, Nathan Kett, Walter Palmatier, John Bertrand, Nelson Deneau, Leo Drouillard, Walter Renaud, Garnet Ferriss, W.J. Gott, Chas. Kemp, Robert Handcock.

The Rivers and Harbors Committee has practically decided on an appropriation of \$75,000,000 in the Bill to be presented to Congress this winter. The Great Lakes will come in for a big appropriation. Two million dollars will be appropriated to complete the Cleveland breakwater and about the same amount for the Detroit River, chiefly at the Lime-Kiln Crossing. The deepening of the waterways between the lakes will not be authorized, but the provision for the building of a third lock at the Soo with a 25-foot stage is assured. This will be the largest lake item in the Bill. The Bill also will carry an appropriation of about \$500,000 for the proposed canal to connect the lake at Buffalo with the terminus of the 1000-ton barge canal at Tonawanda. It also is probable that provision will be made for cutting a second entrance to the harbor of Duluth.

In the estimates which have been submitted to Congress as to the cost of continuing present improvements and for now work in the waterways and harbors of the Great Lakes, the following amount is included:-Enlarging the dwelling for the keeper at Windmill Point light station, Detroit River, \$5000.



Local dredgemen are very sore because of the way local businessmen shunned the first annual dance given by the river boys last week. The occasion was one long to be remembered and was in every way a well-conducted social function, which cost them over one hundred and fifty dollars, nearly every dollar of which was spent in town, and yet the number of businessmen who patronized the affair could be counted on the fingers.

The tug *Sanford* is still searching around Christian Islands for bodies from the steamer *J.H. Jones*, but without success so far. Capt. Rumley of the tug *Gladstone*, who came over the route from Lion's Head to Owen Sound, passed over and located a spot three miles from Cape Croker and a quarter of a mile off shore in about 70 feet of water, where he thinks the *Jones* sank. He noticed oil on the water and traced it to where it came bubbling up. The *Jones* took on a considerable cargo of oil at Owen Sound.

A "return engagement" will be played here by the tug *Lutz* of the Great Lakes Towing Co. this winter in keeping the river ice moving so that the railroad car ferries may not be blocked. The tug is expected here from Cleveland in a short time. The Pere Marquette, the Wabash and the Canadian Pacific [rail]roads will share the expense of chartering the tug. The tug *General* will be stationed at Port Huron and the tug *George N. Orr* at Ludington, one of the most difficult ports on the lakes to work in during the winter.

The lighter *Newman*, in tow of the tug *Brockway*, arrived at Amherstburg Tuesday from Point Pelee, where she had been lightering the cargo of the wrecked steamer *Conemaugh*. The *Newman* was put to work Thursday of last week but was at it very intermittently, owing to the heavy south winds. She was compelled to seek the shelter of Pelee Island Friday and Saturday. *Conemaugh* lies west of Pelee Point in a very exposed position and, in the opinion of Captain Blaiz, will never pay for floating. The seas washed the sand away from the bows and the stern, causing her to break in two. The port arch is broken and the arch on the starboard side has started at both ends. The boat lies on a sandy bottom with a list of seven feet to port. The *Newman* returned to her Monday and began lightering the \$50,000 cargo of dry goods and also got [illegible] of canned goods from the hold. The load was taken to Detroit and warehoused. Thirty-five local men were employed on the job.

The steamer *Tecumseh*, aground at Scott Point in the South Passage, Lake Erie, was released and brought to Windsor Monday. She will unload her coal cargo there. The steamer was leaking badly and upon her arrival here on Sunday evening an extra pump was put on board to keep her afloat. She was towed by the tug *Home*

*Rule*. The steamer was on a rocky formation which damaged her hull considerably. After being released she started out under her own steam but the water rushed in the hold and put out the fires under the boilers. The tug then took her in tow. Near Middle Sister Island the towline parted and the tug had much difficulty in picking up the disabled boat. It was intended to bring the *Tecumseh* to Windsor Sunday night but the tug got the towline in her wheel and could not go on until Monday. The lighter *Hammond* also met with tough luck. After 350 tons of coal had been put aboard of her she commenced to leak badly and it was necessary to beach her at Kelly's Island. She will be pumped out and towed to Windsor to unload.

The steamer *B.F. Jones* passed down through the Canadian locks at Sault Ste. Marie a few days ago with a larger amount of wheat than was ever before placed in a vessel. The cargo amounted to 370,273 bushels. The simple statement of the amount gives the ordinary person only a vague ideas of its real significance. Here are some further facts regarding its magnitude: It represents the crop of 1500 acres; it would load 740 ordinary freight cars; twenty-five large freight trains would be required to haul it; at 75 cents per bushel the value of the cargo would be \$277,754.05; the transportation company receives \$10,000 for carrying it from the head to the foot of the lakes. The rate is 2¾ cents per bushel. The boat and cargo would represent a value of about three-quarters of a million dollars. The steamer *Jones*, which carried this cargo, is 552 feet in length. Her draft on the trip was 19 feet 5 inches. There are several boats on the lakes engaged in the iron ore trade that exceed 600 feet in length, so that they could easily carry cargos of much greater value than that taken by the *Jones*. The boat was en route from Duluth to Buffalo and the wheat was for export. Before the improvement to the Lime-Kiln Crossing it would have been an impossibility to pass down the river drawing more than 12 or 13 feet of water and the freight on it would have been about \$25,000.

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December 7, 1906

**Praise for the Point Pelee Life-Saving Crew.**-The following letter written by Captain Moses Boggan of the Anchor Line steamer *Conemaugh*, which went ashore on Point Pelee during the big storm on Thursday, 22nd of November, expresses his high opinion of the Point Pelee life-saving crew and the excellent work done in rescuing the 22 men from the steamer *Conemaugh*. The names of the life-savers are Lewis (Toots) Wilkinson, captain; and Robt. Livingstone, David Livingstone, James Livingstone, Phil Girardin, Norris Adkin and James Grubb.

The Erie & Western Transportation Co.-Anchor Line  
Point Pelee, Ont., Nov. 28, '06.

To Hon. W.C. Coulson, Collector of Customs, Leamington.

Dear Sir,-I wish through you to thank the Point Pelee life-saving crew most heartily in the name of my crew and myself for their great service in rescuing my crew and myself in the heavy surf which was running on the beach that morning. Of course they were not there as promptly as a paid crew would have been, but that was no fault of theirs, being a volunteer crew and the members scattered over a good many miles of territory, it took a little time to get them together, but when they did get there they acted as well as any paid crew would have done and to Louis Wilkinson, the coxswain of the boat, I most highly commend for his skillful handling of the boat in the heavy surf. If I be not out of place, I hope you will use your best efforts with the proper authorities to see that the life-saving crew are properly recompensed for the good service. And I would also recommend (if I be not going too far) that a self-righting boat and a mortar apparatus for shooting a line aboard of a wreck would be of great service to the crew on the Point. I wish again to express my thanks to the life-saving crew and to the Government of the Dominion for having the life-boat in that very necessary place.

The following are the names of crew of steamer *Conemaugh* of Erie, Pa., rescued by life-saving crew of Pelee Point on November 22nd, 1906, in heavy southwest gale and heavy surf: Moses Boggan, captain; J. Smith, 1st mate; A. Goodwin, 2nd mate; F. Sederland and J. McLean, wheelmen; W. Casey, A. Alsehsen, lookout; T. Doyle, J. Cahill, John Connors, Thos. Ward, deckhands; A. Kinsella, 1st cook; Ed. Wilson, 2nd cook; F. Gutherberin, porter; A.B. Fraser, 1st engineer; W.R. Berton, 2nd engineer; A. Murphy, T. Genott, oilers; M. Langan, F. Beatty, F. Sedusky, firemen.

I am most respectfully yours,  
MOSES BOGGAN,  
Late Master Str. *Conemaugh*.  
Home address-  
118 Carolina St.,  
Buffalo, N.Y.

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December 14, 1906

While at anchor below the Lime-Kiln Crossing opposite Amherstburg Thursday afternoon, waiting for higher water to get over the crossing, the big 500-

foot steamer *James Laughlin*, owned by Jones & Laughlin Steel Co. of Pittsburg, broke away from her anchors and swung on the beach. The tugs *Home Rule* and *Brockway* came to her assistance. In the effort to release the mammoth vessel she brought up on a submerged boulder and her No. 4 starboard compartment began rapidly filling with water. She has a cargo of coal. The *Laughlin* is a sister ship of the *B.F. Jones* and is of 9000 tons capacity. She came out the early part of this summer and is considered one of the fastest freighters on the lakes. She was released Friday and taken to the waterworks dock, where she again went on, and it was Saturday afternoon before she freely got away.

Capt. Thomas Cooper arrived home on Tuesday evening, his steamer, the *Mecosta*, having frozen in at Ashland, Wis.

Capt. J.S. McQueen returned Thursday of last week after a fruitless search along the north shore of Lake Erie for the Grubb Reef gas buoy, which was torn from its place during the recent storm. He skirted the shore as far as Long Point but did not catch sight of the missing light. The last seen of it was about thirty miles from Pelee Point, when it was floating upside down, and the impression is that it has since sunk. The buoy belonged to the Dominion Government and will cost about three thousand dollars to replace.

"I made up my mind that I wasn't to drown; but poor Toppins, who hung on with me until we arrived off the south pier of the Western Gap, was drowned before he left the *Resolute*. It makes a vast difference just how you make up your mind before such things happen."-Cap. Sullivan. The above statement shows that "Cap" is a philosopher as well as a politician and that the name of the vessel fittingly characterizes the quality of his mind. In other words, Mr. Sullivan has "nerve."

The U.S. Government tug *Alert* is laying up for the winter in the slip at Wigle's mill.

The U.S. Government lighthouse tender *Crocus* is taking in the buoys on the Detroit River this week and replacing them with winter buoys.

The Steel Trust steamer *Maunaloa*, bound down, ran aground opposite the café [on the east shore of Bois Blanc Island] Thursday in the dense fog and was released by the tug *Geo. E. Brockway*.

Gen. Mackenzie, chief of the Corps of United States Engineers, has submitted a report to Congress in which he recommends that a 22-foot channel be constructed in the lower Detroit River at a cost of \$6,670,000 to relieve the congestion at the Lime-Kiln Crossing. The figures are based on a report made by Col. C.E.L.B. Davis, United States Engineer, in this district. Gen. Mackenzie's



report also says that a 25-foot channel all through the lake system would cost at least \$27,000,000; that he doesn't believe it should be undertaken until it is shown that a 20-foot channel will not serve the purpose.

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December 21, 1906

A fleet of 48 downbound vessels was held up at the Soo because the channel was blocked with ice. Powerful tugs were put on and cleared the channel.

Among the sailors who have come home for the winter we notice the following:-Str. *Pope*:-J.J. Brown, Michael Mahon. Str. *Holmes*:-Herman Cornwall, Norman Boxall, Albert Colborne, Alphonse Cote. Str. *Saturn*:-Capt. F. Laframboise. Str. *Peck*:-Capt. Walter Lawler. Str. *Edburn*:-Walter Henley. Str. *Wm. Fitzgerald*:-G. Reaume.

The advent of cold weather decided the dredgemen to pull up stakes and make for Detroit Sunday morning. The different craft will go into winter quarters there and undergo repairs before spring opens. Most of the tugs are being laid up at Gordon slip. Capt. Mains, the Sunny Jim of the Dunbar & Sullivan fleet, and Capt. Thos. Patterson, the philosopher sailor of the lower Detroit River, made tracks for Buffalo, where they will be looked after by their wives for the winter months.

The steamer *James Laughlin* was the first steamer to use the new channel on the west side of the Lime-Kiln Crossing. The big steamer was piloted through by the courtesy of Dunbar & Sullivan Dredging Co., who loaned the tug *Shaugraun*, Capt. Mains. The captain jerked the big steamer through without touching a pebble and thought nothing of the feat. The new channel is 305 feet wide and 21 feet deep. It will not be formally opened to navigation until next year.

The steam barge *Milwaukee* was held up by the fog at the Lime-Kiln Crossing for 48 hours and only released at 4 a.m. Saturday after the strenuous work of diver Joseph Campbell. The *Milwaukee* got foul of the anchor chain of the *Aurora*, which burned at the crossing a year ago. The anchor had not before been located. The chain was so tangled about the *Milwaukee*'s wheel that nothing could be done to release the steamer until the chain was cut away. Friday noon Campbell went down armed with a hacksaw. For 15 hours he struggled with the thick chain until at 3 a.m. he completed the job of sawing it apart.

Dunbar & Sullivan's derrick scow was sunk by the steamer *Milwaukee* at the Lime-Kiln last week. The scow was being used by the divers when the steamer swung round and tore its side out and she sank on the east bank just abreast of the south lightship. It's up to the Dunbar & Sullivan Co. to remove the wreck and the

underwriters to replace her.

The large steamer *Monarch* of the Northern Navigation Co. foundered early Monday morning of last week off Isle Royale, Lake Superior, in the heavy storm. The crew and forty passengers were all taken off on ice-clad rocks, suffering greatly from the cold for 24 hours before being rescued. The vessel will be a total loss. She had been in command of Capt. Ed. Robertson since 1899, when she came out.

All aids to navigation in the Detroit River and Lake Erie have been brought in and navigation through the lakes for this season is formally ended, though the str. *J.H. Sheadle* has cleared from Buffalo for Detroit and is expected up today. The Hackett Wrecking Co. is keeping one of its tugs in commission to escort her up the river from Bar Point. The barge *Melbourne* is loading coal at Huron for the Pittsburgh Coal Co. and will be brought here if ice conditions permit.

On Tuesday President Livingstone of the Lake Carriers' Association sent the tug *D'Alton McCarthy* and brought in the lighthouse keepers, Wm. Manson, E.J. Goulin and Louis Langlois from the Pelee Passage Lighthouse; John Manson from Colchester Lighthouse; and Walter Manson, who has been attending the lights on the sunken steamer *Armenia*. The tug also brought in the Bar Point gas buoy and Bar Point Lighthouse [lightship] and keepers and the keepers of Detroit River light. All lights are out.

During the past season nearly 38,000,000 tons of ore was moved in the lakes. Freight money paid for carrying freight for iron ore, coal, grain and lumber is estimated at \$61,000,000. Some of the smaller wooden boats cleared 30 per cent.

Divers made an examination of the waterworks intake pipe Thursday of last week and found that when the str. *Laughlin* butted in there, she unsocketed the two outer lengths of pipe and that allowed the inflow of fish, weeds and debris that were removed from the well after the accident. The Fire, Water and Light Committee engaged the *City of Mt. Clemens*, Capt. J.S. McQueen, and repair work commenced yesterday (Thursday) morning. The cost of putting the pipe in shape again will be charged up to the Underwriters' Association, as the captain of the *Laughlin* was warned not to run his vessel near the waterworks dock.

The wrecking companies have both laid up their wrecking outfits. The Great Lakes tug *Brockway* went to Cleveland Tuesday with the lightship *Kewaunee*, which will be overhauled, and the marine ambulance *T.F. Newman*, laid up in Detroit. The Hacketts laid the lighter *Hammond* up at Callam's Bay and the tug *Home Rule* and str. *J.E. Mills* at Falls Bros.' dock.

Forty-nine vessels, valued at \$1,072,000, passed out of existence on the



Great Lakes during the season of navigation just closed. The aggregate tonnage of these vessels was 43,522, indicating a carrying capacity of about 75,000 tons each trip. Their average age was 25 years and five months. Unlike 1905, the season shows that steel vessels have been fortunate so far as total losses go. But four of the forty-nine are of that class. There were 534 casualties of all kinds reported in the marine insurance bulletin. Last year the number of casualties reported was 740 and in 1904 there were 430. In 1903 they numbered 522 and in 1902 they numbered 562. As usual, Lake Erie leads with 137 casualties, Lake Michigan came next with 83. Lake Superior reported 71, Lake Huron 63, Soo Passage 56, Detroit and St. Clair Rivers 105 and Lake Ontario 19. Divided by causes, the accidents were aground in harbors or channels, 138; stranded, 124; disabled or leaking, 116; collisions, 112; foundered, 25 and fire, 19. A large number of vessels going aground in the Soo Passage and Detroit and St. Clair Rivers. At the Lime-Kiln Crossing at this point in Detroit River twenty ships came to grief. Nearly all of them were large steel steamers and the losses are estimated above \$350,000 at this one spot alone. There were several collisions right at the crossing and it was only by good luck, it is claimed by vesselmen, that some ship was not sunk across the channel, placing an embargo for days upon the entire lake commerce.

Capt. Geo. W. Honner of the str. *W.A. Rogers* has been suspended for four months from December 14th by Steamboat Inspectors Stewart and Van Liew of Port Huron for violation of a rule forbidding the passing of two vessels in the St. Clair Canal.

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December 28, 1906

Peter Laird arrived home from Sandusky Friday night after laying up the drill there.

Philo S. Foster who has been steward on the *Henry C. Fricks* the past season returned home Sunday.

There is a feeling among the Lake Carriers that the new channel in the Detroit River at the Lime-Kiln Crossing and the third lock at the American Soo will alike receive favorable action at the hands of the present United States Congress. Engineers estimate that the new channel will cost about \$6,500,000 and the new lock an equal amount, making \$13,000,000 or more which is needed for these two improvements.

The Shipmasters' Ball, the greatest society event among marine men, will be held in Detroit on January 10th.

During the season of navigation just closed 836 vessels arrived and 854 departed at the port of Fort William. Last year 672 vessels arrived. A trifle more than 2,090,000 tons of freight of all kinds was received during the season and about 2,135,000 tons forwarded. The official statement has not been given out, but it is conservatively estimated the tonnage received was 60 per cent greater than that of 1905.

The Canadian Shipbuilding Co., whose plant is at Bridgeburg, Ont., on the Niagara River opposite Buffalo, has purchased an additional 176 acres of land, giving the concern a tract of 600 acres. Many rumors are afloat as to the company's reasons for acquiring so much property. One report is that 600 shipbuilders will be brought over from the Clyde to work in the yards and that they will form a settlement of their own.

The 1906 season of navigation, which has just closed, has cost 137 lives and over \$2,000,000 in money. There have been but two or three big storms, that of Nov. 22nd proving the most disastrous, in which 41 lives were lost, including the *Jones* in Georgian Bay and *Resolute* off Toronto. Two or three days before, the Canadian steamers *Theano* and *Strathmore* were wrecked in Lake Superior. Canadian boats especially have suffered this year, the steamer *Monarch* of the Northern Navigation Company completing a remarkable run of mishaps to Canadian vessels, which started early in the season, when on May 30th the *Erin* was run down and cut in two in the St. Clair River by the steamer *Cowle* and five of the *Erin's* crew were drowned.

During a big storm on Lake Erie in November the gas buoy at Grubb's Reef was either carried away by the waves or torn from its moorings by a vessel. It was reported floating on the lake by a passing craft and the Canadian Government engaged Capt. McQueen to go in search of it with the str. *City of Mt. Clemens*. He cruised the north shore as far as Long Point but without success. Friday night the Marine Department wired him that the buoy was ashore at Gerard, a little place on the Pennsylvania coast, some 16 miles from Erie, and asked him to go and get it. However, the negotiation fell through and it is likely the buoy will remain there until spring.

After discharging a cargo of coal here last week, the steamer *McLouth* made for Marine City. She got as far as the Old Club, St. Clair Flats, and has been into all sorts of trouble since. The ferry steamers *Pleasure* and *Promise* are both struggling to get her up the river, which is packed full of slush ice, and she may have to winter where she is. The *McLouth* was formerly the *Rochester* and it is the

owners' intention to rebuild her this winter.

William Pizer spent Christmas Day with his parents in town, while on his way to Buffalo to keep ship on the str. *Adams* the balance of the winter.

Jud Smith, who fell into the marine ambulance *T.F. Newman's* hold a few weeks ago, is still very sore and is able to sit up only a few hours each day.

A special service for sailors will be held in the A.M.E.<sup>26</sup> church next Sunday evening by the pastor, Rev. I.F. Williams. A cordial invitation is extended to everybody.

John A. Foster of the str. *Minch*; John A. Foster Jr. of the str. *John B. Cowle*; Mr. and Mrs. Alfred Bell of the str. *John Blonde*; Smith Foster of the str. *Frick*; Leroy McCurdy of the *LaSalle*; and George McCurdy Jr. of the *Harvard* are all home.

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<sup>26</sup> African Methodist Episcopal

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*Indexed by Jennifer MacLeod*

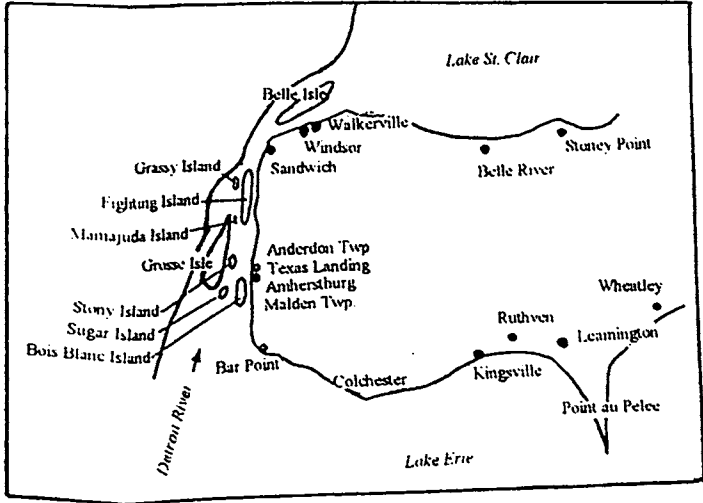


## Glossary

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

- covering boards** short, flat planks fitted flush to the outer edge of the deck between the timberheads (hull frame tops) and stanchions, sometimes thicker than the deck planking.
- crosshead** a large, hinge-like fitting on a steam engine that joins together the piston rod and connecting rod to allow the vertical motion of the piston rod to translate itself to the rotating motion of the crank shaft by way of the connecting rod.
- deadwood** located at the sternmost part of the keel, those timbers that give strength to where the keel and sternpost are joined.
- draft/draught** the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.
- fore and after** refers to a type of schooner with two masts. **Three and after**, three masts, etc.
- keelson** the keel of a vessel was often strengthened inside the hull by additional timbers or straps of steel called keelsons, running lengthwise and fastened to the keel.
- knighthead** two heavy timbers built vertically deep into the bow to hold the bowsprit from slipping sideways.
- leadline** (pronounced *led*); a lightweight line marked off in fathom (6 feet) increments with a lead weight attached to the end for heaving overboard and "sounding" the bottom for depth of water.
- lightship** a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. They were anchored in one position at the beginning of the season and were recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.

- oakum** material used to caulk or fill the seams between the hull planks with water tightness of the hull.
- propeller** refers to a steam-powered vessel driven by a propeller.
- rabbit** a small propeller steamer with all cabins and machinery situated aft.
- range lights** a pair of tall structures with lights or beacons placed on top, arranged in line with the end of a channel so that a ship keeping these two light towers exactly one in front of the other will be able to navigate within a narrow channel without straying outside the channel and running aground.
- schooner** refers to a specific type of sailing craft having two or more masts.
- scow** a flat-bottomed vessel of shallow draft. Schooner were often designed with a flat bottom to reach into a shallow port (**schooner-scow**).
- spiles** most likely refers to the dock pilings which were timbers driven vertically into the riverbed close to the wharf for protection to the wharf.
- steam barge** a large, steam-powered hull designed to carry loose cargoes (grain, stone, etc.). Both rabbits and bulk freighters are sometimes referred to by this term.
- steamer** originally referred to a steam-powered vessel driven by side-wheels. In the latter part of the 19th century the distinction became blurred, as there were more propeller vessels being built than side-wheeler types. The term applies to both freighters and passenger carriers.
- wheel** usually refers to a ship's propeller and occasionally the paddle-wheel of a side-wheeler.



- ① Wallaceburg
- ② Dresden
- ③ Chatham
- ④ Middle Sister Island
- ⑤ Put-in-Bay
- ⑥ Kelley's Island