



Echo **SOUNDINGS**

MARINE NEWS OF 1913-1914

Excerpts from the
Amherstburg Echo

Volume X
2007



A publication of the Marsh Historical Collection
Amherstburg, Ontario



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The Marsh Collection wishes to thank Fort Malden National Historic Site of Canada for allowing us to reproduce photographs for this book.

Introduction

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

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

A large part of the Marsh Collection is books, files and photographs relating to the marine history of Amherstburg and the Great Lakes system. These items form the nucleus of a future marine museum. The *Amherstburg Echo* and Bowes Publishers Ltd. have graciously allowed us to reprint the "Marine News" columns and other relevant articles which appeared regularly in the newspaper from its first issue in November, 1874. The *Echo* is still in publication today, having operated continuously for 133 years, and occupies the building constructed for the *Echo* in 1915.

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.

January 10, 1913

Capt. A.J. Bonah, captain of the tug *Fisher*, was fined \$100 by Magistrate Leggatt in Windsor police court Friday morning for disobeying the orders of Harbormaster Goodchild. The tug was towing a barge near the Livingstone Channel. The harbormaster ordered Capt. Bonah to slow down, but instead he gave full steam ahead. An appeal will be made.

For 100 years the Government light at Isle Royale, Michigan, has been in charge of the same family. L. Malone, the present keeper, represents the third generation of Malones who have had charge of the lighthouse at the island, which is considered one of the most important stations on fresh water. His grandfather, Peter Malone, was the original keeper of the light and was succeeded by the present incumbent's father, J.H. Malone, who remained in the service for 40 years. For a man so young, Mr. Malone, the present keeper, has an interesting and commendable record as keeper of the station. Five years ago he rowed 14 miles to the rescue of the almost drowning crew of the steamer *Rogers*, which was shoved on the reefs by a fierce gale. The crew, numbering 26, was saved. His leisure exploits along the shore near his home have also been notable. At one time he saved brother and sister Alice and John Johnson from drowning when they were ready to give up. The boy had been swimming and had become exhausted. His sister sought to save him and sank. Malone dived in and saved the two. The heroic record of the three generations of Malones has been the subject of years of gossip on the Great Lakes. The Malone family's record reads like a page from the history of the Hackett family, who have been in charge of Bois Blanc Lighthouse since 1837.

The report of the committee of masters of Lake Carriers' vessels appointed to consider aids to navigation has been considered and deals mostly with the lower Detroit River. Among the recommendations are: Detroit River gas buoys on downbound channel at Bar Point should be changed from a quick flash to a fixed light. Gas buoys on upbound channel at Bar Point should be changed from a quick flash to a longer flash. They strongly object to any lights being removed, either from the up- or downbound channel below Bar Point, as suggested by the Lighthouse Department. That the lighting of Livingstone Channel should be with acetylene gas buoys or acetylene crib lights with fixed lights and a buoy spaced not more than one-quarter of a mile apart. The cut channel should be lighted the same as the West Neebish cut in the Soo River. The south lightship should be moved from the Lime-Kiln Crossing to the west side of the intersection. This lightship should carry a cluster of white and red lights on one spar 25 feet above water. That a patrol boat be established to patrol the Livingstone Channel to see that the lights are always in order and that no vessels are blocking the channel. This also applies to the Soo River, where the lights have not been properly attended this last year. Consensus of opinion is that a dyke should be built across from the lower east end of rock cut to the head of Bois Blanc Island, with an opening of 300 feet, 12 feet deep, in the middle of same to stop the heavy cross-current which prevails below the rock cut. This committee believes that the east channel in Ballard's Reef could be done away with as far as light freight steamers are concerned, but it would be a good channel for all passenger boats. That a channel be cut through at Fighting Island so that there will be a two-way channel at this point.

Capt. Thomas Hanley, who has been superintendent of the Sullivan drillboats for years, has signed up with the C.H. Starke Dredge & Dock Co. and will go to Milwaukee shortly to oversee the building of two modern 5-frame drillboats for that firm.

The steamer *Pleasure* of the D.B.I. & W. Ferry fleet brought down 50 thousand feet of dressed and rough lumber for the new Bois Blanc pavilion Tuesday. Capt. Nicholson, commodore of the fleet, was aboard.

January 17, 1913

Amherstburg had its first heavy ice jam in several years shortly before 3 o'clock Sunday morning when the ice, which was from six to eight inches thick, went on the rampage. Heavy ice piled up along the Canadian shore and along Bois Blanc Park, while a drillboat owned by M. Sullivan of Detroit broke away from her mooring and was carried by the ice almost into Lake Erie. A tug went to its rescue and after hard work brought the drillboat back to Amherstburg. The drillboat *Destroyer*, also of the Sullivan fleet, broke loose and crashed into the dredge *Gladiator*. The waterworks dock has been badly damaged by the heavy ice floes. The Pittsburgh Coal fueling steamer *Snowden* sprang a leak at her dock at the lower end of Bois Blanc Park. The boat is not in serious shape.

M. Sullivan was in town Friday arranging to have his dredge fleet removed from its exposed position at the ferry dock and laid up farther down the river.

Capt. and Mrs. Ed. Burns have gone to Fort William to keep ship on the steamer *J.K. Dimmick*, formerly the steamer *Admiral*, on which he sailed all last season as mate.

Capt. Thomas J. Cooper, mate on the wrecker *Favorite* all season, left Sunday night for Chicago, Ill., where he will be a witness before the inspectors in a tugboat collision which he witnessed when on the job of raising the tug *Fields*¹ in Chicago harbor.

John Fraser has started operations on his new dredge, which is to be 86 feet long, 24 feet beam and 8 feet deep. A big gang of men are employed and several carloads of timber 86 feet long are on the ground. Fred. Jubenville is superintendent of work and their shipyard is on the town property below the U.S. warerooms near the mill.

January 24, 1913

Although the annual report of Lieut.-Col. M.M. Patrick, U.S. Engineer in charge of Detroit district, on amount of tonnage passing through the Detroit River during the last season has not yet been compiled, it is estimated that it will approximate 100,000,000 tons, valued at close to \$900,000,000. This estimate is based by the officials of the U.S. Engineers' office on the fact that during the 1911 season the total tonnage passing Detroit was 66,951,231, valued at \$745,167,201. Lake trade in 1911 was far below the standard of the two previous years. Nearly every freight vessel on the Great Lakes was in commission this year and the season of navigation did not close until late.

Capt. James Jarmin is in Toronto this week on business in connection with the Boone Dredging Co.

The tug *Shaugraun* came down on Saturday from Detroit and went into winter quarters at Gordon after a ten-month season, the longest on record. This is the last of Dunbar & Sullivan's fleet to lay up until spring.

A large gas generator has arrived from the Department of Marine and Fisheries, Ottawa, to be used in connection with filling the gas buoys on the lower Detroit River.

Ralph Harris, ex-reeve [of Pelee Island], who is on the mainland securing stock in the new boat, has been laid up in dry-dock at Windsor for a week with a severe attack of grippe.

Navigation between [Pelee] Island and mainland during the winter season has its perils, as every trip the weather is a fickle jade and cannot be depended on overnight. One day last week, Guy McCormick and John Lidwill went over to Point Pelee to get a couple of male teachers. They secured their freight all right and started on the return trip under a fair sky. An inopportune fog and rain set in, however, and, losing their course, they drifted all night, waiting for daylight to enable them to strike a course that brought them home. It was a novel experience for the teachers, nothing new for the other seasoned salts.

After drifting among the ice floes of Lake Erie for half a day when a gasoline boat from Pelee Island to the mainland broke down, a party of Pelee Island men were rescued by a party under Captain T. Wilkinson of the life-saving station early Saturday morning. When the boat failed to arrive at Leamington

¹ William A. Fields

Friday afternoon, fears were aroused and Captain Wilkinson, who was notified late at night, procured a launch and started out with his crew in search of the missing boat. He picked up the passengers about 3:30 in the morning. Among the passengers were Henry Stewart; Logan Napier; Jacob Rinkel; H. Woolley, oil driller; Dr. Charles Bell; and Capt. Star McCormick, owner of the boat. Members of the party were suffering severely from exposure. The boat broke her shaft by striking a cake of ice.

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February 7, 1913

Before the last cold snap, A.H. Vogel of the Starke Dredge & Dock Co. was in Detroit last week to see about repairs that are being made to the plant of that company. "We may as well have been working on our dredging contract at the lower end of Ballard's Reef all winter for all the interference that has been caused by ice," said Mr. Vogel. Work on the contract will be commenced early in the spring in an attempt to complete it this coming season.

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February 14, 1913

Speaking at the annual dinner of the Dominion Marine Association at Ottawa, Hon. Mr. Cochrane, Minister of Railway and Canals, intimated that the lock gates of the new Welland Canal would be 30 feet in depth, in order to provide for the development of traffic on the Great Lakes. The depth of the canal for the present will be the same as for the American locks at the Sault; ie, 24½ feet, but the new canal will be so constructed that at any time, when the locks on both sides of the St. Mary's River are deepened to 30 feet, the new Welland Canal can be dredged to the same depth.

Tug Trust Dissolved.—The U.S. Circuit Court at Cincinnati has decreed the dissolving of the Great Lakes Towing Co. as a monopoly in control of the towing business of the 14 principal ports of the Great Lakes. The decree denounces the methods of the company, deciding that in driving out of business the numerous independent tug companies which were in active competition prior to 1899, when the company was formed², it directly violated the Sherman Anti-Trust Law. The evidence in the case is cited as showing that the towing "trust" controlled 95 per cent of the towing business of the Great Lakes. The suit asking the dissolution of the Great Lakes Towing Co. was filed at Cincinnati by Wm. L. Day, then U.S. District Attorney, now Federal Judge of this district, on June 18th, 1910. B.C. Miller, clerk of the Federal Court at Cleveland, as special master, subsequently held hearings for the taking of testimony in almost every port on the lakes. The decree recites that letters of the towing company officials to its agents in various ports not only suggested to them the cutting of rates, but in some instances suggested the bribery of port officials, it being suggested that the "grease" would be furnished by the main office. The company is given 30 days in which to suggest to the court the means of dissolution and complete elimination of present and past practices.

William England, engineer of the steamer *Mt. Clemens* and one of the best-known tug engineers on the lower lakes for forty years, died suddenly at this home in Toledo Sunday about 1:30 p.m. Mr. England had been in failing health since last summer and during the winter grew worse, suffering much pain at times. That morning his physician called and gave him medicine to relieve the pain and he was up

² The *Echo* of August 25, 1899 reports that "the organization of the Great Lakes Towing Co. was completed at Cleveland on Tuesday and all of the tugs purchased by the company will be operated by its officers from that day. The Dunham Line at Chicago, the two Toledo lines and the Milwaukee fleet are not in as yet. T.F. Newman is president and treasurer and James Davidson is vice-president." The list of founding stockholders includes many names which readers of *Soundings* will recognize: Harry Coulby, A.S. Chisholm, Henry G. Dalton, James S. Dunham, Gen. G.A. Garretson, Will S. Halle, Daniel R. Hanna, Leonard C. Hanna, James A. Hoyt, Robert L. Ireland, Samuel Mather, William G. Mather, T.F. Newman, James R. Sinclair, John D. Rockefeller, L.P. Smith, Henry Steinbrenner, Sophia Steinbrenner, J.E. Upson, Jephtha H. Wade and A.B. Wolvin. (Source: www.greatlaketowing.com. Since this website boasts that the company has been in existence since July 7, 1899, over 100 years, obviously the decree described above was not carried out!)

and around the house till dinnertime. The end came very suddenly while he was sitting in his chair. Mr. England was a native of Amherstburg, his father being a British Pensioner who died in Amherstburg in 1864. There was a family of four: Ben, who resides in Detroit; Mrs. John McCormick, Windsor, deceased; and George, baker for the London Asylum, also deceased. The subject of this sketch was married in Amherstburg to Alfretta Churchill, who died some fifteen years ago, leaving him with three children: Cecil and Mary (Mrs. Norman Barlow) and Ethel, all now of Toledo. Mr. England first entered marine life as engineer, moving to Toledo about 35 years ago. Funeral services were held at the residence Tuesday afternoon and [the remains] were brought to Amherstburg Wednesday escorted by a guard of marine friends of the deceased.

Hearing of the suit for damages brought against the Buffalo and Susquehanna Steamship Co., Buffalo, owners of the vessel *Stephen M. Clement*, which collided with and sank the *Erwin L. Fisher* in Detroit River below Fighting Island about midnight March 4th, 1911, began Monday afternoon before Judge Tuttle in the Admiralty division of the United States District Court at Detroit. The heirs of W.W. Auhl of Lakewood, Ohio, engineer, who was drowned, and of the steward, Louis Sudgen, and Mrs. Sudgen, of Buffalo, who were also lost, are suing for \$10,000 in each instance, through P.C. Bosworth, New York. Owners of the *E.L. Fisher* claim damages to the extent of \$85,000 and owners of the cargo \$40,000. It is sought to prove that the accident occurred owing to the upbound boat trying to cross the bow of the *Clement*.

Efforts to reduce working time from 12 and 13 hours to eight hours a day will be made by representatives of five organizations of marine workers affiliated with the International Longshoremen's Association, who opened a conference with a committee of the Dredge Owners' Association in Detroit Tuesday afternoon. Under the present system the working day for members of the marine organizations employed on dredge work is said to be 12 hours, while members working on tugs about Chicago are said to be kept on duty 13 hours. Among those participating in the conference are Emil Hebert, vice-president of the International Dredge Workers' Protective Association, and Robert Kett, secretary of the Submarine Drill Workers' Association of the Great Lakes.

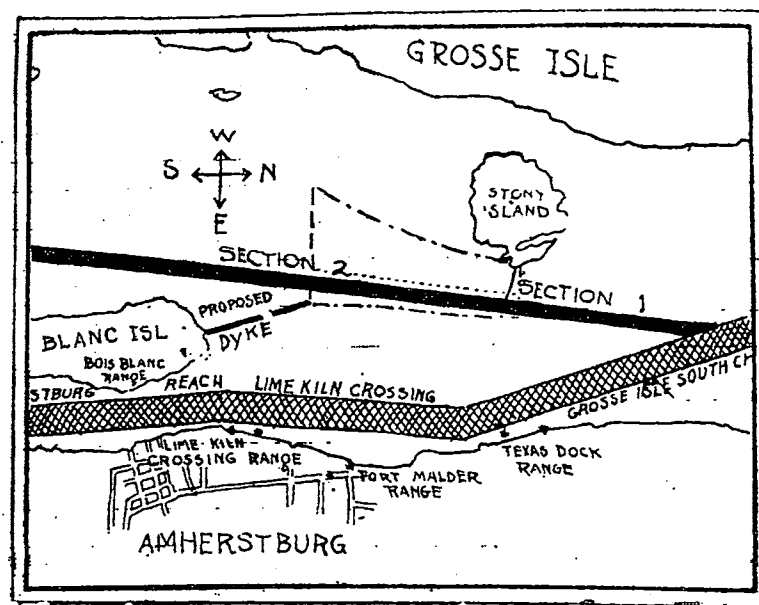
What is said to have been one of the quickest decisions arrived at in the Admiralty division of the United States District Court in 20 years was given by Judge Tuttle Thursday afternoon in Detroit, when at the conclusion to argument by counsel, he held that the *Stephen M. Clement* was not responsible for the collision with the *Erwin L. Fisher* in Detroit River at midnight, March 4th, 1911, and that the *Fisher* was at fault. An appeal has been entered.

Passengers riding between Detroit, Port Huron and intermediate points on steamers of the White Star Line will pay a slightly higher rate of fare during the coming season than has heretofore been in effect. For most of the points along the route from Detroit, the advance will amount to 10 cents, while in the case of round trip tickets for Port Huron, limited to use on day of issue, the increase in fare will be 25 cents, the new rate being \$1.25, against \$1 heretofore. No change will be made in the rate of fare for transportation from Detroit to Toledo.

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February 21, 1913

**Thorough investigation at Detroit by Highest Tribunal on Continent to settle International boundary waters questions--All agree that cross-currents are not strong enough to be menace to navigation--1200 boats have passed through without accident, while the Lime Kiln and Ballard's Reef nearby had numerous accidents.--Evidence showed Amherstburg water would be further contaminated--Dam not actually necessary--All concede other ways of conserving depth of water and stopping cross-currents--Health comes before property interests--Mariners admit they were more scared than hurt--Wm. Livingstone butts in with request to submit a paper--Decision to be given in April.--**The International Joint Commission held a public meeting in the Federal building in Detroit,

## THE BOIS BLANC DAM



The heavy black line shows the 300-foot Livingstone channel. The barred line shows the old Lime Kiln channel. The dash and dot outline shows the area of the cofferdam. The small dotted line above the black line inside the cofferdam shows the 150-foot additional widening. The proposed Bois Blanc dyke is indicated in the map running from Bois Blanc to the dyke, which is over 3,000 feet in length.

commencing Monday at 10:30 a.m., to consider certain questions referred to the Commission by the Governments of the United States and Canada, relating to a proposal to construct a dyke in the vicinity of Bois Blanc Island in connection with the Livingstone Channel. The hearing of evidence occupied the attention of the Commission until Wednesday evening and it will be April before any decision is arrived at.

The members of the International Commission are T. Chase Casgrain, Montreal, chairman of the Canadian section; H.A. Powell, St. John, N.B.; Charles A. Magrath, Ottawa; James A. Tawney, ex-Congressman, Minnesota, chairman United States section; General Frank S. Streeter of Concord, N.H.; ex-Senator George Turner of the State of Washington. Mr. Tawney presided.

W.R. White of Pembroke and T.R.E. McInnes, Ottawa, represented the Dominion Government; George Lynch Staunton of Hamilton represented the Ontario Board of Health; Francis King, Kingston, represented the Canadian shipping interests; R.T. Strickland, the United States Department of Justice; F.A. Hough, the Town of Amherstburg; J.H. Rodd, the Township of Malden; F.D. Davis, the County of Essex; A.R. Bartlet, the ferry company's interests at Bois Blanc; and there were also present Dr. C.A. Hodgetts, medical advisor, and Dr. White, engineer, of the Conservation Commission; Dr. J.W. McCullough, Chief Medical Health Officer for the Province; Dr. J.A. Amyot of Toronto, Provincial bacteriologist; F.A. Dallyn, engineer in connection with the Provincial Health Department.

In short, this is the "Dam" question, the details of which everyone in this part of the country is familiar with, as the proposition in all its many phases has been published time and again in the *Echo*, so that even the small boy on the street is familiar with the reasons advanced for undertaking the proposal in the first place by the U.S. War Department engineers, and the prompt and vigorous objections lodged against the proposal by the citizens of Amherstburg and adjoining municipalities, who saw in the work a menace to the health of the people here by reason of a diversion of sewage from Detroit, Windsor and other places up the river to our intake pipe, which now naturally flows westward of Bois Blanc; a menace to our natural harbor conditions by reason of increased currents; a menace to our wharves and docks by the diversion of all the ice from above, part of which now divides at Bois Blanc point and flows on the west side; not to speak of destroying the beautiful scenery of nature's beauty spot and interfering with the rights of owners of small pleasure craft, and the rights of Canadian citizens generally. A number of counter-

suggestions were made, viz., that the same results could be obtained by placing the dyke elsewhere - extending the west spoil pile southward; building a dam across the Trenton Channel; throwing out a wing from the upper end of the Livingstone Channel.

The proposition, which at first was treated rather lightly, grew in proportion to the objections launched and finally became of international importance, and failing settlement any other way, owing to the obstinacy of the U.S. War Department, was referred to the International Joint Commission, a body created by concurrent legislation passed by Great Britain and the United States, and assented to by Canada in January, 1909; a commission whose organization was designed to settle international waterways disputes between Canada and the United States and to deal with the pollution of boundary waters. The Act creating this international tribunal provides the right of the inhabitants of the two countries to appear and make application for the approval by this international tribunal of contemplated projects for the use of these boundary waters, affording also to those on the other side of the line, affected injuriously or otherwise by such proposed use, the right to appear and be heard with reference to such proposed approval.

To acquaint themselves with the actual conditions in the locality where the dispute arose, the Commission paid a visit to the lower Detroit River on December 3rd last, and were accompanied over the work by a strong and representative delegation from Amherstburg, which seized the opportunity of emphasizing their objections and also presenting petitions containing nearly 1500 names of persons residing in Amherstburg, Malden and Anderdon, and a memorial from the County of Essex against the proposal. Their representations were courteously received and the various members of the Commission seemed anxious to learn everything in connection with the work going on here. It was arranged later to hold a meeting at Detroit in February to hear evidence and thrash out the whole matter.

The meeting in Detroit was a perfectly harmonious and agreeable one and was the result of determination on the part of both countries involved to settle their neighborly disputes in a neighborly fashion.

Testimony of four witnesses, three for the United States and one for the Dominion of Canada, was taken at Monday's hearing: Lieut.-Col. Mason L. Patrick, in charge of work of Detroit district; Charles Y. Dixon and Harry Hodgman, engineer in charge and his assistant, of Amherstburg; and Capt. W.H. Wright of Toronto. The three engineers testified as to no extra pollution caused by a dam; to the ice flow; while Capt. Wright stated he had successfully navigated the channel but didn't like the flickering lights.

Tuesday, William Livingstone, president of the Lake Carriers' Association, supported by Capt. Brown and Capt. West, gave evidence as to cross-currents. W.J. Stewart, hydrographer of Canada, testified Tuesday he did not believe the dam necessary to stop the cross-current in the Livingstone Channel and that it would be better to erect compensatory works as proposed at Niagara Falls and various other points along the chain of lakes, and check the "unauthorized" flow of 3000 feet of water per second through the Chicago drainage canal. This would restore the water to its usual level at Lime-Kilns. Lieut.-Col. H.J. Lamb of Windsor, district engineer of the Department of Public Works of Canada, said his computations in the main agreed with those of Mr. Stewart. Capt. Duncan Nicholson and Walter E. Campbell of the Detroit & Windsor Ferry Co. said they feared the dam would make a cross-current in the Amherstburg Channel that would prevent them from landing passengers. Capt. John Williams, master of the steamer *W.D. Matthews*, and Capt. George Pearson of the steamer *Emperor* testified that they had no difficulty with the cross-current through Livingstone Channel. Dr. C.A. Hodgetts, medical advisor of the Conservation Commission of Canada, testified the dam might cause the polluted water from the River Canard to pass directly by the Amherstburg waterworks intake and increase typhoid fever. He said Amherstburg suffered for the sins of omission and commission of Detroit, Windsor and other towns farther up the river. He would consider the proposed dike a menace to the health of the Amherstburg people. Capt. W.A. Brown, Capt. Bailey and Capt. S.C. Allen had navigated the channel without difficulty, but thought that a bank thrown up on the west side would be a guide to them in case of fog.

On Wednesday the witnesses were Capt. Fred. Trotter of Amherstburg; Capt. John Dempstead of the steamer *Columbia*; E.A. Patton of Malden; Dr. W. Fred Park, mayor of Amherstburg; F.A. Dallyn,

engineer of the Provincial Board of Health; and Dr. John A. Amyot, director of the Board's laboratory, who argued that the dyke would seriously affect the health of the residents of Amherstburg by diverting sewage-polluted water into the section of the river from which the town's waterworks draws its supply.

A protest signed by several hundred residents of Amherstburg, Malden and Anderdon was presented by F.A. Hough, counsel for the town, who argued that construction of the dyke would tend to produce ice jams which would damage docks and vessels moored at Amherstburg. He insisted that necessity for the dyke had not been proved and declared it would create cross-currents that would make Amherstburg Channel dangerous. Mr. Hough summed up the arguments against the dyke in a masterly manner and presented them so clearly and forcibly that the members of the Commission were visibly impressed. In the attitude and argument of counsel for the Canadian Government, emphasis was laid on the importance of making final settlement of the problem of diversion from the lakes at Chicago, before undertaking to determine the necessity for compensating works in lower Detroit River. This contention was argued by R.M. White, K.C., and C.S. McInnes, K.C., for Canada, and by counsel representing other Canadian interests, including Francis King, counsel for the Dominion Marine Association. The point was raised that until a compensating works in the lakes had been decided on, it would be unwise to build a dyke in Detroit River. It was noticeable that in his address, the counsel for the U.S government didn't contradict any of the points brought out by the Canadian representatives.

After all the evidence is in, it must be admitted that there wasn't one proof submitted that the Livingstone Channel is dangerous, except in the imagination of some captains who surmise that things might happen. Nothing has happened in that cut, while in other parts of the river accidents occurred during the season which cost thousands of dollars. The only man inclined to have strong views on the question was William Livingstone, and he admitted that if a bigger scheme was being worked out, he would be in favor of postponing action. They all agreed that if the amount of water for the Chicago drainage canal were limited to where it should be, it would raise the water in Detroit River 2½ inches. There was not a captain appearing on the stand but who had gone through the channel safely, and there were over 1200 boats [that] had the same experience. Every witness was for widening the channel to 450 feet, at least, all the way through. In summing up the evidence, every one of the counsel concluded that the results asked for - conservation of water and the prevention of cross-currents - could be obtained by a big scheme in which limiting the water in the Chicago drainage canal cut an important figure.

George Lynch Staunton, counsel for the Ontario Board of Health, was very outspoken in his reference to health coming before property. He declared that during the past few years the law had been completely reversed in this respect, and now the rights of health are placed before those of property in every respect. If the proposed dyke were built it would be in the Province of Ontario and, as it was conclusively proven that it would damage the health of Amherstburg citizens by the diversion of sewage to their water supply, the Province would have the right to remove it under the Act.

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February 28, 1913

It is reported that as a result of the change in the control of the Richelieu & Ontario Navigation Company at the annual meeting held last week, the establishment of a through direct route from Liverpool to Port Arthur and Fort William is an immediate possibility.

No action is to be taken by the Joint Waterways Commission regarding the dyke in the Livingstone Channel until the effect of the Chicago drainage canal on the lake levels has been determined.

A large number of men are employed on Bois Blanc, reducing the boulders with dynamite. The explosions remind one of the river blasting and are heard for miles. Tuesday the ferry steamer *Victoria* opened lower river navigation by running through the ice to Bois Blanc with a load of lumber for the new pavilion.

The new dock built for the Canadian Marine Department has been completed and the foreman and carpenters who were employed on same have returned to Ottawa.

E. Woods & Son have rigged up a temporary sawmill on their dock property and are working

overtime getting out timber which the dredge companies will require for fitting out in the spring.

Special Notice.-All members of the L.T.P.A.³ and all members of the Tug Firemen, Dredge Workers and Engineers and Cranesmen Association are requested to attend a very special joint meeting to be held in the International Rock Drillers' hall (or Parish Hall), Amherstburg, this (Friday) evening, February 28th, commencing at 7:30. By order of International Conference. Robert Kett.

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*March 7, 1913*

**THE DAM HELD UP.**-The probability that the International Joint Commission, which is charged by treaty with an investigation of all disputes arising out of questions relating to boundary waters between the United States and Canada, will take notice of the diversion of water from Lake Michigan by the sanitary canal at Chicago<sup>4</sup>, is arousing considerable apprehension among Illinois congressmen. It has been contended that inasmuch as Lake Michigan is not a part of the boundary waters between United States and Canada, the commission is without jurisdiction, but recent meetings in Detroit have presented a new aspect to the situation. In the hearings in the proposed construction of a dyke or dam to improve the navigation of the Livingstone Channel, much evidence was placed before the commission relating to the effect of the sanitary canal at Chicago on the lake levels. The Canadians are confident that a case has been made which will compel the commission to act in the matter of diversion of water at Chicago. It developed at the hearings in Detroit that two projects are under consideration for the improvement of the Livingstone Channel. As an alternative of the dam or dyke, it is proposed that the channel be protected from the cross-currents by deepening and widening it. Should this be done, the level of St. Clair and Huron will be lowered, it is claimed. In this connection the Canadian interjected the criticism that should Chicago be prohibited from diverting large volumes of water from Lake Michigan the effect of the proposed Livingstone Channel improvements on the lake level would be minimized. Now the commission is being urged to hold the Livingstone Channel matter in abeyance until it makes a thorough investigation of the whole question of lake levels.

"The Ottawa Government is giving to Western Ontario long neglected harbors the attention they deserve."-*London Free Press*

The *Free Press*, being a "landlubber" may not know it, but the period during which the lake harbors were allowed to fall into decay ended about the year 1896. For instance, the Liberals gave Pelee Island two good docks; Leamington and Wheatley each substantial docks. They rebuilt the Kingsville harborworks, which they found in 1896 to have been allowed to decay. They rebuilt Colchester Reef Lighthouse, which was allowed to become dangerous; they constructed a modern and substantial new lighthouse on Middle Ground, Pelee Passage; they made Bois Blanc Light into a modern up-to-date one. They located a lightship at Southeast Shoal, marking one of the worst spots on Lake Erie; they lighted Detroit River with modern gas buoys. They built the new cement wharf at Colchester; provided for the purchase of property and building the marine dock and deepening the channel to 23 feet at Amherstburg. Also provided for Government buildings at Leamington, Essex, Tilbury and Kingsville.

John McLean has returned to town after spending the winter at his home in Troy, N.Y. He will fit out the Dunbar tugs.

Capt. William Grummond Harrow, who for the last 30 years had sailed on the Great Lakes and was well-known in marine circles, died at noon Monday at his home in Detroit after a month's illness.

U.S. Engineers made an examination of Ballard's Reef Monday and found the ice too thin for safety, which greatly disappointed about one hundred men who expected to get in two weeks' work ice

<sup>3</sup> Licensed Tugmen's Protective Assn.

<sup>4</sup> The Chicago Drainage Canal was constructed 1892-1900 to reverse the flow of the Chicago River to avoid depositing the city's sewage into Lake Michigan. It links the Chicago River to the Des Plaines River at Lockport, Illinois, and is 28 miles long and 24 feet deep. (Source: "Wikipedia, the free encyclopedia")



surveying before spring.

The last spell of cold weather knocked out the plans of the D. & C. Navigation Company to start a steamer to Cleveland on March 15th. It doesn't look as if navigation will open earlier than usual this year.

M. Sullivan has started a gang of men making repairs on his dredge. Dunbar's are also getting their fleet repaired at the old C.S. Ry. slip at Gordon.

The steamer *Pleasure* brought down a load of 37,000 feet of dressed lumber and a quantity of hardware for the new pavilion Tuesday. She encountered little difficulty with the ice.

Hugh Fulton had one of his ears badly cut in a fall he received by slipping on a plank leading to the dredge *Tipperary Boy*, on which he was working at Gordon. It was necessary to put in several stitches.

Capt. Charles Hackett is having the Detroit River buoy tug *Aldrich* overhauled. A large quantity of carbide arrived in cans this week from Prescott to be used in filling the buoys as soon as there is a sign of navigation opening.

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March 14, 1913

There is great activity along the docks, mostly all the tugs and other crafts being in the hands of painters and builders who are getting them in shape for the opening of navigation, which appears to be in sight.

The river is breaking up owing to the warm spell and the ice is beginning to move out lakeward. The tug *McCarthy* spent some strenuous hours Tuesday trying to make Bois Blanc, where she is carrying the gang of men employed on the pavilion. The ferry *Papoose* will be down next week to go on her regular route as supply boat.

The crew of the Canadian lightship *Falken* are in Detroit fitting the boat out for early opening of navigation. The *Falken* has been in dry-dock receiving an overhauling during the winter months. The Department of Marine and Fisheries has also let the contract for overhauling the lighter *Prescott* and the three small lightships at the Government dock at this port. The former Lime-Kiln lightships will be pulled out, recaulked and repainted, before being placed on duty somewhere on the river.

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March 21, 1913

**CAPT. LIVINGSTONE'S "LAST WORD" ON THE BOIS BLANC DAM.-Valuable as an Historical Document, but Brings Forth No New Arguments-Selfish and Unreasonable Stand by President of Lake Carriers-Property Rights of Vessel Interests Considered Before Health of Canadians-Libels Amherstburg's Water Works System and Healthy Location-Captain Takes Stand in Opposition to All Scientific Evidence and Still Contends That "Dam" is Absolutely Necessary at Head of Bois Blanc-He Actually Blames Amherstburg with Reducing the Carrying Capacity of the Vessels on the Lakes.**

Detroit, Mich., Mar. 7th, 1913.

Hon. James Tawney, Chairman,  
International Joint Commission,  
Washington, D.C.

Dear Sir,-On careful reflection, I have decided to introduce no new matters in the following statement, but simply, if possible, to bring out more clearly and forcibly the information covering the points that were introduced and discussed at the hearing of your Commission held in Detroit February 17th, 18th, 19th, 1913, on the question of building a remedial dam or dyke at the Livingstone Channel in Detroit River, and, in so doing, I think a brief recapitulation of the inception and growth of commerce on the Great Lakes will be of some value in connection with the subject.

In 1843 Senator Norvell, first senator from Michigan, introduced a Bill in the United States Senate to grant lands for the building of St. Mary's Canal. Henry Clay, the silver-tongued orator of Kentucky, one of the foremost statesmen of the nation, bitterly opposed the Bill, declaring that any money or grants made

for that purpose would be utterly wasted, and pronounced this great waterway beyond the farthest bounds of civilization, if not in the moon.

While statistics are necessarily dry, it is somewhat of a necessity to use some of them in showing or demonstrating the tremendous increase in the tonnage of the Great Lakes during the past fifty-seven years.

In 1855, fifty-seven years ago, the total tonnage of Lake Superior, not only in cargo but the ships that carried it as well, could be comfortably stowed away in the holds of many of the large steamers that have come into commission during these recent years and that are daily passing through the canal. The movement of freight to and from Lake Superior previous to the opening of the State Canal in 1855 was entirely by boat to Sault Ste. Marie, where the cargoes were unloaded, then taken across the portage, one mile in length, then reloaded aboard the boats. In 1851 about 12,600 tons passed over the tramway portage.

During the fifty-seven years the canals have been in commission, the yearly traffic has increased from the minimum of 14,503 tons to the enormous maximum in the year 1912 of 72,472,676 tons, of which 32,824,815 tons were carried through the United States canal and 39,647,861 tons through the Canadian canal. This movement is 10,109,458 tons greater than in 1910, the previous high record. This increase was almost as much as the entire tonnage which passed through the St. Mary's canals in 1892.

Twenty-two thousand, seven hundred and seventy-eight ships passed through the canals at Sault Ste. Marie in 1912. Of this number, 14,916 used the United States canal and 7862 used the Canadian canal. It will be seen that, while the number of vessels using the Canadian canal is only half the number using the American canal, yet the Canadian canal carried the greater portion of the freight. This is accounted for by reason of a greater draught of water available in the Canadian lock than in the American, although there are already a number of vessels on the lakes whose beam is too great to permit them to use the Canadian channel and this number is yearly increasing.

The tonnage which passed through Detroit River in the year 1912 was approximately 95,000,000 tons, which exceeds all previous records. Navigation was open from April 19th to December 16th, a period of 242 days. 25,238 vessels passed through the Lime-Kiln Crossing and 1227 vessels through the Livingstone Channel, making a total of 26,465 vessels. The Livingstone Channel, however, was only opened to navigation October 19th and vessels were not required to use it until November 10th. This is an average of one vessel every 13-1/6 minutes during the entire period of 242 days. Approximating the tonnage through Detroit River at 95,000,000 tons, the traffic would average 272 tons during every minute of the 24 hours of every day during the entire season of navigation.

As showing the enormous growth of the tonnage of the lakes during recent years, it may not be amiss to state that it was not until 1892 that the tonnage passing through the St. Mary's canals exceeded ten millions of tons, the total tonnage passing through in that year being 11,214,333 tons. The tonnage passing through the canal in 1895 was 15,062,580. Five years later, in 1900, it had increased to 25,643,073 tons. Five years later, 1905, it had increased to 44,270,680 tons. In 1912, a period of seven years later, the tonnage had increased 28,201,996 tons over 1905, a total of 72,472,676 for 1912.

To be added to this is all the traffic shipped from Lake Michigan and Lake Huron ports, which include Chicago, Milwaukee, Escanaba, Green Bay and all intermediate ports on these lakes over 90,000,000 tons.

The value of freight tonnage passing through Detroit River in 1912 was considerably over \$800,000,000. One and one-half per cent of the value of this freight for the year 1912 alone would more than equal all the expenditures on the lower Detroit River in 39 years.

The average rate of freight for the year 1912 was seven-tenths of a mill per ton per mile. In other words, we carried a ton of freight fourteen miles for one cent. The lowest rail rate we have available is approximately four mills per ton per mile, over five times the water rate. When it is estimated that a reduction of one mill per ton on the railroads of the country effects a saving of over \$800,000,000 to the shippers of freight, it demonstrates the fact that our waterways have acted as a most powerful regulator of rates, and the value of this restrictive power cannot be estimated.

Such freight rates are possible only when boats are able to run regularly and without delays, with a minimum of risk and low insurance rates. An accident blocking any of the channels may result in serious delays and loss to many vessels; hence, necessity for minimizing the dangers and difficulties of navigation in these waters.

The average cargoes for the past 18 years, that is, from 1895 to 1912, inclusive, show that they have increased from 1800 gross tons per cargo in 1895 to 7740 tons in 1912.

It is found in active practice that the carrying capacity of the largest bulk freighters upon the Great Lakes has been as much as 113 tons per inch of reduced loading depth per single one-way trip. This, graduated to the smallest vessels in the bulk freight trade, would, upon a very conservative basis, average 75 tons per inch per one-way trip, 150 tons per inch per round trip, if loaded both ways, as they frequently are; would mean a loss of 3300 tons per vessel for a season per inch and so for 467 vessels (our fleet), an approximate loss of 1,550,000 tons per inch. So, with freight rates averaging 40 cents per ton net, the loss to our vessels would, therefore, aggregate approximately \$616,000 for each inch of the diminished draft.

It has been suggested that because there are variations through cycles of time and from local barometrical forces, and because these have to be met, therefore, a permanent reduction of the level of half a foot to a foot or more may not be complained of. This we think sophistical and without merit. These same conditions and effects may be expected with the levels permanently reduced as the present basis with which we have to reckon.

I enclose herewith clippings from my annual report for 1912, pages 120 to 125, inclusive, which give the names, length and tonnage of all bulk freighters in our Association constructed since the year 1902.

My object in going to these statistics is for the purpose of demonstrating and emphasizing the fact that there is no other navigable stream on the face of the globe that is comparable with the tremendous volume of tonnage which passes through the Detroit River. For instance, the far-famed Suez Canal, of which so much has been said and published: the official reports show that the tonnage through the Suez Canal for 1911 was 18,324,794 net tons and that for the first 11 months of 1912, that is, up to December 1st, was 18,610,548 net tons, which shows that the amount of tonnage passing through our Sault Ste. Marie canals was over four times the volume of the Suez Canal.

There are two other facts to be borne in mind in connection with this. First, they have the full 365 days in the year of navigation against our 240, only two-thirds of the year; second, they report the full registered tonnage whether full-loaded, partially loaded or in ballast, while in our canals we report the actual amount of freight carried, regardless of registered tonnage.

When the Poe Lock was constructed, the dimensions of which were 800 feet in length and 100 feet in width, it was planned to lock five boats through. Now, only one of our modern vessels can be locked through. We are now building two new locks at the Sault, each of 1350 feet in length, which is 350 feet greater than the locks at the Panama Canal, which are 1000 feet.

After due consideration Congress appropriated the money for the proposed dyke. This was done after a report had been made to Congress by a board of engineers who gave the matter thorough study.

These facts alone are sufficient to establish the necessity of the dyke and of cutting off the cross-current and of affording the needed compensation when the Livingstone Channel is opened to a greater width.

The only real opposition to the proposed work comes from the Town of Amherstburg and was based upon the three claims:

(1) That the greater velocity of the current along the town front would injure its harbor and make navigation more difficult.

(2) The damage done by ice would be greater.

(3) The amount of sewage in the water would be greater and hence the health of the town would be endangered.

All the engineers who had studied this problem testified that the increase in the mean velocity in this vicinity would not be more than one-half mile per hour. Such a slight increase cannot affect this harbor

injuriously.

The testimony established the fact that the direction of the winds governed the ice movement and that the building of the dyke could not increase the danger from ice.

I may also add in this connection that I have lived on the Detroit River since I was a boy and for 13 years owned a country place on the easterly bank of Grosse Île, directly fronting Livingstone Channel. With a more than average knowledge of the difficulties connected with navigation at that point and without claiming to have, so far as engineering knowledge is concerned, technical expert knowledge, yet in my judgement from a practical point of view, I am thoroughly convinced that the point selected for the building of the dyke by our engineers is by far the best for the interests of navigation that could be selected for that purpose.

Much of the opposition of Amherstburg is based upon the claim that all water now going between the cofferdam and Bois Blanc will flow past the town. This claim is incorrect. More than two-thirds of this water will be carried by channels to the west of the Lime-Kiln Channel and only about one-third of it will go by Amherstburg.

Most of Detroit's sewage is necessarily carried by channels to west of Lime-Kiln Crossing. If any part of it is carried by Amherstburg, the dam will not increase the percentage of this sewage in the water and therefore can have no harmful effects.

It was testified that the water supply of the town is now polluted and that typhoid fever and other waterborne diseases are prevalent. There was no convincing testimony that the building of the dyke would make conditions any worse than they are now. Certainly the mere prohibition of the building of the dyke will not lessen the amount of pollution which is now present in Amherstburg's water and it is evident that, as time goes on, the sewage from Canadian sources which follows close along the Canadian shore will increase in amount.

In other words, with typhoid fever now prevalent in the town and directly traceable to the water supply, the town must take steps to eliminate this danger and it is inconceivable that the building of the dyke will add one dollar to the cost of the work which is necessary for the town to do in order to supply pure water to its citizens.

Filtration plants are used in many of the principal cities of the world; by the way, one at Washington, D.C. The highest authority exists for the proposition that it is not necessary to deplete the lake for such purposes since, under the modern scientific methods, the water from the lake can be returned less a small percentage of waste in practically unpolluted condition.

If it is conceded that the present antiquated water system which is now being used at Amherstburg is entirely inadequate for the proper safe-guarding the health of the community, this evil, instead of decreasing, will be rapidly on the increase, as, for instance, a new town to be called Ojibway is being built a few miles above Amherstburg on the Canadian side for the United States Steel Corporation. They have already commenced preliminary work for erecting large blast and steel furnaces, which will of necessity employ thousands of men and the expenditure of over \$20,000,000. A large majority of the employees will reside in the immediate vicinity and the sewage and drainage will naturally empty into the Detroit River on the Canadian side and all of which must necessarily follow the Canadian side of the river directly in front of the town of Amherstburg. In addition to this, there are other large manufacturing institutions that are about to be built in the immediate vicinity, running into millions. This, added to the large and rapidly growing towns of Windsor and Walkerville a few miles above this point, will of necessity very largely increase the pollution of the water at Amherstburg and it would seem to be imperative that the town of Amherstburg, as with many other cities of the lake districts, must provide in the near future a new, modern and up-to-date waterworks system for sewage, health and sanitation purposes and that the immense navigation interests of the Great Lakes should not in any way be restricted on account of their failure to take prompt action in adopting modern methods for health and sanitation.

The immense benefit of lake transportation to the country at large by official statistics show the saving in a single season over any other method of conveyance to exceed the entire expenditures of the



Government since 1820, the beginning of lake improvements, and only the gravest possible question should be allowed to interfere in any way with the ease and facility of ships handling their cargoes within some permissible time related to the expense of upkeep and operation, and we fail to see why the objections raised to the building of the proposed dyke at Livingstone Channel should prevail.

It does not seem reasonable or just that the great navigation interests of the lakes and the public at large should suffer large loss in reduced carrying capacity of our vessels on account of the neglect or refusal on the part of any community to furnish modern, scientific, up-to-date water systems for the preservation of the health and lives of its citizens.

Respectfully submitted,

(signed) WM. LIVINGSTONE,

Pres., Lake Carriers' Association.

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March 21, 1913

The new car ferry *Sainte Marie* passed up Detroit River last week on its way to the Straits of Mackinac. The *Sainte Marie* made a daylight trip to the straits because this early in the year there are no buoys to mark the course and all lighthouses are out of commission. The boat did not encounter any difficulty from ice, as she is built to navigate the straits in winter and is a powerful ice-crusher. She is a little over 250 feet overall, is a four-track ferry and can accommodate 17 freight cars. The car ferry was designed by Frank E. Kirby and will replace the old steamer *St. Ignace*, which is a wooden boat. The new boat is steel throughout, one of the features being that each officer has a private room, most of them with baths.

Captain Livingstone, the veteran president of the Lake Carriers' Association, has issued his "last word" in connection with the proposed Bois Blanc dam, and it is a most interesting document from an historical standpoint; intensely selfish so far as Canadian interests are concerned, and libellous as to Amherstburg's waterworks system and its healthful location. The captain lays great stress on what has been spent by the U.S. to improve the waterways, but does not mention the fact that Canada has spent 200 million dollars in improving the waterways, and that they are all open to U.S. vessels free of charge, and no attempt is on record to injure the property or pollute the water of any American citizen, and according to the evidence submitted before the International Commission, that is one of the chiefest considerations. Capt. Livingstone is away off on his reasoning. He figures out if you throw more sewage into the river you can get clear water - the more filth, the better the water. The fact is, there is no typhoid epidemic in Amherstburg and few, if any, cases originate here. If the captain had been in Amherstburg three weeks ago, he would have seen the Amherstburg Channel blocked and the free ice all flowing where he proposes to construct the dam, across the head of Bois Blanc Island and down the Livingstone Channel. What would have happened if the dam had been there to force the jam down the Amherstburg Channel? Capt. Livingstone's whole contention boiled down is that no one's rights should be allowed to interfere with the profits of the Lake Carriers' Association. Mr. Livingstone need lose no sleep over the sewage from the new city of Ojibway. The revised Provincial Health Act provides that cities must provide disposal systems for their sewage, and not dump it into running streams. It is positively silly to suggest that there is any connection between an up-to-date waterworks system and the level of the water in the lower Detroit River. The diminution in flow, if any, and consequent reduction in carrying capacity has been caused by the Chicago Drainage Canal steal and the construction of the Livingstone Channel. He has no criticism to offer regarding sewage from American sources. Windsor and upriver municipalities contribute 10 million gallons of sewage, while Detroit, the center of all the filth in Michigan, pours in a turgid stream of 175,000,000 gallons and this quantity is rapidly increasing. This unlimited amount of filth is churned up by vessels 242 days in the year and is of so little importance in the captain's mind, as compared with Windsor's sewage, as to receive no notice whatever, and that's what he wants Amherstburg's water supply not only to continue to receive but to receive more abundantly when wholly diverted here by means of his "dam." His hints at the Canard pollution have little weight from the fact that by analysis Canard water is

proven to be the purest of any water entering the Detroit River.

Arthur Kiyoshk has arrived in town from Southampton and has taken the contract to caulk John Fraser's new dredge hull, which will soon be launched.

Capt. Clyde Tobin and wife have taken up their residence at the Lake View Hotel, after spending the winter in Detroit. Clyde will run the tug *Shaun Rhue* again this season.

The tug *Leroy Brooks* and lighter *Josie L. Tolmie* are doing business again for the first time this season.

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March 28, 1913

WINDSOR FERRY SERVICE.-The irregular service given by the ferry company during the rush hours caused every boat to be loaded to suffocation. Each boat carried from two to three times its ordinary cargo. As the big boats swayed and rocked in the heavy waves, many passengers became badly frightened. While the storm was at its height, many people who did not have to work through the virtue of the holiday secured pleasure-riding tickets and made several trips across the river. Until late in the afternoon the wind was so strong that the boats had to land with their bows downstream, which is not in keeping with the proper procedure of navigation. Five extra men were kept on the docks at each side of the river to catch ropes and hold the gangplanks when the boats attempted landing. The little ferry *Ariel* at Walkerville was forced to stay at the dock for about six hours during the fiercest part of the young cyclone. In an effort to reach the Canadian shore she was blown to the head of Belle Isle and battled desperately for an hour and a half before she reached her moorings.

The Trotter Wrecking Co. took their plant to Sandwich and [on] Tuesday raised the Chandler & Co.'s pile driver, which the storm sank there. They are now working on the one in Detroit. Divers from the Trotter Co. also attached the cables which raised the G.T.R. freight cars which went over the slip dock in Windsor.

The steamer *City of Montreal*, on the Montreal, Toronto, Windsor, Toledo route, was damaged to the extent of \$20,000 in a fire that destroyed the Merchants' Line dock at Montreal. The *City of Montreal* was an iron steamer and 40 years ago was one of the Anchor Line boats between Buffalo and Chicago. They were the crack passenger boats in their day. They were named the *Java* and *Japan* and drew 12 or 13 feet of water. In 1874 two were sunk at the Lime-Kilns.

Driven by the high wind, the waves broke with such force over and under the stone breakwater protecting the M.C. R. tracks near Gordon as to undermine and carry away the wall, and the track was in danger of sliding into the river. Several cars of stone were rushed in from the Hagersville quarry and the wall built up again by men from various sections. Six cars of cinders were brought to the spot Tuesday night to be used for filling in behind the wall and repairing the roadbed.

Capt. A.C. Callam left this week for Duluth to fit out the str. *W.E. Fitzgerald*.

The tug *Shaugraun* has been fitted out and Capt. Harry Cook will sail her this season.

Alfred Hamilton has gone to Milwaukee to fit out the Starke D. & D. Co.'s derrick scow fleet.

The derricks *Handy Andy* and *Cuilene Rhue* are raising Grand Trunk cars at Windsor this week.

Henry Boufford left this week for Little Current where he will be employed as cranesman on a C.S.

Boone dredge.

Starke's supply scow with dipper and spuds came down to the supply yards at Gordon this week and as soon as the dynamite arrives the drillboat *Hurricane* will go out.

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April 4, 1913

Navigation on Detroit River was formally opened Tuesday forenoon by the D. & C. steamer *City of Detroit II*, which made its first trip to Cleveland. All the way down the river the big steamer received ovations. The departure of the *City of Detroit II* Tuesday gave that steamer the record of making the opening trip over the route for the twenty-third consecutive year, or since 1891, when her earliest trip was made March 12th. The opening of the route this year comes a full two weeks earlier than in 1912, when

departure of the *City of Detroit II* was delayed until April 15th. Late as was the opening last year, it was still later in 1881, when the old steamer *North West* made the first run of the season from Detroit on April 19th. The earliest opening in 63 years was made in 1890 when the former *City of Cleveland*, now the *City of St. Ignace*, left Detroit March 1st. The next earliest opening was by the *City of Detroit II* on March 5th, 1906.

Earl McQueen has been appointed capt. of the lighter *Tolmie* and has given up his position on the str. *Western States*.

Joseph Ryan, who was secretary of the conference at Detroit last week, was presented with a handsome fountain pen by the various dredge delegates as an appreciation of his services.

Capt. Walter Lawler has gone to Chicago to fit out the str. *J.T. Hutchins*, Capt. Wm. Pizer of the str. *George E. Hartnell* to Duluth, Capt. J.T. Hutton of the str. *W.H. Wolf* to Milwaukee, Freemont Nelson to Duluth to fit out the kitchen of the str. *Wm. P. Snyder*⁵, Clarence Smith and son to Lorain on the *Barlum*.

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April 11, 1913

A telephone message to the Marblehead life-saving station states that a boat believed to be the barge *S.A. Barnes*, with four men aboard, is thought to have gone down in Lake Erie about midway between Middle Bass and Pelee Island early Sunday morning, and that one body was washed ashore at Pelee Island. The message came from the Pelee Island lightkeeper, who was unable to give any details, except that the body had been identified as that of one of the crew of the *S.A. Barnes*. Efforts to get into communication with Middle Bass, Put-in-Bay and Kelley's Island have failed, the telephone and telegraph cables having been broken by the gale blowing Friday. As the day advanced, searchers combing the bay for a trace of the barge expressed the belief that the vessel and its crew are lost.

Charles Stewart of Ottawa, Inspector of Buoys, was in Amherstburg last week looking over the gas buoys before they are set out for the season.

The Southeast Shoal lightship *Falken* has been taken back to Detroit to have electric lights installed by the Detroit Shipbuilding Co. before going to her station for the season.

James Kelly and Lorne Bertrand left Thursday for Port Arthur to ship as mates on the steamer *Fitzgerald* with Capt. A.C. Callam. Melville Bezaire also left same day to ship as mate on the steamer *Owl*.

The tug *Columbia* and dredge *Hercules* came down from Detroit on Saturday and went to work on Ballard's Reef this week.

George McCurdy and Lloyd Kirtley left this week to ship as stewards on the steamer *Howard L. Shaw*. R. McDowell left same day to take his boat at Ashtabula.

Consideration of the Livingstone Channel case before the International Joint Commission was closed on Friday at Washington. It is expected that the conclusions of the Commission will be made public through the State Department within a week or ten days. According to the instructions given the commission, the Canadian section will report its conclusions to its government and the American members to the State Department. It is stated that no new points were brought out. The proceedings amount to a review of the testimony presented at hearings in Detroit. Lieutenant-Colonel Mason M. Patrick, United States District Engineer at Detroit, and J.M. Stewart, chief hydrographer of Canada, were with the commission most of the day, explaining some of the testimony at Detroit hearings and giving the commission the advantage of their expert knowledge of conditions in Livingstone Channel.

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April 18, 1913

Wm. McCurdy has gone to Duluth.

The tug *Trotter* was called to Pelee Tuesday to release the steamer *Osborn*, which went aground

⁵ The *W.P. Snyder* is currently (2007) the oldest operating steamship on the Great Lakes at 101 years of age. It is now named *St. Mary's Challenger*, formerly *Southdown Challenger*.

there.

Arthur Kiyoshk has gone back to his farm near Southampton after working at this port as a marine diver.

C.H. Starke Dredge & Dock Co.'s big dredge *No. 9* with a crew of 35 men went to work on Ballard's Reef on Monday. The tugs *Sioux* and *Milwaukee* are tending her.

Norman Clark has gone to Chicago, Ill., to ship on the steamer *J.T. Hutchinson*.

John T. Smith will sail as mate on the steamer *Monroe* this season and will leave shortly for Duluth.

Walter Anderson has shipped as chef on the tug *Milwaukee* and Dolphus Bezaire on the tug *Columbia*.

Wm. Tobin left this week for Superior, Wis., to ship on the steamer *Harvey H. Brown*, and William Adams has gone to Fort William to fit out the steamer on which he will sail this season.

Wm. H. Bush left this week for Duluth to fit out his steamer, the whaleback *Ericson*.

Capt. and Mrs. Michael Mahon spent a few days in town visiting relatives before he takes his boat for the season.

Major Walsh, one of the old-timers, arrived in town this week and has gone as inspector on the dredge *Hercules*.

The J.W. Westcott Co. of Detroit has rented a piece of dock property in Amherstburg for the purpose of establishing a local marine reporting station.

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April 25, 1913

**BOIS BLANC ISLAND DAM DECISION.-International Commission at Washington Unanimously Decides that Amherstburg's Rights Must be Respected.-Cross-Currents to Be Overcome by Extension of West Side Livingstone Dryworks Cut, West of Bois Blanc-2800 Feet Opening for Boats Running to Sugar Island-Commissioners' Unanimous Ruling is Complete Vindication of Stand Taken by The Echo on the Question from the Start.-Construction of a dyke west of and parallel with the Livingstone Channel in lower Detroit River is recommended by the International Joint Commission in a unanimous report to the Governments of the United States and Canada.**

The dyke is to extend downstream about 4400 feet from a point below the channel used by boats crossing between Sugar Island and Amherstburg. This places the upper end of the dyke about 2800 feet below the lower end of the cofferdam. In its recommendation the Commission says:

"While the reference does not call for an investigation of anything save and except the question as to the necessity for certain dykes and compensating works in the Detroit River for 'the improvement and safety of navigation,' yet, in view of the importance of the matter and of the suggestions of Lieutenant-Colonel Mason M. Patrick, Corps of Engineers, United States Army, in charge of the Detroit district, and of the fact that William J. Stewart, chief of the Hydrographic Survey of Canada, agrees with Lieutenant-Colonel Patrick in this respect and suggested that so far as the excavation necessary for this purpose would have to be done on the Canadian side of the boundary he would recommend that the consent of Canada be given, the Commission feels justified in recommending - although - the excavation of that wedge-shaped strip adjoining the channel entering the Livingstone Channel on its west side extending about 2500 feet upstream from the upper end of the cofferdam, as well as the dredging of certain shoals on the east side of said channel and opposite the wedge-shaped strip, as proposed and recommended by the engineer officers."

In reviewing the testimony submitted to it, the report of the Commission says:-

"The evidence regarding the effect of cross-currents on vessels passing down the Livingstone Channel was conflicting. It is quite evident that these cross-currents do exist, affecting about 2000 feet of the channel, through which vessels plying eight miles an hour would pass in about two minutes.

"Two groups of masters of vessels testified as to these cross-currents, one group in the service of the Lake Carriers' Association, the other of the Dominion Association. Those in the employ of the former, while admitting that they took their vessels down the channel safely from one to three times, felt they were

incurring considerable risk. The other group of masters, having a like experience, did not appear to regard the situation as requiring more than additional caution on the part of the navigator.

"They all appeared to be dissatisfied with the lighting of the channel, which, it is understood, is being changed. Every vessel - some 1227 - passed down safely from the date of the opening of the channel, October 19th, to the close of navigation in December last.

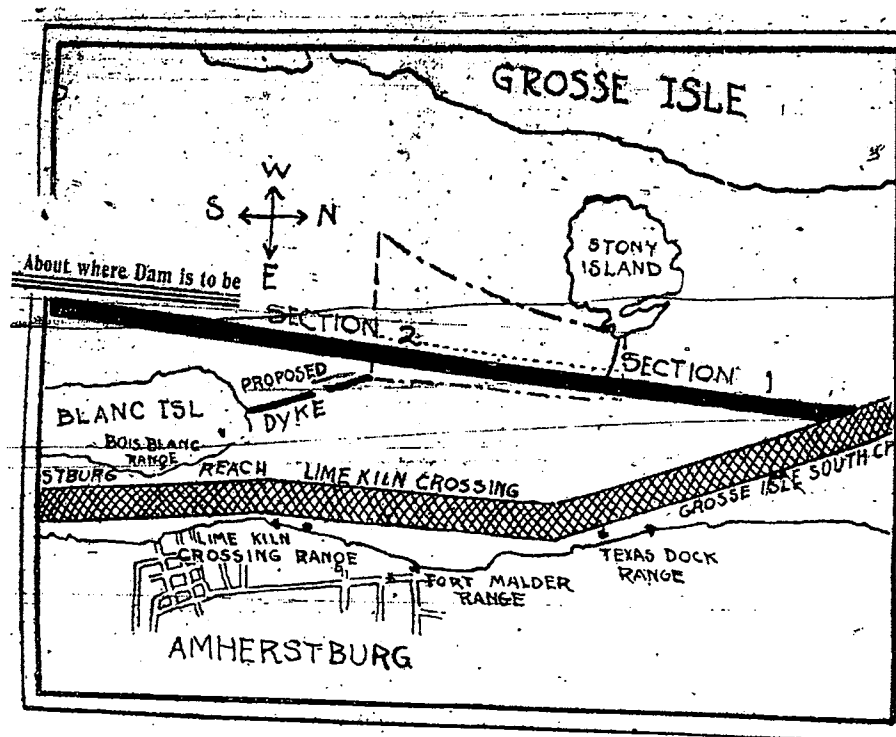
"Testimony was offered in support of the claim of the navigation interests of Canada and the claims of the Dominion Government that the level of the Detroit River, Lake St. Clair, Lake Huron and Lake Michigan has been lowered by diversion of the waters of Lake Michigan through the Chicago drainage canal, also that the United States has authorized the city of Chicago to draw from Lake Michigan, through the drainage canal, water to the extent of 4167 cubic feet a second. The evidence does not, however, show conclusively the exact amount of water so diverted, but it would appear that the amount exceeds the amount in the permit, and is not less than 7000 cubic feet a second.

"Upon this testimony, counsel for Canada and the navigation interests of Canada contended that compensatory work in the Detroit River was not at this time necessary and would not be necessary even if Livingstone Channel were ultimately widened to 450 feet, provided the alleged unauthorized diversion of the water of Lake Michigan through the drainage canal was terminated."

After a conference with Attorney General Reynolds Thursday, Representative Britten of Illinois announced that United States Attorney Wickerson of Chicago had been instructed to investigate if the Chicago drainage district had contracted to turn the channel of the Calumet River in Chicago with the possible result of taking more water from Lake Michigan than now is permitted by the War Department. Representative Britten fears an appropriation may be expended for a job which the War Department already had indicated it will disapprove.

The Commission declared it did not consider it was called upon to express any opinion as to the extent diverted water at Chicago might affect the flow in the Detroit River, nor necessary to consider its authority under the terms of reference of the questions to report on that matter.

From the testimony of the engineers it appeared that the increase in flow of water through the Amherstburg Channel in consequence of the construction of the proposed dyke would vary from 13,000



to 17,000 cubic feet a second, and that the increase in velocity of the current in the channel would vary from three-tenths to five-tenths of a mile an hour.

It was asserted that the effect of this increased flow and increased velocity would cause a greater amount of ice in the Detroit River and the lakes above to be carried past Amherstburg to the injury of the property of its people and their commercial interests; that they would force a larger amount of polluted water into the Amherstburg Channel, thereby endangering the health of the people of Amherstburg, which draws its water supply, both for sanitary and domestic purposes, from that channel, and that it would also materially interfere with local navigation on the river, detrimentally affecting the business of summer resorts in that vicinity.

"We are satisfied the erection of a dyke to prevent or materially lessen the effect of cross-currents in the Livingstone Channel is very desirable in the interests of navigation in said channel," says the Commission's report. "In view, however, of all the testimony of the engineers of both Governments, acquiesced in by the chief of engineers of the United States Army, as testified to by Lieutenant-Colonel Patrick, we find that a dyke built across on the west side and parallel with Livingstone Channel below the cofferdam at the point where the cross-currents now interfere with navigation in the Livingstone Channel will so mitigate or reduce the velocity of the cross-currents as to reasonably protect the interests of navigation, and that such a dyke, while safeguarding the interests of navigation, will not affect the flow or the velocity of the current in Amherstburg Channel."

April 25, 1913

**BOIS BLANC DAM HISTORY.**-Amherstburg's winning fight against the Bois Blanc dam, as proposed by Col. Townsend, then engineer in charge of the Detroit District, shows what can be accomplished by a united and unbroken front. It ran over a course of nearly three years, but all that time there wasn't any suggestion of weakening from the position first taken by the *Echo* in an editorial on August 5th, 1910, when in explanation of the furore raised in this town by the announcement made of the proposed dyke, it said in part:

"Some of the many objections urged against the proposal are that such a dam would cause a very swift current through the east channel and some predict that boating would be a thing of the past if the dam be constructed; that there would be no Canadian channel around Bois Blanc; that the dam would be an eyesore to the whole locality; that the town's supply of water would be contaminated by the River Canard water, which now goes with the cross-current behind Bois Blanc; that in winter the ice would be carried down by the swift current and the docks swept away, and no craft would be in safety in Amherstburg. The proper course is to have the Dominion Government send a staff of engineers and make a thorough examination of the conditions before any action is taken in the matter. Canadian residents at this point have rights that must be respected and they should be consulted."

The agitation was continued and gained in force as time went on. As reported in the *Echo* on Friday, August 27th, 1910, a deputation of Amherstburg citizens interviewed Hon. Wm. Pugsley, then Minister of Public Works at Windsor, and among other matters entered a strong protest against the Canadian Government granting permission for the construction of the proposed dam. In addition to the arguments mentioned in the first article, they laid great stress on the fact that foul waters from the Canard would ruin our waterworks system and urged as a counter-proposal that the dam might be placed on the west side of Livingstone Channel and continued down west of Bois Blanc, thus cutting off cross-currents complained of by Col. Townsend. It was on this occasion that Dr. Pugsley made use of that now-famous saying, "Our American friends would rather dam us than be damned themselves."

The councils of the Town of Amherstburg, Townships of Malden and Anderdon passed concurrent memorials to His Excellency the Governor-General of Canada, embodying their objections to the proposed dam, copies of which were published in the *Echo* September 30th, 1910.

This and the articles appearing in the *Echo* from week to week set Col. Townsend afire and he



thought to subdue the 'Burg by bringing out his "big stick." Interviewed by Detroit papers, he threatened the removal of the headquarters of the American engineers from Amherstburg to Wyandotte. This was received with a pinch of salt here, as it turned out to be only a bluff.

Finding that his truculent attitude was appreciated at its true worth in this locality, at his instigation early in October of the same year construction work on the widening of the dry cut was suspended, it was asserted, as a protest against the action of Amherstburg against the dam. Then followed a series of articles in the *Detroit Journal* purporting to be interviews with Bill Boggs of Amherstburg, being satirical references to the "pink tea" associations of the engineers, which led them to fear offending Amherstburg's "upper ten" if they took decisive action to force the "dam" proposition.

Failing to gain anything by ridicule, on October 26th the Detroit papers announced that plans for the proposed dyke had been accepted by the International Commission. This was promptly denied by A.H. Clarke, M.P. Summing up the matter in an editorial at that time, the *Echo* said: "The pollution of the water supply cannot be dismissed lightly. While Windsor has a score of typhoid cases on their hands and the facilities of their hospitals are overtaxed, Amherstburg has been almost free from contagion. The health of the people must not be trifled with." In the meantime, while in Washington, Hon. W.S. Fielding, then Canadian Minister of Finance, while carrying on reciprocity negotiations, brought the matter to the attention of the then U.S. Secretary of State, who claimed not to have been apprised of what was going on, and promised that no further action should be taken to the annoyance of Amherstburg without submitting the question to an international tribunal. The subsequent history of the case shows that this was done. Members of the International Commission visited the lower Detroit River last December and in February heard evidence of both sides and arguments of counsel which, being summed up, contained nothing other than had been advanced from time to time in the *Echo* since the dispute began. The Commission adjourned to meet in Washington and their decision, which appears elsewhere in this issue, is a complete vindication of the position taken by the *Echo* on behalf of the people of Amherstburg from the very first.

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April 25, 1913

Because of the narrowness of the Livingstone Channel at the entrance, the International Joint Commission on Waterways, which recently decided on having the proposed Livingstone dam built on the west side of the channel, also recommend that the portion of the cut above the waste piles of the channel be widened. At present all boats entering the new cut are forced to make an abrupt turn from Ballard's Reef Channel to get into the new one. At the entrance the channel is but 300 feet wide, while between the stone piles it is 450 feet wide. It is understood that all that portion above the stone piles will be widened to 450 feet at the immediate entrance to where the dry digging was done, and then gradually grow wider as it nears Ballard's Reef Channel. When the channel is dredged in this manner the boat will be able to take a slow sheer into the new cut, which will virtually eliminate all danger of them going aground. Although no definite statement has been given out, it is understood that the Livingstone Channel will also be widened for a mile or so below that portion where the dry work was done. It is the desire of the Lake Carriers' Association to have the entire channel made wider, but it is regarded as almost certain that that part extending 4400 feet below the waste piles will be made wider, as that is where the new dam will be erected. The dam will be erected on the westerly side of the channel, extending down the river from the stone piles. On the west side the channel becomes narrower below the piles of stone and it is the general opinion of vesselmen that when the dam is built, the channel immediately adjacent to the dam will be made the same width as that when the dry work was done. The present width of the channel where the dam is to be constructed is 300 feet.

The steamer *E.A. Shores* discharged 800 tons of lump coal on the Mullen coal dock here this week. Capt. J. Laframboise of Lakewood, Ohio, spent a few days with his father before leaving to fit out the steamer *William B. Schiller*.

J.N. Mullen, who has been manager of the Mullen Coal Co.'s dock in Amherstburg for three years, has been made general manager of the company's fueling docks and will have charge of the lighters and

docks in Amherstburg and Sandwich. His younger brother, Macomb Mullen, succeeds him as manager in Amherstburg.

A supplemental report covering Detroit River traffic gives the number of passages as 33,675, representing registered net tonnage of 61,606,271, the vessels carrying 78,671,208 tons of freight of an estimated value of \$859,089,591, an increase over the preceding year of 3063 passages and 9,463,568 registered net tons, 11,720,077 tons of freight and \$113,922,390 in value.

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May 2, 1913

Last week there passed through Thunder Bay eastward-bound, from Port Arthur and Fort William sixty large lake freighters laden with approximately 1,500,000 bushels of oats, wheat, flax and barley, being the vast fleet which has been lying in the Twin City harbors during the past winter and which the opening of navigation has set free. This gigantic fleet, placed stern to stern, would form a line of ships over four miles long, but extended as they were they formed a procession of vastly greater length and presented the grandest view of a commercial fleet ever beheld on inland waters, illustrating as it did the great development of western Canada and of these twin ports as the greatest shipping centre of the Dominion. These vessels were loaded last fall and got frozen in. The elevators at this point are still filled with grain which has yet to be shipped out. All this should do something towards limbering up the money market in the west and relieving some of the complaints of scarcity of money in both east and west.

The U.S. lighthouse service lightship was towed to Bar Point Shoal Sunday by the steamer *Crocus*. All buoys, with the exception of a few spars, are now in place in the lower Detroit River. All lights are in operation.

The oil barge *W.S. Calvert*, operated by the Standard Oil Co. in the oil-carrying trade between Sarnia, Ont., and Toledo, O., and the Reid Wrecking Co. tug *Sarnia City* went hard aground off the head of Grassy Island in the lower Detroit River on Sunday night during a rain and wind storm. Tugs from Port Huron released the vessels. Neither boat was damaged, the bottom being of soft clay and sand at that point.

Capt. Henry Cook, former master of the tug *S.T. Smith*, has been appointed as keeper of twelve lights maintained by the Government on the east side of Ballard's Reef.

The steel steamer *Alaska* was purchased by the Mullen Coal Co. at Buffalo this week and will be put into commission carrying coal for this company.<sup>6</sup> Mr. Mullen put the deal through. The *Alaska* passed up Thursday with a load of steel rails for Fort William.

A survey is being made of the proposed location of a Canadian channel at Fighting Island by a party working under the direction of Col. Lamb, engineer in charge at Windsor. By direction of the Hon. William Pugsley, when Minister of Public Works in the Laurier Government, Mr. Kirkpatrick, C.E., of Kingston, made a survey of this channel two years ago and an estimate of the cost of cleaning it out was based on the report made by Mr. Kirkpatrick.

Capt. Joseph M. Marks, formerly master of the tug *John Monk*, has shipped on the tug *Colton*.

The Sullivan Dredging Co.'s drillboat *Exploder* went to work on Ballard's Reef on Wednesday morning last.

The dredge *Old Glory* is having a new boiler installed this week, the *Gladiator* lifted out the old one and in a few days the dredge will be ready to pull out. The tug *Pauline Hickler* is also being overhauled at Woods' shipyard.

The annoyance caused by the continuous tolling of the fog bells on the Lime-Kiln lightships has grown more intense if anything and strong protests have been made so far without effect to the Government to have these nuisances discontinued. Were the bells connected up to ring only during foggy or rainy weather, no one would seriously object, but the ringing kept up night and day without cessation is sheer nonsense and strong enough representations should be made to the Government to have the regulation

<sup>6</sup> The wheel from the steamer *Alaska* is on display at the Marsh Historical Collection.

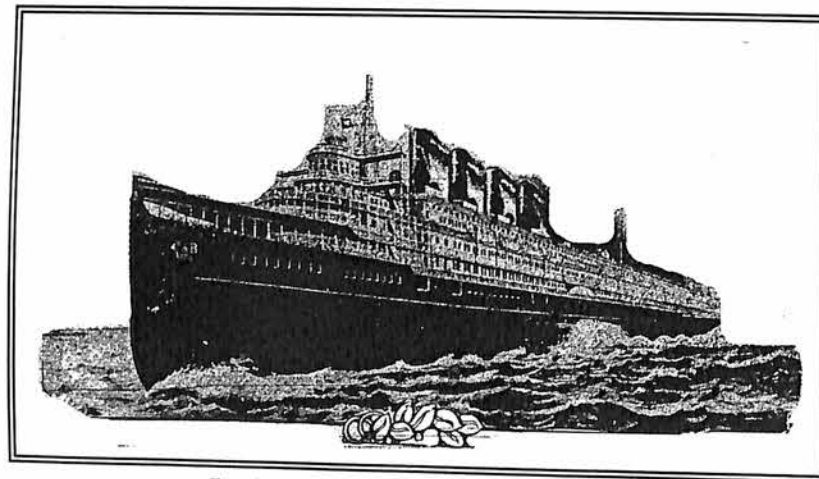
amended, in accordance with the feelings of the people of Amherstburg.

May 9, 1913

Large holes are being made in the easterly stone dyke of the Livingstone Channel by the Dunbar & Sullivan Dredging Co., which has the dredge *Brian Boru* removing the stone and loading it on scows by which it is transferred to River Rouge, Mich., and there crushed for road-building purposes. The dredge is working on the centre of the east pile and keeps five scows in continuous operation between the waste pile and the crusher. When the stone piles were placed in their present position, when dry work on the new channel was completed, residents of Grosse Île complained about the stone dykes shutting off their view of the river. Sections of both piles are in Canadian waters. If the Province of Ontario lets this opportunity slip by to corral a splendid lot of road-building material, they are blind to the interests of the people of the southwestern peninsula.

The cigar boat *Pathfinder* of the Interlake Steamship Co., with barge *Constitution*, came to grief at the entrance of the Livingstone Channel Saturday night and piled up on the rocks in the V-shaped portion that separates the two channels. The *Pathfinder* was badly scraped and made water quickly, so that the Trotter Wrecking Co. was called to put a steam pump aboard. The *Constitution* was lightered and removed Monday night and taken to Toledo by the tug *Harding* Wednesday morning. The *Pathfinder* was released with the aid of three air compressors and two 18-inch steam pumps after about 1000 tons of her cargo had been unloaded on the lighter *Rescue*. The tugs *A.C. Harding* and *W.L. Mercereau* of the Great Lakes Towing Co. and the tug *Marion Trotter* and steamer *J.E. Mills* of the Trotter Towing & Wrecking Co. of Amherstburg assisted in getting the vessel off the rocky bed.<sup>7</sup> The *Harding* accompanied her and the lighter *Rescue* to Toledo. The extent of the damage sustained by the *Pathfinder* will not be known until after she is placed in dry-dock. It is believed to be extensive. Cleveland vessel owners and managers are reported to be considering the matter of submitting a request to the War Department that the traffic rules for the lower Detroit River be modified to permit downbound steamers with tows to take the Amherstburg Channel route.

**The New C. & B. Steamer "SEE-AND-BEE."**-The above is a reproduction of the new C. & B. side-wheel steamer *Seeandbee*, as she will look when completed. The new boat not only outdistances all rivals in size, but it is confidently predicted that in the present instance efficiency in this type of steamers has been carried to its utmost reaches, with little likelihood of the proportions of this latest of Great Lakes leviathans ever being exceeded in the side-wheel class. The new steamer has a length overall of 500 feet, a length between perpendiculars of 485 feet, an extreme beam over guards of 97 feet 8 inches, a depth of



In Amherstburg Echo, May 9, 1913.

<sup>7</sup> See copies of invoices from Trotter Wrecking Co. in the centrepiece of this issue.

hull at stem of 30 feet 4 inches and at stern of 27 feet 1 inch. Just to show the immensity of this new craft, some further figures of interest are submitted. The steamer, which will ply between Cleveland and Buffalo, will have a guaranteed speed of 22 miles an hour from dock to dock. To make this possible, it has been given 12,000 horsepower, which is 4000 more than any other side-wheel steamer has. The furnaces are the largest ever put in any steamer on the Great Lakes. The cylinders are the largest ever cast in the lake region, the low-pressure cylinders weighing 33 tons each and the high pressure 29 tons. The paddlewheels weigh 100 tons and the main shaft, which is 78½ feet long, weighs 120 tons, quite a respectable piece of steel. The high-pressure cylinder has a diameter of 66 inches and is placed between two low-pressure cylinders, each of which has a diameter of 96 inches, all three having a common piston stroke of 9 feet. The rough casting of one low-pressure cylinder, before machining, weighed 65,760 pounds, the other 67,200 pounds, while the high-pressure cylinder, pigmy of the trio, tipped the scales - or would if it had been placed on them - at 54,000 pounds. The crankshaft is considerably more than a pipe stem, being 26¾ inches in diameter in the engine bearing, 30¾ inches in diameter at the outer bearing, 78 feet 4 inches long and weighing 120 tons.

The same impressiveness is revealed in other quarters, for while speed and capacity are prime considerations, comfort and convenience are not overlooked. On the contrary, the new boat will be a floating palace in the very best sense of that hackneyed and oft-misused term. There will be 62 staterooms fitted with private toilet connections, 424 regulation staterooms and 24 parlors en suite with private bath and toilet, making a total of 510 rooms. There are, therefore, sleeping accommodations for 1500 persons, the passenger-carrying capacity being approximately 6000, enough people to make a fair-sized city. The boat will also have capacity for 1500 tons of freight, this being confined exclusively to the main deck for convenience of handling.

Each stateroom will have running water. Likewise there will be a telephone in each room, connected with the steamer's own switchboard, whereby it will be possible to talk with any part of the boat or converse with parties ashore when the steamer is in port. Something like 4500 electric lights will be installed, fed from the immense power plant on board the vessel. Every room will be supplied with washed air and other features too numerous to record here will be provided.

**THE NEW WELLAND CANAL.**-The Canadian Government's reason behind the construction of a new and much larger Welland Canal is made known in a report issued at Ottawa on Government canals. It is pointed out that despite the development work that has gone on in recent years at Montreal and at other eastern harbors to handle the crops of the west more and more Canadian wheat is being shipped each year via Buffalo and New York. The increase last year was 25,000,000 bushels, the total shipped in that way reaching 50,000,000. The Government is preparing to make the new Welland Canal a waterway that will have no peer in the northern half of the continent and when completed will add tremendously to the length of the deep Canadian waterway. And the same influences that are tending today in the direction of rushing the completion of the new Welland will, in the same way, inevitably bring about the building of a complete system of deep water canals along the St. Lawrence between Lake Ontario and Montreal. When that is accomplished there will be an unbroken deep waterway from the head of Lake Superior to tidewater and on, and large vessels, now unable to reach the lakes at all, will load with wheat at the docks of Port Arthur and Fort William and will proceed direct to Liverpool. Canadian canals last year did by far the largest business in their history. The total volume of traffic was 47,587,245 tons, an increase over the previous year of more than 9,000,000 tons. The expansion for the 10-year period 1903-13 was 417 per cent.

Capt. Henry Cook has purchased the yacht *Pete* from E.B. Jones and will use her in connection with his Ballard's Reef lighting contract.

The tug *John E. Monk* has been purchased by John Fraser from Messrs. Mullen & Hackett to use with his new dredge. The *Monk* will be made over from an American tug into a Canadian tug. She has been used for three seasons by the U.S. Government. The *Monk* is 66 feet long with 16 feet beam and was



built in 1887. A new boiler will be installed and she will be given a general overhauling.  
Capt. Howard Hackett and Lewis Matthews have gone to Milwaukee to bring the steamer *C.C. Hand*, which they purchased, to this port. They will operate her as a lighter and coal barge.  
The Livingstone Channel is one of the most popular fishing grounds on the Detroit River. Sunday there were over one hundred gasoline launches from all quarters anchored both inside and outside the channel, and great strings of perch were taken.

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May 16, 1913

The barge *Constitution* of the Interlakes Steamship Co., which struck bottom above the head of Livingstone Channel Saturday night of last week with her consort, the steamer *Pathfinder*, was placed in dry-dock at the Toledo Shipbuilding Co.'s yards Thursday. She has 14 damaged plates. The bottom of the *Pathfinder* was also found to be in bad condition.

DETROIT RIVER WORK.-DANGEROUS SECTION OF RIVER TO BE IMPROVED; FIGHTING ISLAND CHANNEL TO BE STRAIGHTENED.-What is virtually the first move towards alleviating chances of accidents in the Fighting Island Channel was made last week by the United States Government when it advertised for bids for the straightening of the American Channel, which means the removal of 1,500,000 cubic yards of material from that section. The channel is now winding because of five large shoals and navigation is dangerous. With the completion of the dredging the channel will be straight, 21 feet deep and about 1000 feet [wide], giving plenty of room for boats passing either way. The last Rivers and Harbors Bill appropriated \$455,000 for the work, but it is thought this amount will scarcely be sufficient, as the surveying and all preliminary work will be taken from that amount. This channel is purely American, being situated in United States waters. Realizing that serious accidents could be virtually eliminated in that part of the river with a double channel, the Canadian Parliament is considering the dredging of the easterly Fighting Island Channel. Canadian surveyors are now at work surveying the channel and it is thought that before the present session of Parliament is concluded, the dredging of a channel through the Canadian side will be endorsed. With both channels dredged, two distinct passages will have been created, the American route for downbound boats, and the Canadian channel for upbound vessels, which in turn will bring about two separate routes clear from the head of Fighting Island to Lake Erie. The Canadian channel will connect with the old Canadian Ballard's Reef Channel and the American channel will continue down in the new Livingstone cut. Vesselmen expect to see this brought about within the next year. Of the five shoals to be dredged from the Fighting Island channel, three are on the east side and two on the west side. The material is all sand and clay. There are 100 piles to be taken out. The piles are relics of an old dock that at one time was built out into the channel. Some of the material will be removed by hydraulic dredges and will be placed on Grassy Island and Mamajuda Island. All material placed on scows must be taken to places of deposit as designated by the contracting officer. The specifications call for the commencing of the work 30 days after the contract is awarded and the completion of the work by Dec. 1, 1914. The bids will be opened June 16. "The work is simple but important and will be a big aid to navigation in the lower Detroit River," says Charles Y. Dixon, assistant United States engineer.

Hoping to make the Livingstone Channel a less hazardous passage for downbound vessels, the Lake Carriers' Association has completed an arrangement with the Canadian Government for the loan of a lightship which will be placed at the west bank point in the channel, where vessels should turn into the channel. The lightship will replace gas buoy No. 81, which is now used to mark the turning point between Ballard's Reef Channel and the new cut. Recent accidents indicate that masters have been disregarding the gas buoy mark. The vessel was in place Wednesday night. Vessels should make the turn into the channel immediately after passing the light vessel. Capt. Richard Tobin is in charge. W.W. Smith of the Pittsburgh Steamship Co. made the arrangements. He also stationed the tug *Pittsburgh* at this port to look after the Steel Trust fleet when going down the new channel.

The name of the tug *Active* has been changed to *Charley Gale*, which will appeal to lake mariners. Machinery and boiler were placed in the Fraser dredge on Monday and the work of fitting it up will soon be completed.

The tug *Marion E. Trotter* has gone to Windsor to work on the new Government dock there. Capt. John Bernard is in charge of her.

The new car boat passed up Saturday night from Toledo. The old car boat *Sainte Marie* has been purchased by James Reid and passed up Tuesday.

The tug *S.M. Fisher* took the dredge *Tipperary Boy* and tug *Shaughraun* to Alpena on Monday. Mark Comerford, Capt. H. Cook and James Bainbridge went along with the outfit.

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May 23, 1913

Richard Fortier, diver on *No. 7* sweep [scow], had a liquid experience Monday morning. While working in 23 feet of water the helmet unfastened from his diving suit and, though he immediately gave the signal to be pulled up, he was nearly strangled before he reached the surface. After an hour he was himself again and hiked home to change his clothes.

Ferry service between Ecorse and Ojibway, the site of the new Canadian steel plant, will be established within a few days by the Detroit, Ojibway & Ecorse Ferry Co. The company has a petition before the Ecorse village council for permission to build a ferry dock at the foot of St. Cosme Line, but pending this the company has begun to build a dock on private property in the rear of Labadie & Ouellette's store. As soon as this can be completed, it was stated, the ferry company will be installed, but the time the boats arrive and leave will depend on the traffic that develops. Two large launches are being held in readiness to be placed on the run as soon as possible.

It takes more than the elements to thwart Capt. Edward VanAtta, keeper of the south channel Grassy Island light, in the performance of his duty. During the heavy storm Thursday morning lightning struck the lighthouse, doing considerable damage and breaking the mechanism that runs the light. Realizing the safety of many boats depended on the light, the captain at once commenced to run it by hand, turning it the same as the clock-like machinery does. The lightning struck the lightning rod of the lighthouse, then jumped to the clockwork that operates the light, destroyed it, tore out the alarm wires that notify the keeper that the light is not working and then tore a big hole in the ground as it went out.

The tug *Marion E. Trotter* took the derrick *Handy Andy* to Port Huron on Friday of last week. The str. *Hugh H. Harvey* discharged 1000 tons of Pittsburgh lump for the Mullen Coal Co. this week.

Robert Mullen of the Reiss Coal Co., Cleveland, spent a few days last week with his brother, J.G. Mullen.

Devere Thrasher and Jack Middleditch have gone to Port Huron, where they have secured marine positions.

Ed. McGuire, who had his foot badly smashed on the U.S. derrick scow, is still laid up at his home, Sandwich St.

S.J. Pettypiece, supt. of the ferry dock at this port, is busy getting the dock, waiting room and grounds in shape for the opening of the island.

The steamer *James Carruthers*, the largest freight vessel ever constructed in Canada, was launched at the yards of the Collingwood Shipbuilding Co. on Thursday. The new boat is 550 feet long, with a 58-foot beam and a depth of 31 feet, fitted with side tanks. She will have a carrying capacity of 380,000 bushels of grain, which will be equal to any American grain carrier on the Great Lakes.

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May 30, 1913

AMHERSTBURG BOY DROWNS.-Scarcely a season passes but Amherstburg contributes to the toll of lives lost on the water and many homes have been saddened in this way from time to time. The last

family to be bereaved is that of Frank Boufford, whose son Reford, a lad of 17 years of age last January, went to a watery grave Monday evening near the head of Detroit River in Lake St. Clair, when the barge *Tolmie* on which he had shipped eight days before, capsized with a load of sand in a raging sea and with a stiff northeaster blowing. Four other men, a woman and two-year-old baby girl narrowly escaped a similar fate. What really adds a touch of mystery to the tragedy is that Reford was an expert swimmer and the only one on the boat that could swim. The *Tolmie*, sand-laden, in tow of Capt. J.S. McQueen's tug *Leroy Brooks*, was bound down with sand from Algonac to Sandwich. A heavy sea was running on the lake and the *Tolmie*, which is an old hulk anyway, sprang a leak. The crew worked frantically to jettison the cargo, but removed too much from one side and the boat started to capsize, finally turning turtle. As it keeled over, Reford was seen to take a beautiful dive about fifteen feet clear, though the captain had told him to hang on and climb up the side as she rolled. He came up and started back for the boat, but when some few feet from safety was seen to throw up his hands and disappear from sight. James Schroll, one of the crew, had his wife and 2½-year-old daughter Leida aboard. Schroll grabbed the child as the *Tolmie* lurched and climbed on the craft's side. Mrs. Schroll and two members of the crew were unable to get a hold and were hurled into the lake as the boat went all the way over. They grasped wreckage and supported Mrs. Schroll in the water until all were picked up. Meanwhile Schroll, the child and the other men were clinging to the slippery bottom of the *Tolmie* with waves washing over them. As soon as Capt. J.S. McQueen of the *Brooks* saw what happened he began manoeuvring his boat to save life. The boats were not in the main channel and the shallowness of the water and the heavy seas made the work difficult. The woman and two men in the water were first rescued and then attention was turned to the men and child on the overturned boat. Another of the rescued men was Wilfrid Richard, son of Alex. Richard of Amherstburg, a chum of the drowned boy. Mr. Richard, the father, was also a member of the crew, but had laid off for a trip. Capt. McQueen's two sons, Earl and Russell, and John Delisle, son of Mrs. Henry Delisle, all of Amherstburg, were on the *Brooks* and aided in the rescue work. The *Tolmie* is owned by C.A. Chilver, Walkerville. She was valued at \$6000 and carried no insurance.

The drowned boy was a son of Frank Boufford and his first wife Eva Richard, deceased daughter of Mrs. Wm. Richard, Richmond Street, Amherstburg. He worked for some time as assistant in Ryan & Co.'s plumbing shop but this season, up to Saturday of last week, was employed on the drill *Destroyer*. He left Sunday to go with his chum, Wilfrid Richard, on the *Tolmie*. Besides his father, he leaves one brother, Harold, and three sisters - Mrs. Cam. Davidson of Windsor, Mrs. Pat. Cullens and Evaline at home. There are also two half-brothers and two half-sisters - Cecile, Eva, Allan and Milford, living at home. Tuesday the boy's father, brother and grandfather, Daniel Boufford, went to Walkerville and made arrangements for dragging for the body. The barge *Tolmie* is anchored by her masts and derrick in the sport where she turned over, in about 18 feet of water.

Dragging began at 9 Wednesday morning and continued until 3:50 that afternoon when their efforts were rewarded by finding the body on the opposite side of the ill-fated boat from which he jumped. The condition of the body disproves the cramp theory, but the fact that his left temple, the left side of his face and his left arm were badly bruised indicate that he struck the bottom of the overturning boat when he dived and was stunned. The remains were brought to Amherstburg same evening on the tug *Brooks* and the funeral will take place tomorrow (Saturday) morning from the residence, Apsley Street, to the R.C. church for requiem mass with interment in the R.C. cemetery. The sympathy of the town will go out to the bereaved families.

Constructed nearly 45 years ago, when the greater part of the lake traffic was handled by sailing vessels, the old Michigan Central bridge spanning the channel from Grosse Île to Stoney Island in the lower Detroit River will be removed this season. The bridge for many years, in fact ever since the Michigan Central moved the crossings from Amherstburg to Detroit and Windsor, has been deserted. A number of years ago two spans of the bridge were removed because of it being impossible for sailing vessels to pass down the channel at that point, and now the bridge will be wrecked entirely.

The steamer *Hamonic* arrived at Sarnia and reported that Charles Van Valkenburg of Sarnia, a

deckhand on the steamer, fell overboard in Lake Huron and was drowned. When the young man's cries for help were heard, the steamer was stopped and boats lowered, but no trace of him could be found in the darkness.

The monster new freighter *James Carruthers* was successfully launched at Collingwood last week. The steamer is claimed to be the largest of its kind ever built in the British Empire. The new vessel will be ready to go into commission in four weeks. The dimensions of the vessel are: Length overall, 550 feet 8 inches; length of keel, 529 feet; depth molded, 31 feet. She will have a carrying capacity of over 15,000 tons gross on 19 feet draft. She is built of steel on the arch and web frame system, leaving the holds unobstructed by stanchions, a feature which enables coal and ore carriers to be unloaded with clamshell buckets, a system now universal on the Great Lakes. She has thirty-eight telescoping metal covers which fit into place mechanically. She has a carrying capacity of 375,000 bushels of wheat or 600,000 bushels of oats and about 11,000 tons of coal. From a standpoint of carrying capacity, the *James Carruthers* now ranks with some of the largest American freighters trading on the upper lakes. It will require 374 cars, extending a distance of three miles, to carry the cargo that it is possible to put into the hold of the vessel.

Capt. Robert Mains, the appearance of whose familiar figure for a quarter-century was the signal for early spring frogs to get a hustle on and tune their orchestra, but who last year retired from the active service, has been spending a week renewing acquaintance in Amherstburg. His smiling countenance, warm handshake and hearty voice make everyone he meets happier. He and Engineer McLean are taking the tug *Spalpeen* to Troy, the scene of Dunbar & Sullivan's present activities. It is whispered that he may again make Amherstburg his summer headquarters, his health having greatly improved.

Bids for the proposed improvement to the Fighting Island Channel, American side, will be opened on June 16th next. The specifications call for the removal of about a million and a half cubic yards of mud from that section at an estimated cost of some \$200,000, which is no mean contract for someone. If the Canadian Marine and Fisheries Department decides to rush the opening up of the Canadian channel on the east side of Fighting Island and the two contracts are carried on concurrently, it will be a busy time on that portion of the lower Detroit River for two seasons. In addition, those who are in the secrets of the powers that control the letting of work on this great waterway claim that there will be no further break in the work until the Livingstone Channel is widened throughout its whole length (the dry works section excepted) and the rock sections at the intersection of the two channels, north, are removed. By the time this work is done, the proposed 26-foot channel from the Atlantic Ocean to the head of navigation in Lake Superior should be well underway.

An old-fashioned salute was given the new D. & C. steamer *Seeandbee* as she passed down the river on her trial trip Wednesday. She is the biggest side-wheeler afloat and for size Bois Blanc hasn't much on her.

The Canadian Government will be asked to establish a concrete crib upon which will be placed a permanent revolving light to aid navigators in finding the true entrance to Livingstone Channel. The suggestion was made to Commander Col. Anderson, chief engineer of the Canadian Department of Marine and Fisheries, by President William Livingstone of the Lake Carriers' Association, following a conference with Lieut.-Col. M.M. Patrick, U.S. engineer, in Detroit on Monday. Col. Anderson is on a tour of the Great Lakes and on his way up the river in the Government yacht *Lambton* he inspected the proposed site of the light.

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June 6, 1913

Capt. Jacques Laframboise, the veteran ferryman, took an unexpected dip into the river off the waterworks dock Friday. He was untying a rope when a plank on which he was standing broke, throwing him overboard between the dock and the tug *Harding*. His cries brought immediate help and he was pulled out, soaked to the skin and chilled to the marrow but otherwise uninjured. After receiving first aid and changing his clothes he was on deck in an hour, right as usual.

Capt. Jos. Marks is home from sailing as mate on the tug *Colton*, she having been laid up.

F.E. Dunbar left Sunday for Waterford, N.Y., to look after the work of his big dredging plant there. The str. *Maud* discharged a big cargo of soft coal at this port last week for the Riverside Flour Mills. Mrs. Hagan and daughter Kathleen of Windsor spent a few days this week in town with Capt. Thomas Hagan.

The Supreme Court of the United States has reversed the decision of the Lower Court awarding the Chandler-Dunbar Water Power Co. \$550,000 for the loss of riparian rights<sup>8</sup> at the Soo and announces that all riparian rights are subordinate to the public rights of navigation. Both the Chandler-Dunbar Water Power Co. and the Government appealed on a writ of appeal to the Supreme Court. The water power company claimed damages to the amount of \$3,450,000 while the Government contended that the court below erred in awarding the company \$550,000 for loss of alleged water power rights. The case grew out of the condemnation proceedings that were authorized by Congress under the act of 1909, by which the War Department took over the Chandler-Dunbar power plant in order to build an additional lock at the Soo. The court, in its opinion, held that the company's right to receive compensation for "upland is indisputable".

The steamer *W.P. Snyder Junior* on her last trip from Toledo to Superior carried 13,347 tons of coal, the largest cargo ever floated on the lakes. This cargo is about 500 tons heavier than any that was carried last year. The *Snyder Jr.* and *Col. James M. Schoonmaker*, the largest bulk freighters in the lake trade, are carrying on an average about 700 tons more this season than last, while the 10,000-ton ships are averaging about 500 tons more than a year ago. The depth of water will increase during the next few weeks and gross revenue on ore cargoes moved in the larger ships will range from \$150 to \$250 more per trip than last season. In the coal trade the increase in revenue will average between \$100 to \$150 a trip for big ships.

Falls Bros. have secured the contract to supply the lighthouses of the Canadian Marine and Fisheries Department with hard coal and are bagging 800 tons and piling it on the dock at the foot of Richmond Street.

The Commons Thursday night put through in short order \$4,000,000 in vote for canal estimates, including an item of \$2,000,000 for the new Welland Canal. On the latter, Hon. Frank Cochrane, in reply to queries from Hon. Geo. P. Graham and W.M. German, said the locks in the new canal would be 800 feet long by 80 feet wide. There would be a depth of 30 feet on the sill at the start, but provision would be made for increasing later in the draft to 35 feet if necessary. The estimated cost of the whole work was \$50,000,000 and it was hoped the project would be completed in five years. Contracts would be called at once for the first section of the work, beginning at the Lake Ontario end. Mr. German put in a plea for a deepening of the whole St. Lawrence system to accommodate ocean-going vessels of 30-feet draft. He also asked that the municipalities along the route of the new Welland Canal be consulted with regard to water supply, etc. Mr. Cochrane said this would be done. At Welland the river would probably be drained into the canal, but the town would be consulted before any definite action was taken.

Capt. Thomas Hagan, the veteran master of the tug *Harding*, says during his fifty years' sailing he has towed about everything living and dead, but Saturday evening was his first experience of hooking onto an air ship.

The Tug Trust has become so tame that it almost crawls up to eat out of the hand, and isn't recognized as the high-handed pirate against which action had to be taken to check its practices. In submitting their form of the order to be made by Federal Judges Warrington, Knappen and Denison, dissolving the Great Lakes Towing Co., recently declared a trust, attorneys for the corporation promised at Cincinnati that if it is allowed to do business, there would be no repetition of former practices. The corporation offers to supply tariff sheets showing how much customers pay for their services and how much the company receives. The judges took the matter under advisement.

<sup>8</sup> a right (eg, use of water for irrigation) enjoyed by a person who owns property pertaining to or situated on the bank of a river or other body of water.

June 13, 1913

John G. Mullen's new steel str. *Alaska* discharged her first cargo of coal at this port Wednesday, 200 tons of smokeless soft coal for the ferry co.'s power house on Bois Blanc.

Capt. Robert Mains has arrived in town again and will sail one of the Dunbar tugs.

Approximately 10,000 marine workers employed in dredging work on the Great Lakes are affected by an agreement reached at the conference of dredge owners and representatives of the workers Thursday after a four-day session in the Hotel Cadillac, Detroit. The agreement will be submitted to the employers for a referendum vote for acceptance within the next week. The agreement calls for an eight-hour day on all contracts covered either by state or federal eight-hour laws, with compensation as for 12 hours. On all other work the 12-hour day will remain in effect. At Chicago, where 13 hours' work is required, arbitration will decide whether it will be reduced to 12. If the agreement is accepted it will date from June 1st to April 1st, 1914, instead of for two years as in previous agreements.

The contract for the widening and deepening of the upper end of Ballard's Reef channel in the lower Detroit River has been completed by Michael Sullivan, Detroit contractor. The work was commenced in 1911 with the date of completion set for the latter part of this season. The bottom, where the work was executed, consisted mostly of stone, making drills necessary. In many places two feet of solid stone was removed. The drillboats *Exploder* and *Hercules* and *Gladiator* which were employed on the work have been tied up at this port and the crews paid off. Two derrick scows are now at work picking up loose stones that may have been missed after the bottom was drilled and blown up.

**Inauguration of Grand Trunk Lake and Rail Route Service between Eastern and Western Canada.**-Commencing Saturday, June 7th, westbound, and on each Monday, Wednesday and Saturday thereafter, the Grand Trunk Railway will operate a special "Steamship Express," leaving Toronto 10:45 a.m., stopping at Hamilton, London and Strathroy, arriving Sarnia wharf 4:00 p.m., making direct connection with the Northern Navigation Company's palatial steamers leaving Sarnia wharf 4:15 p.m. for Sault Ste. Marie, Ont., Port Arthur and Fort William.

Steamer leaving Sarnia wharf Mondays does not call at Port Arthur.

On the arrival of the steamer at Fort William, special trains of the highest standard will leave that point at 4:45 p.m., arriving at Winnipeg 7:45 a.m. next morning.

The service afforded by this route is the finest in every respect and includes parlor and parlor-café service between Toronto and Sarnia wharf, excellent service on the boats of the Northern Navigation Company, including the "*Hamonic*," the finest and fastest passenger boat on the Great Lakes. Standard sleeping cars (electric lights in lower and upper berths), dining car and coaches on the Grand Trunk Pacific between Fort William and Winnipeg. Through sleeping cars between Fort William and Edmonton, commencing June 16th....

Capt. Hagen of the tug *Harding* is not finding life worth living at Port Huron, where he is stationed for a few days. The whole crew is new, only the engineer remaining with him. The old 'Burg will look good to him when he returns.

The tug *Marion E. Trotter* is coming down the lakes with the dredge *General Meade* from Little Current to a Lake Erie port. According to old dredgemen, she is the dredge that was digging at this port, making 14 feet of water in the lower Detroit River years ago.

The steamer *A.C. Hand*, recently purchased by Capt. Howard Hackett, is in the dry-dock at Detroit receiving repairs. She will be used in coal trade to Georgian Bay. Capt. Hackett will himself command and manage the steamer.

After having blocked the Livingstone Channel for more than 30 hours, the freighter *Minnetonka* of the Mutual Line was released at 10:30 on Sunday evening by the lighter *Rescue*. The *Minnetonka* went aground on the west bank of the channel early Saturday morning. The freighter, bound from Duluth to Buffalo, became lodged in such a position that no vessel could pass. Efforts to release the boat by her own



power failed and the *Rescue* and tug *Ohio* then were summoned. It was necessary to lighten the cargo before the freighter could be released. As soon as the *Minnetonka* went aground, a patrol boat was sent to the head of the channel to warn downbound vessels so they would not become blockaded.

The boiler of the steam barge *E.M. Peck* exploded at Racine, Wis., Wednesday, four persons being killed and the vessel destroyed. In addition, Bernard H. Schwensen, second engineer, is missing and is believed to have been drowned. Two of the crew were so badly injured that physicians say they cannot recover. The vessel was literally torn to pieces above the hold, from the stern forward to the pilothouse. The *Peck* was formerly sailed by Capt. Alex. Callam of this town.

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June 20, 1913

John McLean has gone to Port Huron as engineer on the tug *Phil Sheridan* and George Jones has taken charge of the engine on the *Paddy Myles*.

The steamer *Alaska* discharged a cargo of soft coal for the Mullen Coal Co. this week at this port.

John G. Mullen was a guest on the steamer *City of Detroit III* on her trip to Port Arthur and Fort William last week.

The tug *Leroy Brooks* has gone to Sault Ste. Marie to bring down a couple of dump scows for John Fraser's new dredge.

Mrs. (Capt.) A.C. Callam is up the lakes on the steamer *Fitzgerald* for a three-week trip with her husband, master of that steamer.

The tug *Marion E. Trotter* has arrived back to this port from towing the dredge from Little Current to Port Burwell for the C.S. Boone Dredging Co.

William Livingstone, president of the Lake Carriers' Association, accompanied by Charles Y. Dixon, assistant United States engineer, Capt. Watt and Capt. Disett of the Pittsburg Steamship Co., made an inspection trip through the Livingstone Channel and lower river last week. The location of the lightship placed to direct downbound vessels into the channel was examined, as was the condition of the lights marking the passage and the proposed widening of the channel was considered thoroughly. Vessel masters are not at all satisfied with the lights of the Livingstone Channel, despite the fact that at the opening of navigation this season they were changed from blinking lights to flashes of one second duration with an interval of one second of darkness. Many complaints have been made against the lights, some of the masters claiming that the flashes should be of longer duration with a longer interval, while others argue that they should be fixed. The place where the channel is to be widened was also examined by the party. The cutting of the westerly corner of the entrance of the channel will, mariners claim, greatly increase the safety of entering the channel.

With the expenditure of \$50,000,000 planned for the next five years in the deepening of the Welland Canal, there will be an activity in the counties through which this waterway passes that will in some respects rival the work on the big canal across the Isthmus of Panama. Within a short time tenders will be called for the construction of the first sections of the work, beginning at the Lake Ontario end. The route to be followed has been settled definitely. It is to follow the valley of Ten Mile Creek from Lake Ontario, crossing the present canal below lock no. 11 at the level which now exists there, the rise having been effected by three isolated locks with suitable pondage areas intervening. This level is carried through to the foot of the escarpment below Thorold. Beyond Thorold, the level of low water in Lake Erie will be held to Port Colborne, the present canal route being generally followed except between Port Robinson and Welland River and at a point near Humberstone where the present sharp bend will be done away with by a cut-off. The guard lock will be built in this cut-off and will be utilized to protect the canal from the high water of Lake Erie. How great an improvement the new canal will be over the old may be gauged from the fact that instead of 27 locks, as at present, there will be but seven. The scheme is to build the locks 800 feet long by 80 feet wide, with capacity for 30-foot draft, though the canal will not at present be built with a draft of that amount. The reason of this is that the Soo has not yet the 30-foot draft. When it does, the Welland will be deepened, but the same locks used.

The Great Lakes tug (Capt. John Cornwall) has been stationed here for a few weeks in place of the tug *Harding*.

Capt. Alex. P. Gallina, in charge of the U.S. survey steamer *No. 2*, tied up at Amherstburg over Sunday. Capt. Gallina was a well-known tugman in these parts when Amherstburg was one of the busiest ports on the lakes, and met a number of old acquaintances.

Joseph Boufford of Malden came to Amherstburg Saturday for the purpose of paying a visit to what remains of the old schooner *Maria Martin*, a derelict in Callam's Bay. Mr. Boufford made the first trip on her when she came out 46 years ago under the late Capt. Trotter. The *Martin* was some class in those days, having 18 sails and carrying a crew of 8 men forward. When she came up the river with all sails set, she looked like a floating island and was a regular picture. She was used in the grain-carrying trade between Chicago and Buffalo and way ports.

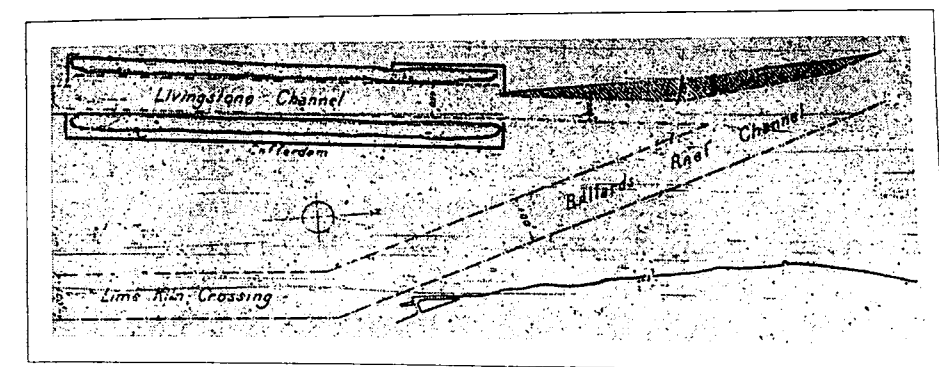
Livingstone Channel Entrance Where Corner will be Cut Away to Eliminate Dangers to Lake Navigation.-Preliminary work, principally surveying and sounding, will be commenced at once on the work of removing the westerly corner of the channel bank at the entrance of the new Livingstone Channel, for which the approval of the War Department was received in Detroit Wednesday.

The cut of the channel shows clearly the piece that will be taken out and the benefit rendered navigation thereby. The sharp sheer now necessary in making the passage into the channel will be entirely eliminated, thereby reducing the chance of boats striking on the apex of the Livingstone and Ballard's Reef Channels as they leave the latter to enter the downbound passage.

This portion of the channel is regarded by sailors as being the most dangerous part of the new passage, although that part where boats leave the 450-foot channel between the stone dykes and pass into the 300-foot channel is considered a hazardous piece of navigation because of the cross-currents.

The picture of the channel shows clearly the entrance to the cut, which is only 300 feet wide, that part where the dry work was executed, which is 450 feet wide, and then how it abruptly narrows to 300 feet again at the lower end of the stone dykes. The removal of the corners of the channel bank will not quite bring the entrance immediately at the head of the stone dykes to a corresponding width with that between them, but will leave it 40 feet narrower, although it will be wider at the immediate entrance.

As a result of the trip of inspection of the channel and the lower river made by Lieut.-Col. Mason M. Patrick, United States engineer of this district, and William Livingstone, president of the Lake Carriers' Association, and party, a new light will be placed on the west channel bank of the new cut, halfway between the lightship and the head of the intersection of the two channels. Vesselmen requested that the lightship placed recently by the Lake Carriers be moved down the river halfway between its present location at Canadian gas buoy No. 81 and American gas buoy No. 29. As the lightship is considered a big aid to navigation, especially for downbound boats, it was decided to leave it where it is and place a temporary light where the vesselmen wanted the lightship placed. The buoy will carry two lights, a red over a white.



In Amherstburg Echo June 20, 1913

June 27, 1913

Although coal cargoes are not sufficiently numerous to accommodate all the ships on the market for loading this week, every loading dock from Cleveland west is working night and day. At Buffalo a similar condition prevails. Ashtabula and Erie are doing at least normal business. In spite of the serious congestion at Lorain last month, 65,000 tons of coal were put aboard vessels. The heaviest previous month in the history of the port saw 525,000 tons moved. The coal movement is limited only to the capacity of the railroad.

Bert Thomas arrived home on Monday from sailing on the Great Lakes.

The steamer *J.E. Mills* of the Trotter Wrecking Co. and the tug *Abner C. Harding* are being painted this week.

The Canadian Government lighthouse supply steamer *Simcoe* put on 100 tons of soft coal and 25 tons of hard coal here Monday.

The yacht *Kathleen* ran hard aground on the end of Fighting Island Wednesday night. She was released by the tug *Harding*.

The M. Sullivan dredges *Gladiator* and *Hercules*, drillboats *Destroyer* and *Exploder* and tugs *Columbia* and *Smith* are fitting out to go to work on the outer harbor at Buffalo, which Oliver Dunbar has the contract for.

The Starke D. & D. Co.'s new drillboat *No. 1*, now at work on Ballard's Reef, is a wonder among modern drillboats. She is of steel throughout, is 140 feet overall, 35 feet beam and 8 feet deep, equipped with five machines and the latest in everything. She has 150 incandescent and 3 powerful arc lights, making a large area round her bright as day on the darkest nights. She is equipped with steel yawl lifeboat and a self-bailer, being the only drill with the latter distinction. She is painted like a yacht, is dolled up like a June bride and is a sweet one, the men say. Her crew is 18 days and 16 nights. Thomas Hanley Jr. is day foreman and James O'Neil nights. She will work 24 hours daily. The *Hurricane* will also remain in commission.

The *Essex*, a taut little steel ferry boat being built for the Detroit & Walkerville Ferry Co., was launched at the yards of the Toledo Shipbuilding Co. on Wednesday. As the ship slid from the ways, Mrs. Harrington E. Walker, wife of the president of the ferryboat company, broke the bottle of champagne over her bow. The *Essex* made a pretty show as she glided gracefully into the water. Capt. Fred. Wilkinson is to command the *Essex*, Peter McLaren is chief engineer and William Kendall clerk, all of Walkerville. The *Essex* will cost in the neighborhood of \$100,000. Her length overall is 105 feet, keel length 94 feet, breadth of hull 36 feet, breadth over guards 46 feet and depth 13.5 feet. She will be propelled by a double 20 high pressure engine and will have capacity to carry about 600 passengers. The contract calls for completion of the vessel September 1st, but the Toledo Shipbuilding Co. expects to be ready to turn her over to her owners about August 1st.

Capt. C.R. Hackett and Gordon Colborne went to Sarnia Saturday to light and fill gas buoys.

Capt. John McQueen has gone to Lake St. Clair to raise the barge *Tolmie* which sank there three weeks ago when Reford Boufford lost his life. Earl McQueen, the captain's son, is doing the diving.

The waterworks engineers have torn down the old dock at the south end of the waterworks beach and as soon as a tug can be secured the piles will be pulled out. This puts a stop to tugs tying up at this little dock and smoking out the whole neighborhood.

July 4, 1913

There has been a hot rivalry for some time between the tugs *Columbia* and *Shaun Rhue* as to the superiority of these respective river craft. Numerous smart brushes between them have taken place, but it was not until Wednesday that one of them, the *Shaun Rhue*, gained a decisive victory and is entitled to carry a broom at her masthead. It happened this way. The *Columbia*, lately equipped with a new boiler (Capt. Bernard, Engineer Wm. Cook), started for Detroit with a drill and empty scow in tow. Seeing the

Shaun Rhue (Capt. Clyde Tobin and Engineer William Shewfelt) picking up two flat scows loaded heavy with stone for the Rouge, the *Columbia* waited and just as the *Shaun Rhue* pulled alongside, opened up wide, which was an invitation to contest the supremacy of the lower Detroit River and the race was on. For half an hour they ran neck and neck, when the *Shaun* gradually forged ahead of her hated rival and easily outdistanced the *Columbia* by 1½ miles, despite the frantic efforts of all aboard her. Fr. Fuma was a guest on the *Columbia* for the trip and greatly enjoyed the race. The *Shaun* made the run in 2 hours and 15 minutes, which usually takes 3 hours. It was a clean-up for fair and settled for all time who's who between these tugs.

It's an ill wind that blows no one good. Despite the fact that certain persons of Amherstburg residing in the vicinity of the Lime-Kiln Crossing rise up in wrath every now and then and conduct a verbal campaign against the fog bell on the lightship at the north end of the crossing because the bell rings continuously whether there be fog or not, the bell has evolved itself into a useful contraption even on the clearest morning. One of the most desired sights looked forward to by tourists making the trip from either Buffalo or Cleveland to Detroit via the water route is the scenery of the Detroit River. Boats from both of the ports, however, generally make the lower river early in the morning, with the result that many of the passengers were at dock before they were awakened. Not this year, however. While still some distance below the Lime-Kilns, the ring of the bell on the lightship can be heard, the sound of it increasing in volume as the vessels approach it, and by the time the big boats are abreast of the bell all persons aboard ship are wide awake and up peering out their windows to see where the bell is. Then they see that they are in the river. Quick donning of clothes and a rapid trip to the deck soon follows and many bless the bell that awakened them in time to view the trip up the river.

Persons to whom the river and lakes are a novelty and the trip on the boat a treat look with wonder at the fire drills held daily on the Detroit & Windsor Ferry Co. boats that ply between Bois Blanc and Detroit. While the boats are lying at the island, fire drill is held. As soon as the passengers disembark, the fire bell is rung and then the members of the crew scamper to their various positions. Lifeboats are lowered and rowed about the river, long lines of hose are taken down and within a short period after the bell has sounded the alarm several streams of water are shooting forth from various parts of the vessel. Each day this performance is viewed by hundreds, many of whom do not know what the fire drill is and in many cases really think there is a fire on the ship or that someone has fallen into the river and rescue boats are being lowered.

The tug *Harding* went over to Toledo Saturday and released the steamer *Maruba*, aground there.

Oliver Dunbar left for Buffalo on Friday to superintend preparation for work on his large contract in the harbor of that city.

July 11, 1913

At 1:20 a.m. the morning of July 5th the Great Lakes Dredge & Dock Co.'s drillboat *No. 4* sank in the outer harbor just below Castle Island, East Boston. There were two men on board at time of accident, the fireman and A. Fox, watchman. They jumped on the powder boat and were picked up later by a tug boat. They got back to the dock at 7 a.m. and reported the accident. Capt. Hancock started out on a tug to warn passing boats of danger, but before he arrived the New York and Boston passenger boat *Massachusetts* struck the corner of the drill, doing considerable damage to the drill and also putting a large hole in herself, causing her to go to dry-dock for repairs. They will proceed at once to raise the drill, which went down in 35 feet of water at high tide. It is supposed that the front spuds jammed when the tide was going out, causing her to upset backwards. Capt. J.J. Hancock is in charge days and George Maguire nights. This will throw 36 drillmen out of work for some time.

July 18, 1913

The dredging and drilling fleet owned by M. Sullivan and chartered by O. Dunbar for work on the improvement of Buffalo harbor, and which had for the past couple of weeks been undergoing a general

overhauling at Detroit, left for Buffalo this week. The dredge *Gladiator* and two large steel dump scows were in tow of the tug *Columbia* and the drillboats *Destroyer* and *Exploder* with derrick scows in tow of the tugs *Marion E. Trotter* and *Sidney Smith*. The tugs will then return to Detroit and tow the dredge *Hercules* and some scows to the same port. Many of the most expert dredgemen and drillmen are shipping on the boats.

The steamer *J.E. Mills* is raising a pile driver at Windsor which sank in 20 feet of water by the new Government dock.

John Fraser's new dredge is nearing completion. The boathouse in the rear of his residence is being taken away and a slip will be made there for the dredge.

The tug *Marion E. Trotter* has been chartered for a few days to look after the interests of M. Sullivan on the lower Detroit River.

July 25, 1913

With the acquisition of a five-year lease on the building at the foot of Woodward Avenue, Detroit, occupied by the Delamater Hardware Co., the Detroit & Windsor Ferry Co. comes into possession of one of the most valuable sections of dock property on the Detroit riverfront. It gives the company a stretch of docks from the Belle Isle boat pavilion on the west side of Woodward Avenue to the Bois Blanc boat pavilion on the east side of Bates Street. It is believed the company is now planning the building of a new ferry boat, to cost about \$150,000, to be brought out next summer for the Pêche Island run.

The steamer *J.E. Mills* of the Trotter Wrecking Co. of Amherstburg raised a sunken pile driver at the new Government dock in Windsor. The boat sank Wednesday night from some unknown cause and turned over on her side. Her engine and boilers were thrown through the cabin of the craft to the bed of the river. The machinery will also be raised by the *Mills* sometime this week. The pile driver is owned by the contractors working on the new dock.

J.W. McPhail, chief engineer of the Tomlinson liner *Sultana*, took seriously ill when the boat was entering the river Thursday night of last week. The steamer came to anchor in Callam's Bay and Dr. Fred. Park was taken down on the tug *Harding* to see the man, whom he found suffering from a severe attack of kidney trouble. Dr. Park accompanied him to Detroit on the steamer and had him placed in a hospital for treatment. It is said that McPhail suffered such agony that his mind was deranged for some time and he threatened violence to himself and his mates.

The U.S. Lighthouse Service, so far as the Great Lakes are concerned, proposes to grow its own timber for the manufacture of spar buoys, pilings and the other wood necessary to the service. In this the service will be assisted by the Forest Service and expert foresters are preparing to make an investigation of reservations on where the lighthouses stand, with a view to their forestation. An investigation already made by the forest service has already disclosed that the lighthouse reservations in the lumber states of Michigan and Wisconsin alone total nearly 5500 acres. On a number of these reservations white and Norway pine will be planted, while cedar and pine will be planted on the others.

One of Dunbar & Sullivan's dredges lying at anchor above Livingstone Channel broke loose late Sunday afternoon and started down the channel. The tug *Trotter* picked her up.

Amherstburg is up against a dearth of steamboat cooks and chefs. Demands for the services of culinary experts in the last few weeks are said to have left the town without a man or woman available for work on boats. Among those who have



In the Amherstburg Echo, July 25, 1913.

recently been placed on vessels are Albert Brown on the tug *Shaun Rhue*; Ben. McDowell on the tug *Francis B. Hackett*; Dan. Brault on the steamer *J.E. Mills*; Dolphus Bezaire on the tug *Columbia*; George Morin on the dredge *Hercules*; Gordon Ferriss on dredge No. 9; Andy Goulin on the dredge *Gladiator*; Clare Ferriss on the dredge *Old Glory*; and Paul Desjardins on the tug *Milwaukee*. The food served crews on all these vessels, most of which are employed in channel work on Detroit River, is said to be equal in quality to the menu of a first-class hotel, including several varieties of meat, fruits, melons, ice cream and fancy dishes.

Mrs. (Capt.) Alex. Callam and daughter made a trip to Fairport with Capt. Callam on the steamer *Fitzgerald*.

Arthur Kiyoshka, a marine diver in Southampton, spent a few days in town last week.

James Robidoux and George Horsley have gone to Alpena to take positions on the Great Lakes D. & D. Co. drillboat No. 2.

Rules for the navigation of the lower Detroit River from Mamajuda range light to Lake Erie, as approved by the Secretary of War, are being distributed to vessel interests on the Great Lakes through the U.S. Hydrographic Office. In all, 14 rules are made to apply, the first restricting the speed of vessels in Livingstone Channel and Amherstburg channel to 10 and 12 miles an hour respectively, except in passing improvement work, at which time the speed shall not exceed eight miles. Other rules require all downbound vessels to use Livingstone Channel and upbound, Amherstburg. Vessels under 100 tons and passenger steamers making local stops are exempt. Passenger vessels may use Amherstburg channel downbound. All vessels passing dredges, drill scows, derrick scows or other stationary plant engaged on improvements to the channels are required to slacken their speed when given three distinct blasts of the steam whistle. Three long blasts, when sounded from a patrolling vessel, will indicate that the vessel to which such signal is given is proceeding at too high a rate of speed. Four blasts from a patrolling vessel will indicate that the vessel to which such signal is given must stop until further orders are given.

The tug *Lakeside* came up from Port Colborne with two flat scows to be loaded with stone by dredge No. 9 at the Lime-Kiln for breakwater purposes on Lake Erie. The *Lakeside* was formerly a passenger boat on the lakeshore route years ago. She is owned by M.J. Hogan, contractor.

At a meeting in Cleveland Wednesday, directors of the Lake Carriers' Association considered complaints of shipmasters that the lower end of Livingstone Channel is not provided with sufficient lights. A resolution was adopted directing the association to take the matter up with the Bureau of Lighthouses.

The steamer *Simcoe* of the Department of Marine and Fisheries called here Saturday and took on 200 tons of soft coal from Mullen's dock and 50 tons of hard coal from Falls Bros.

The U.S. survey has men engaged testing all currents in the river opposite the town.

Capt. Jas. F. Jarmin Retires.—Capt. Jas. Jarmin, who has been manager of the C.S. Boone Dredging Company for the past fifteen years, last week sold out his interest in the company and will retire for a well-earned rest. He will be succeeded by J.J. Manley of Merriton, Ont., formerly manager of the Weddell Dredging Co. of Trenton, Ont., who has had wide experience in the work of dredging and construction, both on the St. Lawrence and at Toronto.

Capt. Jarmin, who retires, has been closely identified with the improvement work done in the channel here [at Little Current] from the start. It is nearly thirty-five years since he first began work here, being thus almost a pioneer of the island [Manitoulin], though always returning to his home at Amherstburg for the winter.

He is a man of large experience and large ideas. The steady pressure which he was able to bring to bear upon whatever Government was in power at Ottawa secured the continuous improvement of the channel here until it is now possible for the largest vessels to go through the channel, which fifteen years ago could only be navigated with difficulty by small vessels.

With the employees of the company, his relations were always of the most pleasant, as they felt he was always just, even if strict. Many of the captains have been with him from the early days and loyalty

to the company was a marked feature of the men.

The captain's many friends in Little Current and elsewhere will join in wishing both him and Mrs. Jarmin many years of pleasure in the evening of life in Amherstburg, where he built a \$15,000 home for himself last year.⁹ At any time they visit Little Current they will receive a hearty welcome from all. - *Manitoulin Expositor*.

Ceases to be Government Contractor.-(*Collingwood Bulletin*)-Capt. James Jarmin, who has been identified with the Boone Dredging Co. for the past fifteen or sixteen years, has sold out his interests and will retire to live at Amherstburg. He will be succeeded by J.J. Manley of Merriton, who was for some years manager with the Weddell Dredging Co. of Trenton.

Capt. Jarmin has been associated with the improvements of some of the most important harbors and channels on the Georgian Bay, notably Collingwood and Little Current. Here the channel leading into the harbor was widened and deepened and at Little Current the channel was so improved as to admit of the passage of the largest steamers trading in the North Channel.

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*August 1, 1913*

Breaking her steering gear as she was passing down through Livingstone Channel between 5 and 6 o'clock Monday morning, the steamer *Hoover and Mason* of the Tomlinson fleet took a sheer against the bank about midway down in the dry work section. The steamer apparently struck lightly and swung back into the channel, where she was steadied by reversing her engine, while a hasty attempt was made to connect her auxiliary steering apparatus. Meantime, the steamer *John Ericsson* and her consort, which had entered the channel behind the *Hoover and Mason*, were slowly closing up the space between. The *Ericsson* had arrived within about 1000 feet of the disabled steamer and watchers on shore were anticipating a smash that would almost inevitably block the channel, when the *Hoover and Mason* was seen slowly getting underway. The tugs *Trotter* and *Pittsburgh* of Amherstburg, which were hastening out to aid in straightening out what threatened to be a serious tangle, then turned back.

Wreckers who are at work in the effort to raise the Canadian sand barge *J. Tolmie*, which turned deck-down when she sank above Pêche Island in Lake St. Clair two months ago, are finding the task rather difficult. The derrick scow *Cuilene Rhue*, while attempting to right the sunken craft Monday, broke her derrick arm, dropping part of it in the lake. The steamer *J.E. Mills* of the Trotter Towing & Wrecking Co., Amherstburg, is at work on the *Tolmie* and it is reported one of the powerful dredges in the lower river will be sent to assist her and to recover the *Cuilene Rhue*'s broken arm.

The steamer *James B. Laughlin*, which a few years ago broke the Amherstburg waterworks intake pipe and paid dearly for it, collided with the *John B. Cowle* off Presque Isle, Lake Huron, early Thursday morning. Neither vessel was much injured.

John Sullivan, supt. for M. Sullivan, contractor, with Mrs. Sullivan, left on Wednesday evening for Buffalo. It is just 25 years since John Sullivan came to Amherstburg to take a position with the firm of Dunbar & Sullivan on the Lime-Kiln Crossing. Many of the old employees will go with the firm to Buffalo. When the *Hercules* pulled out on Wednesday night she was accorded a rousing farewell salute by everything with a whistle. Large crowds lined the dock and there was many a tearful farewell.

It looks as if the Tug Trust must go. The U.S. Circuit Court has rejected the plans of the Trust for squaring themselves with the Sherman Anti-Trust Law. The Government wants the company dissolved, while the combination suggested regulation under the supervision of the court. Disapproval of the essentials of both plans will make it necessary for the Department of Justice and the company to renew their negotiations to end the monopoly which the court last spring found to exist. New plans, it is expected, will be presented to the fall term of court.

Capt. Thomas Patterson, mate on the tug *Columbia* out of this port for several years, has taken the

<sup>9</sup> The "Jarmin Villa" still exists, now 483 Dalhousie Street.

position as manager on the D.U.R. [Detroit Urban Railroad?] sand and gravel dock at Detroit.

It is unofficially announced that the Dominion Government will erect a new lighthouse in the lower Detroit River, somewhere in the vicinity of the upper entrance to the Livingstone Channel.

The dredge *Fort Malden*, which went to Kingsville from Amherstburg a few days ago to do some dredging, broke down and will probably be out of commission for three weeks or more. The swinging casting broke while the dredge was at work. She was stripped of her anchors and boom. While taking off one of the anchors, Felix Neff, a cranesman from Port Colborne, was injured. He was taken to Amherstburg and at once left for Port Colborne to convalesce. Mrs. Neff was preparing to move back to Amherstburg.

The tug *Pauline Heckler* has come up from Kingsville to look after M. Sullivan's derrick scow *No. 7*, at work on Ballard's Reef.

Freight traffic handled in boats on the Detroit River during the fiscal year ended June 30th last exceeds in volume the commerce handled through any other section of Detroit district. The freight moved through Detroit River aggregated 76,671,208 tons and its value is estimated at [article ends here]

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August 8, 1913

A Detroit correspondent says:- "Automatic fog bells have so far proved a success on the Great Lakes, but there is one on the Lime-Kiln Crossing just above Amherstburg that has proved an exception to the rule, and from the standpoint of the residents along the riverbank is anything but a success. In fact, so annoying is this bell, which rings from morning until night and from night until morning, that many of the residents owning pretentious summer homes in that vicinity have threatened to give them up unless the bell is quieted. S. Olin Johnson, president of the Penberthy Injector Co. of Detroit, may find it necessary to give up his beautiful summer residence overlooking the crossing unless some disposition is made of the bell. The continuous tolling has grated on the nerves of Mrs. Johnson to such an extent that she cannot stand it much longer. All during the warm nights the bell has pealed unceasingly, despite the fact that there has been but two foggy nights this summer. The weird tolling of the bell has not only affected the nerves of Mrs. Johnson, but also of the servants, who threaten to leave unless it ceases to ring. A number of the residents in the vicinity are Detroit people who spend the summer there and they threaten to leave if the bell isn't removed or disconnected so that it will cease to ring. It is probable that because of their complaints it will be removed for the summer months."

Mrs. (Capt.) William Pizer has gone up the lakes on the *George E. Hartnell*, which her husband sails.

Effective work in facilitating navigation through Livingstone Channel, lower Detroit River, is being done, vesselmasters say, by the tug *Pittsburgh* of the Steamship Co.'s fleet, which was placed on duty at the channel early in the season, primarily to assist vessels of its fleet should the occasion arise. Incidentally, the tug is reported to be doing a sort of patrol duty, making several trips up and down the channel every night to make sure that buoys and floating aids are not out of place. When aids are found displaced or showing incorrect characteristics they are reported immediately to the Lighthouse Service at Detroit. In case of accidents, the *Pittsburgh* proceeds to the head of the channel to warn masters of the downbound vessels. The tug's work has proved so effective, however, that there have been practically no accidents to report since she went on duty.

Mrs. (Capt.) D. Girardin and family are on a trip up the lakes on the steamer *Harvey H. Brown*, which her husband sails.

The steel freighter *Lehigh*, bound for Montreal with coal, crashed into the footgates of Lock 23, Welland Canal, at Thorold on Saturday afternoon, smashing the upper portion of both gates and bending them over sufficiently to allow the force of the water from the upper level to wash the big boat over the remaining 8 feet of the gates into the level below. In making this dive the steamer dropped fourteen feet, bow first, shipping a quantity of water. Navigation was resumed Sunday morning.

Again a new high record is established by the volume of the movement of freight through the

American and Canadian canals at Sault Ste. Marie in the month of July. The statistical report compiled by L.C. Sabin, superintendent of the American canal, under direction of Lieut.-Col. Mason M. Patrick, United States District Engineer, shows that the freight handled through the St. Mary's waterways aggregated 12,278,124 tons, or 154,511 tons more than the movement of 12,113,613 tons in June this year, which was the previous high mark.

Level of the Lakes.-The claim which has frequently been made by ship owners and others and which has been confirmed to a considerable extent by official records kept by the Marine and Fisheries Department and by the Montreal harbor commissioners, that the level of the St. Lawrence and the Great Lakes is being constantly lowered, principally by drainage operations on a large scale, is about to be subjected to a practical test which should prove convincing to the most skeptical. According to information obtained from Robb, secretary of the Shipping Federation, the gauges between Port Arthur and Quebec, which are to be used in making the test, are now all in position, their laying having been carried out under the instructions of the special commission appointed to make the required tests. The commission consists of Prof. Haskell of Cornell University, V.W. Forneret, chief engineer of the ship channel, and W.J. Stewart, chief hydrographer to the Marine Department. As the United States Minister of War did not grant the application made by the Chicago drainage authorities for permission to increase the quantity of water they are entitled to take from Lake Michigan, and as it has been admitted that more water is being taken than is legally permissible, the results of the practical tests which are about to be made are awaited with interest in shipping circles.

Orin Ong, chef on the lightship *Falken*, has returned to his boat after a furlough with his family. Eugene McCormick came up on Monday to spend his furlough with his family.

The Dunbar derrick *Gossoon* is taking all the machinery from the Livingstone Channel to Wyandotte to be shipped south.

The steel derrick *No. 20* and tug *M.A. Knapp* of Starke's fleet have arrived from Milwaukee to work on Ballard's Reef. M. Sullivan's derrick *No. 7* has completed her work there.

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August 15, 1913

The Great Lakes Engineering Works' tug *Ecorse* was at this port on Monday.

John Anderson of the Bar Point Lightship is spending his furlough with his family, Park Street.

Capt. Harry Cook, James Bainbridge and Martin Comerford of the Dunbar fleet, Alpena, spend the weekend at their homes in town.

Capt. Edward Burns of the steamer *Dennick* spent a few days with his family in town while his str. was unloading at Buffalo.

Capt. Frank Hackett has secured a good job with his tug *Charlie Gale* with the Canadian Marine and Fisheries Dept., surveying the Fighting Island Channel.

The tug *Pauline Heckler*, Captain John Irvin, Alvin Sanford, engineer, Russell Fox and Guy Palmatier have gone to Kingsville to look after the dredge *Old Glory*.

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August 22, 1913

New Ferry Steamer Essex.-Service on the Detroit and Walkerville ferry route will be improved Saturday by the addition of the new steel steamer *Essex* to alternate with the *Ariel* on the run between Jos. Campau Avenue, Detroit, and Walkerville. The *Essex* has just been completed at the yard of the Toledo Shipbuilding Co. and was delivered to the Detroit and Walkerville Ferry Co. Friday. A party comprising officers of the company and a few guests went to Toledo on a special car Friday and accompanied the *Essex* to Detroit. The new steamer is 105 feet long with 40 feet beam. She is designed as an ice-crusher. Practically her entire main deck is available for the transportation of vehicles. The ship was launched June 25th and was christened by Mrs. Harrington Walker, wife of the president of the Detroit & Walkerville Ferry Co. The steamer will carry a crew of 12 men and will be in command of Captain F.A. Wilkinson (an

old Amherstburg boy), the ferry company's superintendent.

Captain John W. Westcott, head of the Westcott marine agency since 1874 and Detroit representative of the Pittsburg Steamship Co. and other important vessel interests on the Great Lakes for many years, died suddenly Sunday morning while on a visit to his daughter, Mrs. Charles Loos Jr., Ann Arbor, Mich. Captain Westcott had been in poor health for five or six years but had attended to business in his office at the foot of Third Street until he left to spend the weekend with his daughter. His death was unexpected. He had been playing with a grandchild just a few minutes before he expired. Captain Westcott started his career as a marine reporter at Amherstburg in 1874 and resided on Sandwich Street. He leaves, besides his wife, two sons, J. Ward and Charles H. Westcott, who have charge of the business, and two daughters.

The dredge *Digger* and scow *Maggie* were towed from Wheatley to Windsor by the tug *Trotter* this week.

Robert Mullen of the Reiss Coal Co., Cleveland, spent a few days this week at his brother's, J.G. Mullen's.

C.H. Starke D. & D. Co.'s dredge *No. 9* and drillboat *No. 1* have been equipped with powerful searchlights. They are working on Ballard's Reef Channel.

Diversity of opinion appears to characterize the replies which vessel masters are making to questions submitted to them in reference to the lighting of the Livingstone Channel in the lower Detroit River. Some of the masters express the opinion that the channel should be marked by lights showing a continuous illumination rather than a flashing light, as at present. Others suggest the marking of the channel would be improved were the lights and buoys set closer together. From one vessel master the suggestion comes that it would be a good thing to establish range lights in Lake Erie below the lower end of the channel. Much of the difficulty which vesselmen complain of having had with the present lighting of the Livingstone Channel is due to the attempts of pilots to line up the buoys on the channel banks as they would range lights, instead of steering a course midway between the lights on each bank.

The steamer *C.C. Hand*, owned by Howard Hackett and Lewis Matthews, stopped here Wednesday night. She was leaking badly and part of her cargo of coal was shifted from aft to forward by Mullen's coal derrick and she resumed her trip Thursday morning. This is her first trip since the new owners overhauled her at Toledo.

An Awful Nuisance.-Many years ago Dr. James Boyle, who made his pile in New York and who endowed the Amherstburg Library and Reading Room to the extent of several thousand dollars in books and mortgages, with more to follow, decided he would come back and spend the rest of his days in his native town. He returned here with that intention, but could get little or no rest at nights and got very angry and left the town in a huff. He blamed the dogs barking for breaking his rest. So the 'Burg will never know just what they lost. Now the summer residents have got an additional three-fold grievance. Besides the curs barking and the cocks crowing, they have that infernal marine bell on the Lime-Kiln Crossing ringing every four seconds - 15 times a minute; 900 times an hour; 21,600 times a day - and its monotony is enough to drive any nervous or sick person crazy. The town lost the late Dr. Boyle and the library his cash, but if something is not done to stop this bell nuisance, no person will come to Amherstburg to spend a night. No other place in Canada would stand for it. We believe if put up to the Marine Department in proper shape it would be discontinued. It is only a matter of saving a man's wages and surely the Marine Department is not so penurious as to annoy the people along the river for such a trifling amount. It may be all right to awaken the passengers on the Buffalo and Detroit steamers and the D. & C. Line so that they can take in the beautiful scenery and dress to leave the boat at Detroit, but the natives have got to stay and take the annoyance for 24 hours a day - whether sick or well.

24½ Foot Ship Channel.-Fifty-eight years ago vesselmen sailing the Great Lakes had no conception whatever of the volume of the lake traffic and the waterway improvements that have been attained today. At that time those who navigated from Lake Huron to Lake Superior rolled their boats on

rollers so as to pass St. Mary's rapids at the Soo and would have considered a person crazy had they predicted the immense volume of traffic that passes through the Soo now and the improvements that have been done there. The U.S. Government now has under construction two large modern locks at the Soo that will permit boats to pass through loaded to a depth of 24½ feet. In order that vessels load to that depth, millions of dollars must be expended on the waterways between Bar Point, Lake Erie and the Soo in order that boats may continue on their way down to Lake Erie loaded to such a depth. The channels between the Bar Point Light at the mouth of the Detroit River and the St. Mary's Canal, with of course deep water in Lake Huron, parts of St. Clair River and Detroit River, have a maximum depth of but 22 feet so that in order to make these channels correspond with the depth of the two new locks and so that their great depth may be taken advantage of, they must also be dredged and drilled so that they will also attain a depth of 24½ feet. To attain this it will be necessary for years and years of work as well as the expenditure of many millions of dollars on the part of the United States Government. No matter how great a feat this seems to some of the more skeptical mariners, the majority look forward to it as a certainty before many years. Work has just been completed on some of the channels where they have been deepened to 22 feet. M. Sullivan, this week, finished his contract for the widening and deepening of the Ballard Reef Channel. With all of the work now anticipated, dredgemen and drillmen who have left the lakes by the score and found work on the coast will once more be able to return to their homes on the Great Lakes and perhaps work out their entire lives on inland waters, because as the traffic increases continually, so will new improvements be made continually.

FROM GREAT LAKES TO THE ATLANTIC.-Deep Channel to Ocean Can Be Constructed Without Treaty-United States-Canadian Commission Empowered to Act, says Tawney-Urges World's Fair as Celebration of Completion of Project, in Letter to Townsend.-That negotiations for the construction of a deep waterway from the Great Lakes to the Atlantic Ocean can be entered into with Canada without an additional treaty is said by the International Joint Commission, and that the construction of such a waterway should celebrate the one hundredth anniversary of peace along the Canadian border is the suggestion of a Canadian to Senator Chas. E. Townsend of Michigan.

Former Representative James A. Tawney in a letter to Senator Townsend outlined the international status of the proposed waterway. The suggestion that the canal be built as an international celebration came from D.B. Detweiler, president of the Algoma Power Co. of Berlin, Canada. Mr. Detweiler declares that Canada is very much interested in the efforts Senator Townsend is making to ensure the construction of an international waterway that will virtually place all lake ports on the sea coast. He further declares that Canada will cooperate with the United States in completing the project.

Mr. Detweiler thinks that a world's fair in connection with the opening of the canal should be held in Chicago or some other large city on the American side.

"Article IX of the treaty of 1910 authorized the Joint International Commission to proceed with negotiations called for in your resolution for the construction of a deeper waterway from the Great Lakes to the ocean without additional agreement between Canada and the United States," says Mr. Tawney in his letter to Senator Townsend.

"You will note by the enclosed treaty that the contacting parties agree to refer all questions involving the rights, obligations or privileges of their nation to the International Joint Commission."

After making a complete investigation of the project, Mr. Tawney explained that the Joint Commission can make a report under the resolution and thus prepare the way for legislation by both Governments for the construction of the canal. Mr. Tawney takes the position that the Commission can handle the deeper waterway question in the same manner that it did negotiations between the two Governments relative to the Livingstone Channel and the pollution of the boundary waters.

The Commission is authorized to employ engineers in the investigation of conditions under which the waterway is to be constructed and money has already been appropriated for such assistance as the Joint Commission may need.

Mr. Tawney declares that the passage of Senator Townsend's resolution by a unanimous vote of the Senate is sufficient authority for the Joint Commission to proceed with the negotiations if so directed by the State Department.

"I am highly pleased with the position taken by Chairman Tawney on the authority of the Joint Commission," said Senator Townsend. "By taking it up through the Commission we will be able to get into direct communication with the Canadian Government without the usual delay that occurs in diplomatic channels. Mr. Detweiler's suggestion for a centennial celebration is a splendid one and I hope that it will be taken up by the people along the Great Lakes."

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August 22, 1913

The steamer *Alaska* discharged a cargo of lump coal for the Mullen Coal Co. at this port Sunday. C.H. Starke's dredge *No. 9* was in port from Thursday till Monday with a broken slipper shaft.

Belle and Catherine Callam left Sunday evening on the steamer *W.E. Fitzgerald* for a trip up the lakes with their father, Capt. A.C. Callam.

Two of the largest ferries have been placed on the Detroit, Amherstburg and Bois Blanc Island route, daily for the rest of the season. This season has been a record-breaking one.

The steamer *Went*, upbound, went hard aground on Fighting Island on Thursday night. A launch came down and notified the tug *Trotter*, which went to her assistance, and released her after a few minutes' work.

Steam was gotten up on John Fraser's new dredge Saturday and the engines were given a try-out. The dredge is almost completed and as soon as the anchors are put in she will be tried out by digging a slip at the rear of Mr. Fraser's residence.

Tomorrow (Saturday) the buoys marking the improved channel for upbound vessels at Ballard's Reef, Detroit River, will be moved about 250 feet to the eastward. Upbound vessels will then use the east half of the channel from the Lime-Kiln Crossing to the head of Ballard's Reef. That portion of the west half of the channel south of the Livingstone Channel will be under improvement. From the junction of Livingstone Channel north, the entire width of 600 feet at Ballard's Reef will be in use by vessels. Upbound vessels in passing through the east half of Ballard's Reef channel will be guided by the buoys and not by the Fort Malden range lights on the Canadian shore, as this range would guide them through the west half of the channel which will be under improvement. Upbound vessels are prohibited from meeting downbound vessels at the junction with Livingstone Channel.

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August 29, 1913

Work was started on the western half of the Ballard's Reef Channel near Amherstburg, taking the last step on channel work in lower Detroit River, which was begun several years ago. Beginning Saturday, all vessels use the eastern channel, which is marked with buoys. With the completion of dredging work on Ballard's Reef Channel next summer, Great Lakes navigation interests will be given a 600-foot channel 21 feet deep and costing more than \$1,000,000.

A party of Government marine officials stopped here Saturday last while on their way up the lakes on the steamer *Lady Grey*. Among the party were Alex. Johnston, Deputy Minister of Marine and Fisheries; Col. Anderson, Chief Engineer; and P. McPhail, Inspector of Lights. They were taken through the Livingstone Channel, over the lower Detroit River lighting system in the tug *Aldrich*, inspected the Bois Blanc Island light and took a look at the spot on which the new Canadian lighthouse will be built at head of Livingstone Channel. The nuisance caused by the continuous ringing of the bell at the lower Lime-Kiln was impressed on them by citizens, but no immediate redress was promised; rather they sought to shift the responsibility to the Lake Carriers' Association's president, Wm. Livingstone, at whose suggestion, the deputy minister hinted, the ding-donging bell was located at the spot. If Capt. Livingstone had a summer

house, how would it work to place a ding-dong at this door and see how he would take it.¹⁰ Surely the Canadian citizens have some rights, without having to fight for them continually.

The Great Lakes dredge *Pan-American* is expected from Buffalo this week to go to work on their contract at Fighting Island. The outfit will work on the 8-hour plan, as this contract was let since the 8-hour system went into effect.

The Trust tug *Pittsburgh* has again been stationed at this port.

Capt. Jacques Laframboise's yacht *Cora B.* has been engaged by the Marine and Fisheries Department in connection with the Fighting Island survey.

The *Handy Andy* is at work lifting the old C.S.R. bridge between Stoney Island and Grosse Île, which was blown from its abutments some time ago.

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September 5, 1913

Capt. James Reid, head of the Reid Wrecking Co. of Sarnia and Port Huron and for forty years one of the best-known figures on the Great Lakes, died at St. Joseph's Retreat, Dearborn, Tuesday evening. Early in the spring he went there in an effort to regain his lost health but had been gradually failing. For some time he resided in Bay City, but later went on the lakes and was known from end to end as a result of his many activities. He is survived by five sons and three daughters.

Alex. Johnston, Deputy Minister of Marine and Fisheries, and Col. Anderson, Chief Engineer, called at this port on Wednesday afternoon in the steamer *Lady Grey*. They took a tug and inspected the point where the new lighthouse is to be erected at the head of the Livingstone Channel. Possibly they went to hear the "Livingstone chimes at the Lime-Kilns." For the sake of saving \$30 or \$40 a month for a few months for a keeper, the great Marine Department of Canada shows mighty poor spirit in their willingness to annoy a whole community. A nuisance of this kind cannot be measured in dollars and cents.

Mrs. Callam and daughter Mary have gone up the lakes on the str. *Fitzgerald* with Capt. A.C. Callam for a trip.

John Fraser & Son's new dredge is being initiated digging a slip in the rear of his residence. The new digger is working out fine.

Capt. Henry Cook of the tug *Sydney Smith* and Sol. White of the *Hercules* of Buffalo spent over Labor Day with their families in town. Jack Healey also spent a few days in town.

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September 12, 1913

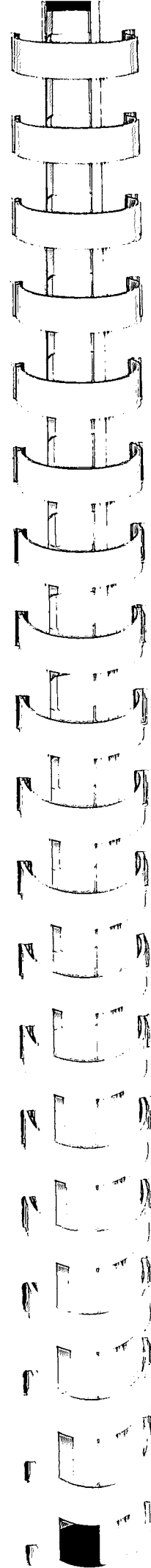
The steamer *Beresford*, bound up, ran aground at the Dummy light, Lake Erie, Friday night. The tug *Trotter* went to her, but she released herself just as the tug hove in sight.

The tug *George Cooper* of the Great Lakes D. & D. Co. ran hard aground on Grassy Island Thursday morning of last week in a fog. The tug *Marion E. Trotter* went to her assistance and after a couple of hours' work released her.

The gasoline tug *Wm. Logan* came over from Toledo to work on the Fighting Island channel for her owners, the Great Lakes D. & D. Co. She is all painted red - hull, house and deck.

The yacht *Nokomis*, used on these waters by engineers of the Public Works Department, sprang a leak on Monday afternoon in Lake St. Clair while near the Lake St. Clair lightship. Thomas Reid, the engineer, and Stanley Reaume, son of Hon. Dr. Reaume, were on board, but were rescued by the *Wauketa*, which happened to be passing, and taken to Marshland, where they disembarked and caught a downward steamer for home, none the worse for their experience. The yacht went adrift on the lake and Tuesday was picked up by a tug sent out by the Department.

The tug *Charles Gale*, owned by F. Hackett and John Fraser, met a watery grave after burning to



the water's edge at Pelee Island one night last week, and like the burial of Moses or Tecumseh, her last resting place has not yet been discovered. Under the pilotage of Capt. Frank Hackett, she made a run to Pelee with a New York carp man. The crew tied the tug up at the north dock and after stowing everything safe for the night went ashore to sleep. About midnight the heavens were lit up with flames bursting from all parts of the little tug and by the time help arrived she was too far gone to be worth fighting for. Grasping her line, she was pulled near shore but, the line burning through, the *Gale* was driven out in the lake and sank to rest in an unlocated spot on the bottom of old Lake Erie. She carried \$1000 insurance. The *Gale* was formerly the tug *Active* and had been practically made over during the past winter.

Russell Fox secured a position on a drillboat in Montreal until winter sets in.

Samuel Lee, who has been machinist with the Dunbar & Sullivan Co. for many years, has received the much-deserved promotion to the position of superintendent of the placing of new machinery in their various plants. They will move to Detroit in a short time.

Hon. J.D. Hazen, Canadian Minister of Marine and Fisheries, with his wife and daughter toured the lower Detroit River Thursday of last week, having come from Owen Sound in the *Lady Grey* on a tour of inspection. Mr. Hazen also inspected the new Government dock being built at Windsor.

Frank J. Eisenhaeur of the tug *Shaun Rhue* has been laid up for a week breaking up an incipient attack of fever. Tom Lee is relieving him on the tug till he recovers.

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September 19, 1913

Boulders are being scowed from Bois Blanc to Pêche Island for breakwater purposes. The *Papoose* is acting as tug.

T. Bruce of Prescott is in town in connection with the Marine and Fisheries Department, placing stronger lights on Lake Erie.

William Menzies has had his passenger yacht *Marwood M.* overhauled and repainted and J.R. Pineau, gasoline engine expert, has installed a power engine in it.

The tug *Trotter* worked for 36 hours before she released the steamer *Albright*, which went aground below Smith's coal dock Thursday. The steamer was out two feet and a sandsucker was used as a lighter to lighter her.

Suction from the passenger steamer *Eastern States* caused the sinking of the U.S. Engineers Department derrick scow Saturday night in shallow water at Livingstone Channel. She was raised Tuesday by the wrecker *Mills*. Frank Harmon, the watchman, had a close shave when the scow went down, but managed to scramble ashore.

Sunday practically ended the steamboat excursion season out of Detroit so far as the short trips are concerned. Steamers *Put-in-Bay*, *Greyhound*, *Ossifrage* and *City of Detroit II* were taken out of commission Sunday, the *Detroit* to resume operations later on between Detroit and Cleveland, replacing the steamer *Eastern States* about October 1st until ice forms. The *Put-in-Bay* was saluted by all the boats in the river from Amherstburg to Detroit while on her return trip from Put-in-Bay Sunday evening. She was placed in winter quarters Monday.

Two accidents in the vicinity of Lime-Kiln Crossing, lower Detroit River, scarcely an hour apart, early Thursday evening of last week added a third stranded vessel to the two reported Thursday morning and damages to drillboat *No. 1* of the Starke Dredge & Dock Co. The steel steamer *A.M. Byers* of the North American Steamship Co.'s fleet, managed by R.A. Williams of Cleveland, upbound with coal, ran into some dredging equipment about 6:15 o'clock and brought up on the west channel bank at the Lime-Kilns, almost opposite the marine reporting office of Duff & Gatfield on the Canadian shore. The steel steamer *William S. Mack*, owned by the Lake Erie Transportation Co., Cleveland, bound up with coal about 7 o'clock, collided with the new steel drillboat *No. 1* of the Starke fleet, which is working on Ballard's Reef Channel. Neither vessel was seriously damaged and the *Mack* continued up the river and the drillboat sought no assistance.

Work of lightering the steamer *Harold B. Nye*, which struck the east bank at Ballard's Reef while

<sup>10</sup> Of course, given the recent issue of the proposed Bois Blanc dam, Livingstone probably was not fond of the citizens of Amherstburg!

bound up with coal late Wednesday night, was begun by the tug *Abner C. Harding* and lighter *Rescue* of the Great Lakes Towing Co.'s fleet on Thursday morning and the *Nye* came off the rocky bank about 10:30 o'clock Thursday night. She reloaded her cargo before proceeding. The extent of her damage will not be known until she is placed in dry-dock.

The steamer *Byers* met with hard luck in the lower Detroit River Saturday. After lightering about 700 tons of her coal cargo, she was floated off the bank at Lime-Kiln Crossing about 1 o'clock and was starting downstream to come about when she ran on some obstruction which punctured her hull amidships. Water came into the vessel so rapidly that she was placed on the bank just above the Amherstburg waterworks, where she lay badly listed to starboard. Lighters removed nearly 2000 tons of her coal, which was transferred to the Mullen dock, and she was pulled off Monday morning and taken to Callam's Bay, where the Trotter Wrecking Co. placed a steam pump aboard her.

Albert Brown has resumed his old position as steward on the old dredge *Ontario* (now No. 114), working at Jeanette's Creek.

Capt. John Hutton was compelled to quit the steamer *Wolfe* at Milwaukee. He was taken ill at Buffalo but was able to take the boat to Milwaukee. Mrs. Hutton was on board and with Capt. Walter Gibb accompanied him back to Detroit by rail on Tuesday. He will take a good rest and look after his own affairs.

Capt. Walter Gibb is home from sailing on a visit. Capt. Gibb has laid away a pile for the cold days next winter and can afford to rest on his oars if he wants to.

The tug *Pittsburgh*, which has been patrolling the Livingstone Channel, has been laid up in Detroit for the season and the crew disbanded.

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September 26, 1913

Steamer *William P. Snyder Sr.*, downbound, went ashore near Bar Point lighthouse at the mouth of Detroit River about 10 o'clock Saturday night. The tug *Abner C. Harding* of the Great Lakes Towing Co. was sent from Amherstburg to her assistance. A heavy wind from the west was reported sweeping over Lake Erie and Canadian signals giving warning of a severe electrical storm were displayed in Amherstburg. A considerable number of small vessels downbound were waiting near Amherstburg for daylight before starting across the lake. The *Snyder* released herself in an hour.

Fay Jones has gone to Cleveland to ship as wheelsman on a lake freighter.

Mrs. Adolph Bezaire enjoyed a trip up the lakes with her husband on the str. *Alaska*.

Capt. Harry Brault has returned from Alpena and has taken a position with Dunbar & Sullivan.

The tug *Knapp* of the Starke D. & D. Co. has gone to work again after receiving a general overhauling in Detroit.

Mrs. William Greiling of Toledo is spending a few weeks in Amherstburg. Mr. Greiling is engineer on the tug *Harding*.

J.R. Pineau is overhauling his yacht "*Tango*" which has been rustivating in the warehouse, foot of Murray Street, for some time.

The str. *Steinbrenner* ran aground at Bar Point Friday morning. The tugs *Trotter* and *Harding* reaped a day's harvest releasing her.

Last week the Government cruiser *Vigilant* seized 70 nets set by United States fishermen off Long Point, together with a fair quantity of fish.

With the steamer *Mills*, a tug and two divers, the Trotter Wrecking Co. of Amherstburg worked to raise the derrick scow which sank several days ago on the west bank of the Livingstone Channel. The scow was being used in the construction of concrete foundations for lights along the Livingstone Channel and was loaded with cement and gravel. The accident is said to have been due to a swell from a passing steamer. The craft is badly listed and it is reported that her bottom has been broken on the rocks. The wrecker used an air compressor in an effort to get her off the rocks and straighten her out and then lifted her with steam pumps.

Great Lakes Dredge & Dock Co. was the lowest bidder on a contract for improvement of the Hudson River between Albany and Troy, the price named being \$1,100,000. Three years will be required in completing the work, which will be started at once.

The Pere Marquette Steamship Co., as a final move in its campaign against the Hill Steamboat interests, which have entered into competition with them at Pentwater, Mich., and at Ludington for the fruit traffic from the eastern side of the lake to Milwaukee, have abrogated¹¹ all rates until further notice, so that all fruit passing between these ports at the present time is being carried free of charge.

Clarence Smith, chef on the steamer *Barlum*, made a flying visit home yesterday (Thursday).

The night crew of Starke D. & D. Co.'s drillboat No. 1 have been laid off and only the day crew is working. A number of men were also laid off from the Government works' sweeping raft this week.

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October 3, 1913

It is announced here that the Government is expropriating land for construction of a new canal at Sault Ste. Marie. This is part of a comprehensive scheme for improvement of navigation of Canada's great waterway through the St. Lawrence and the Great Lakes. In an address delivered some days ago at Sault Ste. Marie, Mr. Cochrane, Minister of Railways and Canals in the Dominion cabinet, stated that the new Welland Canal, to be of the greatest use to Canada, must be followed by improvements in the great waterway at other points. It is now evident that, besides the new Welland Canal, another will be built at Sault Ste Marie and the St. Lawrence canals deepened so that all will be equal in facility and size for handling the greatly expanding traffic. The new Welland Canal will have a depth of 31 feet which can be increased four feet without rebuilding the locks, so that this waterway is intended to eventually accommodate vessels of 35-foot draft or a draft equal to that of many large liners now running between Montreal and Liverpool. The present Welland Canal was too shallow to accommodate the larger lake boats. The Sault Canal will be constructed of an equal depth and the improvement of the St. Lawrence canals will give Canada a waterway from the ocean to Fort William that the largest ocean freighters can navigate. Cargoes will not need to be broken as they now are at Port Colborne, Kingston and Montreal.

Oliver Dunbar, treasurer of the Dunbar & Sullivan Dredging Co., arrived in town Monday from Buffalo. He spent several weeks in Muskoka recuperating after typhoid fever and has almost regained his usual rugged health.

The steamer *Garland* of the Detroit & Windsor Ferry Co. made a special trip from Detroit to Amherstburg Monday with Mrs. Sherman, daughter of Capt. A.T. Smith, who resides on the riverbank below town. Mrs. Sherman is recovering from an attack of appendicitis which she suffered in Chicago.

Work of fitting out the ice-crushing tug *Francis B. Hackett* is in progress. The tug has been out of commission since returning from Buffalo last spring. Capt. James McKinley, who has had 32 years' experience on tugs operating out of Toledo, will be her master.

Navigation in Livingstone Channel, lower Detroit River, was blocked about 2 o'clock Monday morning by the stranding of the steel steamer *James E. Davidson* of the Tomlinson fleet on the west bank about 1000 feet below the diked section of the channel. The steamer, 554 feet in length and loaded with wheat, went out about two feet forward and lay with her stern upstream. Although she did not close the channel, it was thought advisable to avoid possible complications by diverting downbound vessels into the Amherstburg route. The tug *Abner C. Harding* and lighter *Rescue* and the tug *Trotter* of Amherstburg removed 30,000 or 40,000 bushels of wheat with which the *Davidson* was loaded. The accident is attributed to the parting of the steamer's wheel chain as she was on her way through the channel. Monday night when the boat lightered one end she swung round and lay right across the channel. This is the first time it has been completely blocked in a year.

The steamer *City of London*, an American wooden freighter, rammed the steel steamer *Joseph S.*

<sup>11</sup> abolished



*Morrow* amidships in a dense fog off Point Pelee at 5 a.m. Tuesday, tearing a large hole in the side of the *Morrow*. The *City of London*, a short time later, sank with a large hole in her bow. The crew was saved. The *Morrow*, commanded by Capt. G.W. Hayward, proceeded to Detroit, where she entered the dry-dock, where repairs to the amount of \$5000 are being made. The steamer *Britton*, upbound, assisted the *City of London* and took her crew aboard, carrying them to Detroit. The boat lies in 32 feet of water.

An inspector was here yesterday to go to Pelee Passage to look after the wrecked steamer *City of London*. The boat has 100,000 bushels of wheat on board. The Marine Department should see to it that nothing is done towards removing the wheat until security is furnished that the hulk not be removed after the grain is taken off.

A.A. Smith of Kingston, adjuster for the Great Lakes Insurance Association, was on [Pelee] Island last week in company with Capt. Frank Hackett of Amherstburg, adjusting the loss on the tug *Charlie Gale*, recently burned and sunk in North Bay.

On Saturday last, Peter Rudd, mate on the sand scow *Stafford* from Cleveland, fell off while the scow was taking sand at Fish Point and was drowned. His sons have been looking for the body but so far it has not been recovered.

"Vig" Rumble had a narrow escape at the Scudder dock on Friday night. He was returning from Sandusky and when the *Clarke* struck the wharf, lost his balance, falling between the boat and the dock. Quick action on the part of those who saw him fall prevented his being crushed or drowned.

Capt. Frank Hackett left on the steamer *Clarke* yesterday (Thursday) to put out and maintain lights on the wrecked steamer *City of London*.

The schooner *Flint* is discharging a cargo of fish poles for local fishermen and cedar posts for Erie Grange. She will distribute poles all the way to Rondeau.

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October 17, 1913

A communication sent from the Canadian Department of Railways and Canals to the U.S. Department of State indicates that the Dominion Government is going ahead with its plan for an all-Canadian channel by way of Georgian Bay. The Government has taken steps to expropriate land at the Canadian Soo for another ship canal and lock. It is understood that the plan when completed will be for a canal and lock equal in depth to the Welland Canal, which is to be 31 feet but so arranged that it may be deepened four feet more without disturbing the locks. The plan contemplated is eventually to have an all-Canadian channel to Georgian Bay, equal in depth to these canals. There seems to be a growing sentiment in Canada for an all-inland water route from the Great Lakes to the Atlantic via the St. Lawrence River. Appropriations have been made for dredging the French River, making it navigable for large vessels to North Bay in Lake Nipissing. This is looked upon by some as the first step toward construction of the Georgian Bay canal. From North Bay easterly the route would be along the Ottawa River to Montreal.

Harold Whaley and Ernest Millar have arrived from Toledo and taken charge of the tug *Francis B. Hackett's* engine room for the season.

The steamer *E.A. Shores Jr.* discharged a fine cargo of slack soft coal for the Mullen Coal Co. at the rear of the post office Tuesday.

Thomas Hanley, supt. of the Starke drill fleet, has laid off both the day and night crews and the dredge *No. 9* is digging the rock without being blasted.

The crew of the steamer *C.C. Hand* that burned in Lake Superior arrived home this week.

The Empire Dredging Corporation of Buffalo, who got the contract at the approach to the Livingstone Channel, is expected here this week with a drillboat and a big crew of men.

Albert Meloche, Charles Bailey, Balfour Fortier, Charles Fortier, William Gott, Henry Brush and John Ryan, expert drillmen, left Wednesday for Sandusky, where they will be employed by the Great Lakes Dredge and Dock Co.

The Welland Dredging Co.'s tug *Pauline Heckler* and dredge *Old Glory* have gone into winter quarters at the Woods shipyard and the crew has been paid off and all have secured good jobs elsewhere.

The work of rebuilding small islands back of Bois Blanc is going on under charge of Capt. James Tobin. A considerable lot of grading is also being done on the island. The concrete lighthouses at the Livingstone Channel are also being rebuilt. These works are giving employment to a large number of men.

John Fraser & Son's dredge has returned from Windsor and Sandwich after doing some work there. Their tug *John E. Monk*, which they purchased from Capt. Dave Hackett, is being taken apart and the boiler and engine will be removed and the hull given a general overhauling. A new Canadian boiler will be put in and the *Monk* will again be queen of the lakes, as she was 40 years ago.

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October 24, 1913

The Canadian derrick and construction scow foundered off the Government pier at Windsor Saturday morning in 20 feet of water. The Trotter Wrecking Company was engaged to raise her and rather than build a cofferdam, secured two powerful derricks from the Rouge and the scow was drawn up high enough to be pumped out.

The steamer *Elphicke*, owned by the Buckeye Steamship Co. of Duluth and in charge of Capt. A.B.S. Collins, sprang a leak early Friday morning and Capt. Collins was forced to beach the boat off Long Point. The entire crew of 18 men were saved by the Long Point life-saving crew. The steamer, which broke in two shortly upon being beached, was valued at \$24,000 and was loaded with 160,000 bushels of wheat.

The schooner *Lyman Davis* discharged a cargo of lumber for Woods & Son this week.

The recovery of the wheat cargo from the hold of the wrecked str. *City of London* at Pelee Passage is of much interest here, as this port is the headquarters of the fleet employed on the work and some twenty-five local men are engaged at splendid wages. The big drying machine and elevator aboard the steamer *Helena* is an interesting sight. They arrived from Chicago last week and, after putting aboard two steam pumps, left for the passage accompanied by the tug *Trotter* and sand scow *F.C. Osborne*. Before being driven out by the storm, they recovered 10,000 bushels of wheat, which was put through a drying process, coming out, if anything, harder than in its natural state. It was then elevated and taken to Detroit, where it was sold to different companies at 50 cents per bushel. The fleet arrived back Tuesday night and as soon as the weather changes will again go to work recovering the balance of the cargo. The wet grain had begun to ferment and the odor when the *Helena* arrived was like that from a first-class brewery. The Dominion Government gave permission to remove the cargo and abandon the hull, which will be another wreck for the Government to remove later.

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October 31, 1913

The C.H. Starke D. & D. Co. drillboat *No. 1* has started to work again with a day crew.

James Bainbridge returned to Alpena Sunday to take charge of the engine room of the tug *Shaughraun* after a month's lay-off.

Mrs. Wm. Greiling is on a visit to Toledo and Marine City. Her husband is engineer on the tug *Abner C. Harding* and she spent the summer season in town.

Capt. Neil Campbell, a well-known Owen Sound mariner, has lost his American master's papers because he insisted on making his home in Owen Sound, instead of removing his family to the United States. He was also declared a citizen of Canada by the naturalization office, although he had years ago taken out the necessary papers making him a citizen of the United States. Capt. Campbell for years has been in command of different steamships of the Pittsburg Steamship Co. (the Trust line) and owners of the largest fleets on the lakes. This season he was in command of the steamer *John P. Morgan*, the largest boat on the line. The revocation of the captain's papers casts no reflection on his ability as a lake mariner, for the action of the United States authorities is based on a law put in force in the United States by which the position of master or engineer must not be held by any other than a United States resident and citizen. At the time there were a number of Owen Sound captains sailing vessels on the other side, and although they tried for a time to live on the Canadian side and at the same time hold their positions, one by one they found

it necessary to move their families to the United States. Capt. Campbell has already returned to Owen Sound. He has his Canadian master's papers and will take a ship on this side of the line.

The barge *Sydney G. Thomas* of the Pittsburg Steamship Co. was badly injured in an accident at Bar Point early Saturday morning when she was struck by the steamer *Price*. Four boats, all upbound, were off Bar Point at the same time. The *Thomas* was in tow of the steamer *Maunaloa*. The steamer *Price*, abreast of her, was being passed by the steamer *Andrew Carnegie*. As the *Carnegie* passed the *Price*, her suction caused the *Price* to sheer over. Because of the sheer and the close proximity of the boats, the *Price* hit the barge, doing little damage to herself and causing considerable damage to the *Thomas*. The steamers stopped, but when it was ascertained by their masters that the *Thomas* was not in a serious condition, the *Maunaloa* dropped her and all three steamers proceeded up the lakes, while the barge was taken back to a Lake Erie port.

The total estimated value of freight passing through the Detroit River during the year 1912 was \$859,089,591. The value of freight passing St. Mary's canal during last season was \$10.92 a ton. Assuming this unit value for Detroit River commerce, the value for the entire season was arrived at. The total amount of freight passing through the river during last year was 78,671,208 tons.

The Canadian Government has issued advertisements calling for bids for the removal of the sunken steamer *City of London* on the bottom of Pelee Island, the bids to be opened November 10th. The contractor is to have the hull if he wishes to attempt its salvage and the contract price for its removal, as well as any of the cargo that may still be in the hull at that time. A depth of water of 30 feet is to be left over the wreck, which will mean the total removal of the craft.

Capt. Bert Bailey, who has been mate on the tug *Welcome* in Toledo, arrived home.

Lewis Mero, who has been employed with the M. Sullivan dredge fleet at Buffalo, arrived home last week.

Whitefish and herring are being caught in large numbers and local fishermen will harvest a big catch this fall.

The fish tug *C.W. Endress*, bound from Michigan City to Kingsville to fish, stopped in here to coal up Friday.

Sullivan's derrick scow, which has been sunk back on Stoney Island, has been raised. M. Sullivan was in town Friday and Saturday and superintended the job.

The Dunbar & Sullivan tug *Paddy Myles* is being put in shape to go to Troy, N.Y., to work on their contract there. Capt. Joseph Marks, who sailed her all season, has taken the *Phil Sheridan*, which Capt. Mains gave up last week.

Robert Mains, who has had charge of the Dunbar tug *Phil Sheridan* all season, left for his home in Buffalo this week. The work of steering the tug by hand was too much for him and his wife is in poor health. He intends to return next spring with the robins.

The proposed Seamen's Bill, before the U.S. Congress now, has aroused the active and united opposition of the passenger steamship owners on the Great Lakes because of one clause, which they say if enacted would compel them to go out of business; that is the clause requiring lifeboats sufficient to carry all passengers and two seamen for each boat. The objection urged is that the enactment of the Seamen's Bill as it stands would practically force all of them to discontinue business because of the inability of the boat lines to comply with its requirements. Lake passenger boats, the owners say, are built for service on special routes and could not carry the great load of lifeboats which such a law would make necessary. Their boat decks are not strong enough to support such a burden. The proposed new law does not affect the Bois Blanc steamers, but it has set the owners of the D. & B. line, the White Star line and Ashley & Dustin line thinking. They estimate that the steamer *Put-in-Bay* would require 170 or more lifeboats under the proposed law and this would leave little room for passengers. It begins to look as if the large lake excursion steamer owners would be compelled to provide more safety appliances and carry fewer passengers in the future.

The LaFollette substitute for the "seamen's servitude" Bill, amended so that it will not affect the

treaty relations of the United States until the President has been given an opportunity to readjust them, passed the U.S. Senate on Friday at the end of a debate that was characterized by unusual proceedings. The Bill will accomplish three important shipping reforms: The giving of greater freedom to seamen, the promotion of greater safety at sea for passengers and crews, and the equalizing of the wage costs in operating vessels in foreign and domestic trade. The LaFollette substitute differed in many respects from the original Bill, which passed both Houses of Congress last winter, but which did not meet with the approval of President Taft. Its chief provisions would require improved working conditions on ships, increase the requirements for safety appliances and efficiency of sailors, release sailors from some of the present stringent regulations that compel them to remain with ships when in foreign ports and would direct the abrogation of any treaties that prohibit the enforcement of the provisions against foreign ships coming to American ports.

The big elevator grain-drying steamer *Helena* and tug *Trotter* came into port again Monday afternoon on account of a broken flange in her steam pump. Another pump was placed aboard and after each boat had fueled they left again Wednesday morning for Long Point. The wrecks of the *City of London* and the *Elphicke* and their loads of grain and the consequent necessity for the *Helena* has been a great windfall to this port, which is the headquarters for the wrecks. Every available man has been picked up and local grocers are growing rich providing the boats with table supplies, not to speak of the money paid out to dry goods merchants for winter clothing, which are very necessary on the lake at this season of the year.

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November 7, 1913

The barge *Scotia*, in tow of the steamer *Arizona*, punctured a large hole in her side while making the passage of the Livingstone Channel about 9:30 Sunday night. The boats had reached the lower end of the channel when the *Scotia*, which is loaded with a cargo of green maple lumber, brought up on the bank. They proceeded to Bar Point when she commenced to fill and about midnight the tug *Harding* went out and placed her on the bank opposite the Malden stone schoolhouse. The barge belonged to the White Lumber Co., Buffalo. The crew came ashore Monday morning and left for Buffalo Monday afternoon. James A. White arrived from Buffalo Monday night and arranged with the Trotter Wrecking Co. to make a survey of the *Scotia*. Her consort, the *Arizona*, also owned by Mr. White, after turning back for orders, resumed her trip to Tonawanda Monday afternoon.

Paul Ryan, James Bellecoure, Gus Deneau, Willie Ryan and Lewis Mero have returned from Buffalo and will go to work on the Empire Engineering Corporation's drillboat when she arrives from Buffalo to work here.

Not one of the thousands of bushels of grain in the hold of the steamer *Elphicke*, which went ashore at Long Point two weeks ago, will be saved because the hulk has gone to pieces under the lashings of Lake Erie during the last week. Preparations of salvage men to recover the cargo and dry it out have been abandoned. Nearly every day since the *Elphicke* sank, the lake has been rough due to high winds. Examination convinced engineers that the hulk is now in such a state that it will be impossible to recover any of the grain. The loss will total thousands of dollars.

Capt. Frank Hackett, Park Street, has been appointed special customs officer on Pelee Island, to watch that no grain taken from the *City of London* is taken ashore.

Reid's big wrecking steamer *Manistique* has been at this port for several days. She is trying to get a load of wheat from the sunken steamer *City of London*.

The C.H. Starke Dredge & Dock Co.'s drillboat *No. 1* has gone to Detroit for repairs. Both crews have been laid off, they having finished work on Ballard's Reef.

B.A. Keeney of the Empire Engineering Works, Buffalo, arrived in town on Tuesday with Mrs. Keeney and daughter. Their drillboat and tug are expected up some time this week, but the rest of the plant will not go on the job until next spring. Mr. Keeney has rented the Dunbar house, Ramsay Street.

The C.H. Starke Dredge & Dock Co. before the close of the season will finish the improvement

work to the lower end of the Ballard's Reef channel, just north of the Lime-Kiln Crossing. The deepening and widening will be completed but the sweeping will be delayed until next spring.

Assisted by the tug *Marion E. Trotter* and steamer *J.E. Mills* of the Trotter Towing and Wrecking Co., the water-logged schooner *Scotia* was brought to Amherstburg Wednesday afternoon and is now on the bottom about 50 feet outside the Mullen coal dock. Divers will make temporary repairs to her bow, which was damaged by striking the bank of Livingstone Channel Monday morning. About 200,000 feet more of the *Scotia's* deckload of lumber was transferred Wednesday to one of the C.H. Starke Dredge & Dock Co.'s scows. After more lumber has been lightered, the Trotter Co. will put a steam pump on the *Scotia*. The steamer *Arizona*, which had the *Scotia* in tow when the accident happened, will return from Tonawanda and, assisted by the tug *Trotter*, will take the schooner back to that port.

Familiar to many lake vesselmen as a harbor craft at Toledo and Sandusky, the old tug *John E. Monk* is to have a thorough rebuilding from the waterline up. Captain John Fraser of Amherstburg bought the tug some months ago from Capt. David Hackett, who had used her several years in connection with channel improvement work in the lower river. The boiler, engine and cabin were removed from the tug at Amherstburg last week. After she is rebuilt she will receive a Canadian boiler and will be enrolled as a Canadian vessel. Capt. Fraser will use the tug in connection with his dredging plant at Amherstburg. The *Monk* was built at Sandusky in 1887. She is 66.4 feet long, 16.4 feet beam and 6.8 feet deep.

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November 14, 1913

INLAND LAKES ON RAMPAGE.-Early November Blizzard Brings Death and Destruction to 3 Million Dollars' Worth of Shipping.-Largest Liners to Smallest Lightships Victims of Storm's Wrath.-Shores Strewn with Wreckage and Bodies of Drowned Sailors.-Most Furious Storm in Half a Century.-Several Boats not yet Reported.-Mystery Surrounds Wrecks Floating in Lake Huron.-No Amherstburg Mariners Lost but Several in Wrecks.-The tale of the full extent of the disaster and havoc wrought by the terrific blizzard that swept the Great Lakes Sunday from the upper end of Lake Superior to the lower point of Lake Erie cannot yet be told; for every hour brings news of further disasters, the first intimation of which is only received when wreckage begins to pile up on the shores. When the toll of lives is counted and the cost of damage estimated, it begins to look as if the storm of November 9th and 10th, 1913, will go down in marine history as the most destructive in the history of the Great Lakes' navigation. The story of the rescue of many crews, the privations they had to endure and narrow escapes from the scythe of the grim reaper reads like a thrilling romance. Marine heroism was at its best and it is pleasing to note that when it came to a test, the conduct of Amherstburg mariners will rank in the same category with that of those on the *Titanic*.

Among the wrecks coming nearest home to Amherstburg was that of the big steel steamer *J.T. Hutchinson*, commanded by Capt. Walter Lawlor, which was blown ashore near Iroquois Point, Lake Superior, and is reported a total wreck. Among Capt. Lawlor's crew were mate Herman Cornwall, chefs James Kirtley and Albert Wilson Jr., all of this place. They were all saved.

Thursday morning's papers place the loss of life at 94, but this will undoubtedly be increased. The storm developments to that time were as below:

LAKE HURON.-Steamer *James Carruthers*, newest of Canadian freighters, with crew of 30, thought lost following discovery of wreckage near Goderich, Ont.

Overtaken freighter near Port Huron declared by marine experts to be *Regina*. Eight more bodies found.

Steamer *Howard M. Hanna*, on rocks off Point aux Barques, Lake Huron; crew all saved.

Steamer *Matoa*, on rocks off Point aux Barques, Lake Huron; crew supposed all safe. Boat total loss.

Steamer *Northern Queen*, stranded off Port Frank, Ont., crew safe.

Steamer *Acadian*, Canadian vessel, stranded in Thunder Bay; crew reported safe.

Steamer *J.M. Jenks*, stranded outside Midland; crew safe.

Lumber carried adrift on Lake Huron, reported by several vessels Wednesday; identity unknown. *Wexford*, Canadian vessel, missing on Lake Huron; three bodies coming ashore near St. Joseph, Ont., wearing life-preservers bearing her name.

Steamer *Regina*, Canadian ship, probably lost on Lake Huron with all her crew. Bodies of 10, supposed to be from her, found on Canadian shore near Thedford.

Steamer *Rhoda Emily*, ashore in Harbor of Refuge, Harbor Beach; crew safe.

Barge *Dorcas Pendall*, ashore in Harbor of Refuge, Harbor Beach; crew safe.

Steamer *Edward Buckley*, ashore in Harbor of Refuge, Harbor Beach; crew safe.

The steamer *H.B. Hawgood* is aground four miles above Point Edward.

LAKE SUPERIOR.-Steam barge *Butters* rumored lost with 22 men on south shore, Lake Superior.

Steamer *Leafield*, Canadian ship, ashore on Angus Island, Lake Superior, Monday, is reported to have disappeared.

Steamer *L. C. Waldo*, probably total loss on Gull Rock, Lake Superior; crew all saved.

Steamer *J.T. Hutchinson*, with bottom badly damaged, sunk near Iroquois Point, Lake Superior; crew safe. Boat total loss.

Steamer *F.G. Hartwell*, sunk near Iroquois Point, Lake Superior; crew safe.

Steamer *Turret Chief*, on rocks six miles east of Copper Harbor, Lake Superior; crew safe.

Steamer *William Nottingham*, stranded on reef between Parisian and Sand Islands; three of crew

lost.

LAKE MICHIGAN.-Barge *Halstead*, ashore off Green Bay, Wis.; crew rescued.

Barge *Plymouth*, with crew of seven men, feared lost on Lake Michigan, 15 miles south of Escanaba.

Tug *Martin*, previously reported lost, safe.

Grain steamer *Thistle*, ashore near Calumet Harbor.

LAKE ERIE.-Steamer *G.J. Grammar*, stranded outside Lorain; crew safe.

Point Abino lightship No. 82, lost on Lake Erie with crew of six men. Messages scratched by doomed men with their jackknives on pieces of board, picked up on shore.

Stories of unidentified derelicts are coming in from many parts of the lakes. Indications are that both money and life totals will be increased as the information becomes more particular.

The greatest mystery of the storm is in connection with the unidentified steamer that floats bottom up about 8 miles off Fort Gratiot Light in Lake Huron. It was at first thought to be the Merchants Mutual Company liner *Regina*, which left Sarnia Sunday morning with a load of package freight for upper lake ports, or the steamer *Wexford*, drowned sailors from both of which have come ashore at Port Frank, near Kettle Point; but a survey of the wreck Wednesday by officials of the line have pretty clearly settled that it is neither of these boats, though both appear to have been lost. The wreck is now thought to be the 550-foot Canadian steamer *James Carruthers*. The boat has disappeared and wreckage bearing the name "*James Carruthers*" has come ashore near Goderich. The steamer *James Carruthers*, a bulk freighter, claimed to be the largest of its kind ever constructed in the British Empire, was launched at the yards of the Collingwood Shipbuilding Company on May 22nd. The lifeboat of the *Carruthers* that came ashore was empty, which arouses the gravest fears that both boat and crew of 22 have gone to destruction.

A survey of the Lake Huron shore from Point Edward eastward shows: (1) Steamer upside down. (2) At Kettle Point, steamer *Northern Queen* of Buffalo, lost, but entire crew saved. (3) Port Frank, several bodies from steamer *Regina* washed ashore. (4) St. Joseph, ten bodies wearing "*Wexford*" life-preservers found on shore. The southern end of Lake Huron basin has proved a graveyard for the most serious wrecks.

With an equipment of air compressors, steam pumps and divers, the steamer *J.E. Mills* of the Trotter Towing & Wrecking Co. left Amherstburg Wednesday night to begin the work of raising the sand steamer *Harlow*, which went to the bottom Sunday night off Grosse Pointe after collision with an unidentified steamer in Grosse Pointe channel. The *Harlow* was struck by an upbound vessel, the thickly falling snow

contributing to the accident, and sank after Capt. James Mara, her master, had run her over into shoal water. The Trotter Co. expected to have the *Harlow* afloat some time yesterday (Thursday). The tug *Marion Trotter* of the same company also left Amherstburg Wednesday night and is reported to be headed for Harbor Beach to work on some of the vessels that were carried ashore in the Harbor of Refuge. The tug *Francis B. Hackett* is reported to have left Amherstburg for the same point.

TERRIFIC BLIZZARD.—The sixty-mile blizzard that swept the Great Lakes Sunday and Sunday night did a million dollars' worth of damage. Many states were swept by a wind which reached a velocity of 80 miles an hour.

The steam barge *Harlow*, used to carry earth from excavations in Detroit to Belle Isle, where land is being reclaimed, was struck by another steamer and sunk. Her crew of 10 men were rescued by the tug *Lohrmer*.

Chicago and district suffer loss of \$500,000 and the city is strewn with wrecked signs, trees, trolley wires and cables.

Four vessels were blown ashore between St. Clair Flats and Amherstburg.

Three vessels ashore and one sunk in the vicinity of Port Huron.

Livingstone Channel, lower Detroit River, closed to vessel traffic by grounding of steamer *Victory*.

Life-saving station above Port Huron demoralized by gale.

Traffic in Detroit demoralized, streetcar service was almost at a standstill during the worst of the blizzard.

Steamer *Mary Elphicke* was released by rising waters after running aground near Bar Point Saturday night.

Steamer *Saronic* of Northern Navigation Co.'s fleet reached Soo after harrowing struggle with wind and snow.

More than 50 vessels, heeding storm warnings, found refuge between Soo and Whitefish Point.

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The steamer *Clarke* played safe during the storm and remained in port. Tuesday she made a trip to the mainland and, returning that night, unloaded five days' accumulation of freight at the west dock and made for the river same night, arriving at Amherstburg at 2, where she unloaded 100 bags of potatoes; then proceeded to Windsor to unload the balance and went into dry-dock for her annual fall overhauling before ice bucking has to begin. She is expected back on her run today (Friday) unless something more than appears on the surface develops. The steamer has had an exceptionally good season for her last on this run.

The Buffalo papers contain under glaring headlines the story of the rescue of five members of the crew of the drillboat *Exploder* from death when, in the seventy-two-mile blow Sunday afternoon, her towline to the tug *Columbia* parted off the Reading coal trestle in the Erie basin. After bringing the men to shore, Capt. Henry Cook of Detroit of the tug *Smith* went after the tug *Columbia*, disabled by a cable tangled in her propeller. The *Columbia* was taken in tow and warped at West Genesee Street. Waves broke over the bow of the little tug *Smith* as she poked her nose out of the harbor to aid the crew of the *Exploder*, who were fighting for life on the sinking craft. With great difficulty, lines were thrown to the men and they were hauled, exhausted, aboard the tug. The *Exploder* was carried high and dry on the shore by the coal docks. One side of her cabin is broken up; two drill frames with the machines cropped into the lake. The accident happened between 11 o'clock Sunday night and 7 Monday morning, when fortunately no Amherstburg men are on that shift. The day crew is in charge of John Healey Sr., and with him are his son John, Orville Fox, W. Sherrill and Joseph Renaud. The latter arrived home yesterday (Thursday) morning to remain until the boat again goes into commission.

The steamer *Alaska* discharged a cargo of soft coal for the Mullen Coal Co. this week.

The wooden barge *Chieftain* lost her rudder in Lake Erie Tuesday. The tug *Francis B. Hackett* (Capt. McKinley) towed her to Detroit.

The steamer *Victory*, which went aground at the head of Livingstone Channel Monday morning, was released by tugs from Amherstburg Tuesday noon.

Harry Matthews, engineer on the Southeast Shoal lightship *Falken*, is home for the winter and his father, Lewis Matthews, will look after the engine for the balance of the season.

Divers of the Trotter Towing & Wrecking Co., Amherstburg, completed temporary repairs to the bow of the wooden schooner *Scotia*, which was damaged by striking the bank of Livingstone Channel Monday morning. Her deckload of lumber, most of which was transferred to a scow before she sank below Bois Blanc Island, was reloaded at Amherstburg Friday and a tug arrived Saturday to tow her to Tonawanda. James A. White of Buffalo, owner of the vessel, left for home Friday night, well pleased with the successful outcome of the wrecking operations.

The *Chatham News* says: "Capt. Jeff Stockwell of the steamer *Ossifrage* returned to the city last night from Montague, Mich., where he purchased the tug *Cayuga*, equipped with steeple compound engines 7 by 16 by 14. The boat is 60 feet in length and is of good construction throughout, having electric lights and other up-to-date improvements. The tug is registered at Grand Haven and is licensed to carry 50 people. The tug will be used in Chatham for harbor work and it is expected will arrive in Chatham in a day or two under command of Assistant Engineer Peel of the steamer *Ossifrage* and a Montague pilot."

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November 21, 1913

Steamers *J.T. Hutchinson* (Capt. Lawler), *G.F. Hartwell* and *Major* are all at the Soo. Despite steady work on the *Nottingham*, however, that steamer is still fast on the rocks near Parisian Island. The revenue cutter *Tuscarora* is standing by the wreckers and has been since the work was started and through her wireless has maintained communication with the Soo. Late Monday afternoon the *Favorite* and the lighter *Reliance* were ordered to assist in releasing the *Nottingham*. They left at 8 p.m. with a fresh crew of men to relieve those who have been working steadily under very adverse conditions. The weather continues favorable. The *Hartwell* will unload the remainder of her cargo at the Algoma steel plant. Two big wrecking pumps and an air compressor were put on her to keep the water down.

The recent terrible disaster on the Great Lakes, involving the loss of many vessels, much cargo and numerous lives, will present a problem for the Dominion Government to solve. The problem not only involves the question of further sea-going navigation on the Great Lakes, but has also to do with the very vital matter of marine insurance. The Department of Marine and Fisheries has for years been improving its system of aids to navigation, wireless apparatus etc. and has no doubt succeeded in making navigation under ordinary circumstances more safe. The wireless system has been so extended as to place any vessel on the lakes in communication with the shore at whatever point of the lakes she may be. This, however, is more of a safeguard to life than to property and cargo. The storm of a week ago served to prove the futility of aids to navigation and wireless alike. It is reported, however, that a commission will be appointed to look into the whole matter of the construction of vessels plying on the Great Lakes, with a view to rendering them more seaworthy. It is believed that a regulation may be passed to compel lake carriers to be equipped with an oil-spraying apparatus for the purposes of preventing the breaking of the waves, so characteristic of inland waters.¹

The report that Raymond and Russell Robinson were drowned in the recent gale was happily untrue, for although they experienced great hardships when their vessel was destroyed, they arrived safe and sound on the steamer *Louise* Saturday morning.

William Robinson has moved to Sandusky, where he has secured employment on a drillboat.

Fred. Brown has returned from Port Arthur, where he has been in the employ of the Canadian

¹ It is a known fact that dumping oil on the water during a storm tends to increase the surface tension of the water and makes it more difficult for breaking waves to form. (Thus the expression "pouring oil on troubled waters.") However, in a major storm like that of 1913, the oil effect would be minimal.

Government as superintendent of lighthouse buildings.

The lumber barge *Scotia*, Capt. Peterson, which came to grief by butting into the Livingstone Channel bank two weeks ago Sunday night while proceeding on her way to Buffalo, laden with hardwood lumber, and has since been at this port receiving repairs and getting rid of a portion of her cargo, left Tuesday in tow of the tug *Sachem* for her destination. The barge carried nearly a hundred thousand feet of lumber. Woods & Son's lumbyard stocked up with the deckload that had to be taken off to lighter her and will later be found in many buildings throughout this district.

John Fraser's dredge arrived in town from Windsor on Saturday, where she has been working for some time.

The Mullen coal derrick which had been on the barge *Tyson* was moved off on the dock back of the post office and the *Tyson* will be taken to Mullen's coal dock, Sandwich.

The barge *Athens* was released by the tugs *Trotter* and *Ohio* after about 50 tons had been lightered. She was brought into port here and a Trotter diver fixed her rudder. She got away Tuesday night.

The wrecked steamer *City of London* has gone to pieces at Pelee Island and much of the wreckage is washing up on the shore there, while the thousands of bushels of wheat that were not salvaged will make excellent feed for millions of ducks and other waterfowl this fall and next spring. The grain-drying elevator boat *Helena*, unable to secure any more of the cargo, left on Monday for Chicago after making Amherstburg her headquarters for the past six weeks. A few more wrecks like that and Amherstburg merchants will not need to care whether dredging goes on or not, for there were very few who did not participate in the distribution of profits from this boat lying here, and the wages that were paid out to local men. The *Helena* is said to have done no more than broken even on the job. She is owned by Armour & Co. and was in charge of Charles R. Tull.

Lower Detroit River is enjoying its annual harvest of fog and the people along its banks their yearly crop of all-night whistling. Navigation is almost impossible from sunset to well on in the mornings. Wednesday afternoon the yacht *Don* was lost for nearly two hours and the crew didn't get home until after 7 o'clock.

The Livingstone Channel was closed again on Wednesday night when the big steamer *Capt. Thomas Wilson* went on the west bank in the fog. Only cautious navigation of the seven downbound freighters following the *Wilson* averted a more serious disaster in the channel. The fact that the *Wilson* stranded in the wider part of the channel near its upper end probably saved the vessels behind her from becoming involved in collisions and strandings. As soon as possible the downbound traffic was diverted to Amherstburg channel.

A sensational and wholesale arrest of fishing poachers and seizure of their tackle and fish at Middle Sister Island, Lake Erie, was made early Monday morning by Victor Chauvin, Provincial Fisheries Overseer, and officers from Amherstburg and seven Port Clinton, Ohio, fishermen were brought to this port Monday noon and lodged in the lock-up. The prisoners under guard, marching up streets in Amherstburg was the first intimation here that such a coup had been pulled off. For some time whispers of illegal fishing have reached the ears of the Fishery Overseer and with the greatest secrecy, plans were laid to spring a surprise on them. Under cover of darkness, the tug *McCarthy* steamed out of Amherstburg Sunday night, having on board Mr. Chauvin, representing the Department; D.H. Terry for the Customs collector; C.O.P. Langlois, Constables R. Sawyers and Thomas Mongeau, with a number of guests, and made for Middle Sister. Arriving near the island about midnight, the tug's jolly boat was sent in shore with a hand-picked crew to reconnoitre and get the lay of the land. Finding nothing untoward, they rowed back with muffled locks and the tug then slipped round the point, made fast and the officers and men disembarked, proceeding to a campfire around which the poachers lay. If they were surprised they managed to conceal it. In response to an inquiry for their clearance papers, they had nothing to say, so were at once put under arrest for bringing goods into Canada without declaring them and their stuff was seized. It was hard medicine to swallow, but they had to take it. The men were taken aboard the tug under guard and the officers lay low all night, waiting to nab the gasoline yacht, if it returned, but their wait was futile. At daylight, nets to the

number of 24 were pulled out of the water, two tons of fish taken and, after breakfasting on fish and two young turkeys which the dogs had killed, the whole party made for Amherstburg, arriving here at 12 noon sharp. The men, who gave the names of Fred. and Frank Geheu, Clarence Church, Jas. Fosten, John Fairly, Alfred McNivin and Reuben Basson, all of Port Clinton, Ohio, were lodged in the lock-up for a couple of hours, then brought before P.M. Kevill, pled not guilty to the charge of poaching and smuggling and were remanded to Sandwich for trial next Monday. They secured bail there and were allowed their liberty. A free distribution of fresh whitefish was made in Amherstburg by Customs Officer Terry. The balance were sold to the Windsor Fish Company. The trial next Monday promises to be very interesting, as the question of the location of the international boundary will be the deciding factor in their guilt or innocence.

The terrible marine disaster on the Great Lakes will likely be made the subject of a thorough inquiry by a Dominion Government commission, the duties of which will not only consist in probing certain aspects of the recent wrecks, but to determine upon future line of action on the part of the Government in order to make navigation on the Great Lakes more safe. The Government is receiving reports hourly claiming that the failure of captains and officers to give a proper regard for official storm signals was in a large sense responsible for some of the catastrophes, while it is further claimed that had some of the steamers been equipped, as are ocean liners, with apparatus for sprinkling oil upon the troubled waters, the disaster could not have been so great.

TEARFUL NOVEMBER BLIZZARD.-Most Disastrous Storm in History of Lake Marine.-Two Hundred and Fifty Sailors Drowned.-Property Loss Six Million Dollars.-After a week of nerve-racking anxiety, the full details of the great loss of life and shipping caused by the blizzard of a week ago Sunday are beginning to be realized. It is now known that two hundred and fifty-four lives were destroyed in the gale and a great deal of blame is laid against the United States weather forecasters, who could see nothing more dangerous in sight than high winds, snow flurries and a drop in temperature. In no case, mariners assert, were storm signals displayed as they should have been, and forecasts which were received gave little indication of the hurricane which was to sweep over the lakes.

The loss of the vessels *McKean*, *Argus*, *Wexford*, *Regina* and *Carruthers* in lower Lake Huron connected all these names with that of the "mystery" ship that floated bottom up about 13 miles from the Fort Gratiot light. However, it was discovered on Saturday morning that the ship is the *Charles S. Price*. William Baker, a diver of Detroit, made the discovery, accompanied on the tug *Sport* by Capt. Robert Thompson. The tug was chartered by newspapermen of Port Huron. It took only a short time for Baker in his diving suit to decipher the steamer's name in black letters upon a white background. No bodies were discovered by the diver, although he asserts he was on the lookout for them. He added that he believes there are some bodies in the steamer, but he was unable to get inside to verify his conjecture. The diver declared there is no boat under the *Price* nor near it. Capt. Thompson believes the washing away of the *Price*'s hatches and the shifting of the cargo in the storm combined to throw the vessel on its side, capsizing it without warning to the crew. The *Price* is one of the Hanna fleet of Cleveland. It is valued at \$350,000. The owners think she can be raised without much difficulty.

Bodies and pieces of wreckage including broken lifeboats, rafts and life-preservers continue to come ashore from Kettle Point to the Bruce peninsula and patrols are hourly walking the beach in search for further evidence of the extent of the havoc wrought by the storm and in an endeavor to restore at least the bodies of their dear ones to the relatives who are flocking to Thedford, Forest and Goderich by every train. Before the Government issued strict orders to arrest everyone found carrying away wreckage or robbing the dead, be it said to the shame of the lakeshore district that some of the bodies that came ashore were robbed even of the papers by which they might have been identified. The Lake Carriers' Association also have placed patrols there with instructions to search in the piles of sand thrown up by the storm for the remains of sailors who may have been carried high up by the mountainous waves.

Capt. A.C. May of the steamer *Hawgood*, which is now at Port Huron, is probably the last man who saw the ill-fated *Regina*, the *Isaac M. Scott* and the *Charles S. Price*, and lived to tell of it. Capt. May

sighted the three boats while wallowing in the big seas on Lake Huron Sunday. The *Price* was met just north of Sand Beach at noon Sunday. "She was heading into it and making bad weather," said Capt. May. "It was beginning to blow so hard that I had turned the *Hawgood* and was heading for the river. The *Regina* was passed fifteen miles south of Harbor Beach. She was making very bad weather and burying herself in the seas. The *Scott* was met about 3:30 Sunday afternoon, five or six miles north of the Port Huron light, with the seas breaking over her. I thought she was bound up and thought her captain was a fool to leave the river. I would have given my head to have been inside."

ADDITIONAL WRECKS.-Despatches contain the following:

Wreckage of the *H.P. McIntosh* and the *Hydrus* is coming in at Inverhuron, twelve miles north of Kincardine.

The bodies of five members of the crew of the steamer *Carruthers* have been recovered and positively identified. The identity of two others (one a woman) has been practically established. Another red-bottomed mystery ship floating bottom up near Point aux Barques is supposed to be the *Carruthers*. Her crew of 25 are undoubtedly all lost.

The *Midland Queen*, which it was reported was believed lost with her crew of twenty-two, is safe, having passed Kingston, grain-laden, for Montreal.

Wreckers at work on the steamer *Matoa* abandoned her. She went on the rocks off Point aux Barques and was so badly damaged that nothing can be done for her.

The freighter *Major*, owned by the Cleveland Steamship Co. of Cleveland, has been abandoned off Whitefish Point. Her crew of 18 men was rescued, however, by the steamer *Byers*. The ship was in a sinking condition when the crew left her.

There is considerable criticism of the action of the U.S. Federal authorities in the sending of the United States revenue cutter *Morrell* to Lake Erie. The cutter spent only one night in the locality of the upturned vessel. It is held that there might be sailors somewhere on Lake Huron unable to communicate with the world, who could have been saved but to whom aid was useless in a day or two. The Canadian authorities also were very dilatory in their efforts to afford relief. It was not until Mayor Reid of Goderich wired the Marine and Fisheries Department that the steamer *Lambton* was despatched to patrol the east side of Lake Huron; the local lifeboat was sent to search as close to the shore as practicable.

Lighters got busy taking off the cargo of the big steamer *Northern Queen*, ashore off Kettle Point, Lake Huron. When sufficient had been removed to float her a little, the tugs of the Reid Wrecking Co. undertook to pull her off. They were successful and she was brought to Sarnia and an examination of her bottom made. Representatives of the underwriters and also the owners were in charge of the work.

The steamer *J.T. Hutchinson*, of which Capt. T.W. Lawler of Amherstburg is in command, which piled on the rocks at Whitefish Bay, is in a bad way and is expected to break up. A letter from one of the boat's officers to his wife² says, in part: "I suppose that you will read about the loss of the *J.T. Hutchinson*, but don't worry, for I think that we will be all right, if she doesn't go in pieces or break in two. We are on the rocks and COLD. I am in the pilothouse at present and all we can do is to wait for the wind to go down so some relief can come to us. If it were not for the heavy sea that is running, our decks would be clear of water, but they are awash all the time and the ice is thrilling. There are 23 in the crew here and we are all mighty tired and miserably hungry, but we have all done our best and we have not any thought of losing out, within half a mile of good, dry land. We can't launch any of our lifeboats, too much sea running. I don't know what will be done next." Mate Cornwall, chefs James Kirtley and Al. Wilson Jr., all of Amherstburg, are among the crew.

Wonder is expressed that so many vessels were caught out in the storm or deliberately left port to fight it out while the storm signals were showing. It is generally understood among marine men that the master who recognizes these signals to the extent of staying in port when it is possible to get out and his

² It is unclear how the officer intended to get the letter to his wife if the boat was stranded on the rocks!

ship is ready runs another risk that touches him more closely than the probability of nasty weather. That is all in the day's work. He goes out hoping to dodge the worst of the snorter, as he has dodged it before, and so hold the job he would be pretty sure to lose if he heeded the storm signals to the extent of delaying his departure a day or half a day. The grinding between the millstones of the owner's demands and the necessity of providing for those dependent on the master sends to sea, on salt water and on the lakes, ships that ought to be in port. The recent disasters will likely result in a statutory enactment at the next session of the Provincial Legislature for the protection of sailors and employees of sailing vessels and steamers of all kinds. Some provision must be made for the protection of the widows and the children of men who are forced to take their lives in their hands at this time of the year. Men are compelled to go and, in times like these, fully 75 per cent of the sailors go out against their good judgment. If they decline to go, they are accused of mutiny and liable to arrest.

First to arrive home of the vessel masters who were out in the storm on Lake Huron Sunday and Monday, Capt. W.C. Iler, master of the steel steamer *George G. Crawford*, has the special distinction of being the only one so far reported who successfully sailed his ship through the storm, across the length of the lake and into port. Capt. Iler remarked: "I never would have believed that any storm could seize a ship like the *Crawford* and hurl her about into the trough of the sea. Yet that is exactly what happened about 25 miles above Pointe aux Barques. When we started up the lake the wind was from the northwest for a short time, then went back to the north. It was the wind from the north that did all the business. I never saw a gale on the lakes to equal it, and others with whom I have talked since say they cannot recall ever having heard of such a storm in the past. I was in the storm of 1905, but that was a summer zephyr compared with the one which raged over Lake Huron Sunday. No person on shore could begin to realize the violence of the gale. It's a miracle that we got through it, but we did, without the loss of a man and with the ship undamaged except for the straining she had in the heavy seas. Captain Iler says the snow was falling so thickly that it was impossible to see any distance. "The only boat I saw was one of the Pickards Mather & Co.'s fleet, the *Argus*, I think it was. The storm swung her around in the trough of the sea and she appeared to crumple like an eggshell and then disappeared." Capt. Iler is a native of Colchester South.

LOSSES OF 30 YEARS.-Following are other vessels which have disappeared on the lakes since

1879:-

Persons list.

1879 - <i>Waubuna</i>	30
1880 - Oct. 16 - <i>Alpena</i>	76
1882 - <i>Asia</i> (Canadian).....	100
1883 - Nov. 16 - <i>Manistee</i>	30
1887 - Oct. 28 - <i>Vernon</i>	41
1892 - Oct. 29 - <i>Nashua</i>	14
1892 - Oct. 28 - <i>W.H. Gilcher</i>	25
1895 - Jan. 21 - <i>Chicora</i>	26
1898 - Oct. 26 - <i>L.R. Doty</i>	20
1901 - Sept. 16 - <i>Hudson</i>	24
1902 - Nov. 21 - <i>Bannockburn</i> (Br.).....	20
1902 - Nov. 3 - <i>Sylvanus J. Macey</i>	14
1905 - Sept. 3 - <i>Iosco</i>	19
1905 - Oct. 19 - <i>Kaliyuga</i>	17
1905 - Nov. 28 - <i>Ira H. Owen</i>	19
1906 - Nov. 26 - <i>J.H. Jones</i> (Can.).....	26
1907 - April 23 - <i>Arcadia</i>	14
1908 - Dec. - <i>D.M. Clemson</i>	24
1909 - April 7 - <i>Plass</i> (fishing str.).....	9
1909 - May 9 - <i>Adella Shores</i>	13

1909 Dec. 9 - <i>Marquette & Bessemer No. 2</i>	27
1910 - <i>Pere Marquette No. 17</i>	29
1911 - <i>Silver Spray</i> (fishing tug)	8

Total lives lost on disappearances 631

The steamer *Pere Marquette 17* is included on the list of total disappearances for the reason that not one of the 32 survivors could tell what happened to cause the loss of their ship. Every officer of the vessel perished and the secret died with them. The steamer *Vernon* is placed in the list for the same reason. Alfred Stone, one of her firemen, was the only survivor.

LOSSES OF SCHOONERS.-In addition to the steamer list of disappearances, the following lake schooners disappeared with all hands during the eleven years 1886 to 1896, inclusive. Since then there have been few losses of sailing vessels.

- 1886 - *Lucerne, Belle Mitchell, P.C. Sherman* and *Orphan Boy*.
- 1887 - *Venus*.
- 1891 - *Thomas Hume* and *George C. Finney*.
- 1892 - *Corsica*.
- 1893 - *C.B. Benson, Riverside* and *Newell A. Eddy*.
- 1895 - Tug *Pearl B. Campbell* and schooner *Kate Kelly*.
- 1896 - *Mary D. Ayres*.

The Lake Carriers' Association intimates that at least eight steamers have gone down in Lake Huron: *Carruthers, Regina* and *Wexford*, Canadian boats; *McGean, Argus, Price, Scott* and *Hydrus*, American crafts. The following figures are believed to be reasonably accurate. Summary of Lake Huron bodies:

	Identified	Unidentified	Missing
<i>Carruthers</i>	10	6	8
<i>Regina</i>	3	0	17
<i>Wexford</i>	7	0	13
<i>McGean</i>	4	3	16
<i>Argus</i>	8	2	14
<i>Price</i>	6	2	19
<i>Scott</i>	-	-	28
<i>Hydrus</i>	-	-	24
Total	38	13	139

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November 28, 1913

"Lost in the storm, cannot deliver." This is the inscription written on about 200 pieces of mail addressed to sailors who were on the ships lost in the hurricane on the lakes recently and which are at the marine post office, Detroit, ready to be sent to the dead letter office. None of this mail bears a return address, so that the return to the dead letter office is compulsory. About as many letters and parcels addressed to men on the ships with the names of the consignors have been received and returned to them.

The recently completed Grosse Île bridge was turned over to the officers of the Grosse Île Bridge Co. Friday and the formal opening to the public was held yesterday (Thanksgiving Day). The new bridge connects Grosse Île with the mainland just south of Wyandotte and furnishes the 2000 people who live on the island all the year round their only dependable outlet. The structure is 2000 feet long and 23 feet wide, a foot wider than the Belle Isle bridge, and is of the drawbridge type. It was begun in July 1912 and the cost was \$200,000. Until spring the bridge will be open in daytime only.

Her bottom badly damaged on the port side from striking the bank in Livingstone Channel as she

was passing down Sunday night, the wooden steamer *William H. Wolf*, owned by the Pennsylvania Steamship Co., Milwaukee, lies sunk in Callam's Bay below Amherstburg. The accident took place about abreast of the middle of Bois Blanc Island and is attributed to some difficulty with the vessel's steering gear. After the *Wolf* struck, water came into her rapidly, but with the aid of her pumps she kept afloat until she could turn back into Amherstburg channel and run into shoal water in Callam's Bay. She arrived there about 1:30 o'clock Monday morning and rests on a sandy bottom a little distance north of the derelict *Maria Martin*. The tug *Marion E. Trotter* and steamer *J.E. Mills* of the Trotter Towing & Wrecking Co., Amherstburg, placed a steam pump on the *Wolf* Monday morning and the company's divers will make temporary repairs to the boat's hull. The *Wolf*, a vessel 285 feet long, was bound from Fort William to Buffalo with a cargo of oats. A considerable part of the grain has been wet as a result of the accident.

At least 12 of the 24 vessels which foundered or were wrecked in the most disastrous storm in the history of Great Lake shipping probably will never be located. While the loss to the Great Lakes Protective Association in insurance on wrecked vessels alone amounts to about \$1,000,000, information from London, England, is that the liability of Lloyds, which carried a large portion of insurance on damaged and lost vessels, will be approximately \$7,500,000, the heaviest loss it has ever sustained on the lakes.

The U.S. Lighthouse tender *Amaranth* placed a gas buoy 200 feet west of the wreck of the *Charles S. Price* in Lake Huron. Soundings taken Friday by marine men show that the *Price*, which sank 13 miles north and 7 miles east of Port Huron, is 11 feet beneath the surface at the bow and from 60 to 70 feet at the stern, indicating that she is resting entirely on her stern in a slanting position.

Ten more "mystery" ships have been added by the storm of two weeks ago Sunday to the great fleet of "Flying Dutchmen" of the Great Lakes, now totalling 38 vessels. Bits of wreckage bearing the name of the missing vessel or floating bodies of men who were known to have been members of the crew have told the story of the wrecking and sinking of a ship in a few cases, but for the most part they have simply disappeared from the lakes. Records of the vessels "lost in the lakes" kept since 1855 show that 28 vessels previously had disappeared. Of the 10 still missing since the last storm, none will be recovered, it is expected, and the total will be raised to 38. Vessels that have not been accounted for since the last storm are as follows:- Lake Superior - steamers *H.B. Smith* and *Leafield*; Lake Michigan - barge *Plymouth*; Lake Huron - steamers *Isaac M. Scott, John A. McGean, Argus, Hydrus, Regina, Wexford* and *Carruthers*.

Evidence being brought out at the Dominion Wreck Commissioner's inquiry into the stranding of vessels during the recent storm tell of the great hardships endured by the sailors. The captain of the *Turret Chief* said he was on the bridge when the ship stranded broadside. The engines stopped, but the vessel continued to roll toward the shore. The vessel took no water at this time. Witness was unable to see or do anything until daylight. On the afternoon of November 8th, witness and the crew left the vessel as ice commenced to form on the ship. Witness and all the members of the crew got off the vessel safely and built a brush house in the bush near the steamer, and here they lived until Monday morning, provisions having been secured from the steamer. The steamer was only about 15 feet from shore and it was no trouble for the crew to get off.

The Reid Wrecking Co.'s tug *Diver* got a big towline in her wheel at the Sandwich coal dock on Sunday and the tug *Trotter* had to take a marine diver to cut it out.

The tug *Francis B. Hackett* (Capt. James McKinley) has gone to Harbor Beach to work on a lumber wreck there. Wm. Bush shipped as cook and John Bernard as mate.

The heavy fog which prevailed on the river Wednesday and Thursday lifted Thursday night. A number of steamers which had been held up on account of the fog passed through here on Friday.

After working from Wednesday afternoon, the tugs *Trotter, Ohio* and *Colton* released the steamer *Capt. Thomas Wilson* from the west bank of the Livingstone Channel Saturday morning. It was one of the best jobs the tugs at this port have had this season.

Harry Middleditch has returned from Buffalo where he was employed with Dunbar & Sullivan and will go with the Empire Dredging Co. on the Livingstone Channel work.

Dunbar & Sullivan's plant at the Livingstone Channel was laid up a few days this week for repairs.

The work of removing the spoil pile and crushing it into road-making material at their River Rouge plant goes along steadily. Already a space of about 1500 feet has been cleared through the west bank. At the present rate of progress, it is estimated that it will take about twelve years to complete the removal of the whole lot.

**THE POACHERS TRIAL.**-Fred. Schau, Clare Church, James Faustine, John Fairlie, Alfred McNiven, Frank Schau and Rubi Bossom appeared before Police Magistrate Kevill on Monday on two charges of illegal fishing in Provincial waters at Middle Sister Island on the 16th and 17th days of November. All pled not guilty. These same persons were arrested and their fishing nets, two tons of fish, camping outfit with musical instruments and other paraphernalia for a good time on Middle Sister Island on the 17th of November by Game Warden Chauvin, assisted by the C.O.P. of Amherstburg and several county constables, as recorded in last week's *Echo*, and brought before Magistrate Leggatt on the 17th and remanded to Sandwich to be returned Monday. In the meantime the accused got in touch with Mr. Wills of the Ford Automobile Co., G. McGregor, manager, and E.S. Wigle, K.C., who got Police Magistrate Leggatt, who attended at Sandwich gaol on the 17th and they were bailed out. They all showed up at police court Monday. E.S. Wigle, K.C., appeared for the defendants and F.H.A. Davis for the game warden. The attorney for the defendants stated that McNiven, C.B. Church and John Fairlie, all of Detroit, were not fishermen nor engaged in the fishing business; only at the island for a few days' outing, having gone there with the captain of the gasoline launch. Evidence of McNiven, a compass adjuster, was given to the effect that he and Church and Fairlie had nothing to do with the fishing expedition directly or indirectly. The evidence also showed that the two Schaus, with their two assistants Faustine and Bossom, left Port Clinton, Ohio, on Saturday morning with several boxes of fishing nets for Middle Sister Island. Some of these nets were set on Saturday afternoon, others Sunday morning and others Saturday afternoon on the southeast side of the island, within half a mile of the shore, others on the southwest side. The prosecution was not ready to go on with the trial, owing to several of the witnesses being located on Middle Sister Island, and an adjournment was made till Tuesday, December 2nd, and Messrs. Schau (Fred. and Frank), Faustine and Bossom were allowed to go on bonds of \$1000 each, \$500 from each defendant and \$2000 by Gordon M. McGregor. The other three were allowed to go on the understanding that they would return on court day. The contention of the prisoners is that the international boundary passes so near to Middle Sister Island that it is not more than one-half mile distant. The game warden holds that the boundary is some two miles from the island. Expert testimony concerning the position of the line is expected to be a feature of the trial next week.

December 5, 1913

Albert Meloche and Chas. Bailey of the Great Lakes D. & D. Co.'s drillboat at Sandusky spent a few days at their homes in town last week.

The Reid Wrecking Co. tug *S.M. Fisher* coaled up at Mullen's coal dock and also put on a supply of groceries, then left for a Lake Erie port. This tug is the crack ice-breaker of the Sarnia fleet.

The Empire Engineering Corporation's drillboat *No. 1* started to work on their contract to remove the triangular section of the east bank of the Livingstone Channel. The drillboat is in charge of Capt. Ed. J. Koepf, superintendent of the drill fleet of the company, and has already employed a large force of local men. The tug *Squaw* (Capt. Felix Graveline) is looking after the drillboat and work will be carried on till the ice stops them.

The Mullen Coal Co.'s steamer *Alaska* discharged a cargo of soft lump coal on their dock here this week. The company are planning to have a supply on hand next spring when the coal miners go out on strike.

Capt. Alfred McNiven, one of the men taken in the dragnet at Middle Sister Island in the raid made by Game Warden Chauvin November 17th, is badly peeved over the treatment accorded him and his associates in Amherstburg. He says to the *Detroit Free Press*: "In this day and age it seems impossible

|                                                                  |                                                                                                                                                                                                                                                                |                                                                                          |
|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| Wrecking Steamer<br>J. E. MILLS                                  | <b>F. J. TROTTER</b>                                                                                                                                                                                                                                           | Steam Pumps<br>Air Compressors<br>Lighters<br>Divers                                     |
| Tug<br>M. E. TROTTER                                             | <b>Towing and Wrecking,</b>                                                                                                                                                                                                                                    |                                                                                          |
| AMHERSTBURG, ONT., <i>May 18</i> 1913                            |                                                                                                                                                                                                                                                                |                                                                                          |
| In account with <i>Baye Construction</i> Owners and Underwriters |                                                                                                                                                                                                                                                                |                                                                                          |
| <i>1913<br/>May 4-5</i>                                          | <i>Releasing from bottom Livingstone Channel</i><br><i>2 1/2 hr service of Tug M. E. Trotter</i><br><i>6 hr @ 20 - 15 hr @ 10</i><br><i>8 hr service of Mr. J. E. Mills @ 10 - 2 @ 5</i><br><i>2 Day Air Compressor @ 45</i><br><i>2 Engineers 2 Days each</i> | <i>\$270.00</i><br><i>70.00</i><br><i>90.00</i><br><i>23.00</i><br><hr/> <i>\$453.00</i> |
| <i>led by</i>                                                    |                                                                                                                                                                                                                                                                |                                                                                          |

See related story on May 9, 1913.

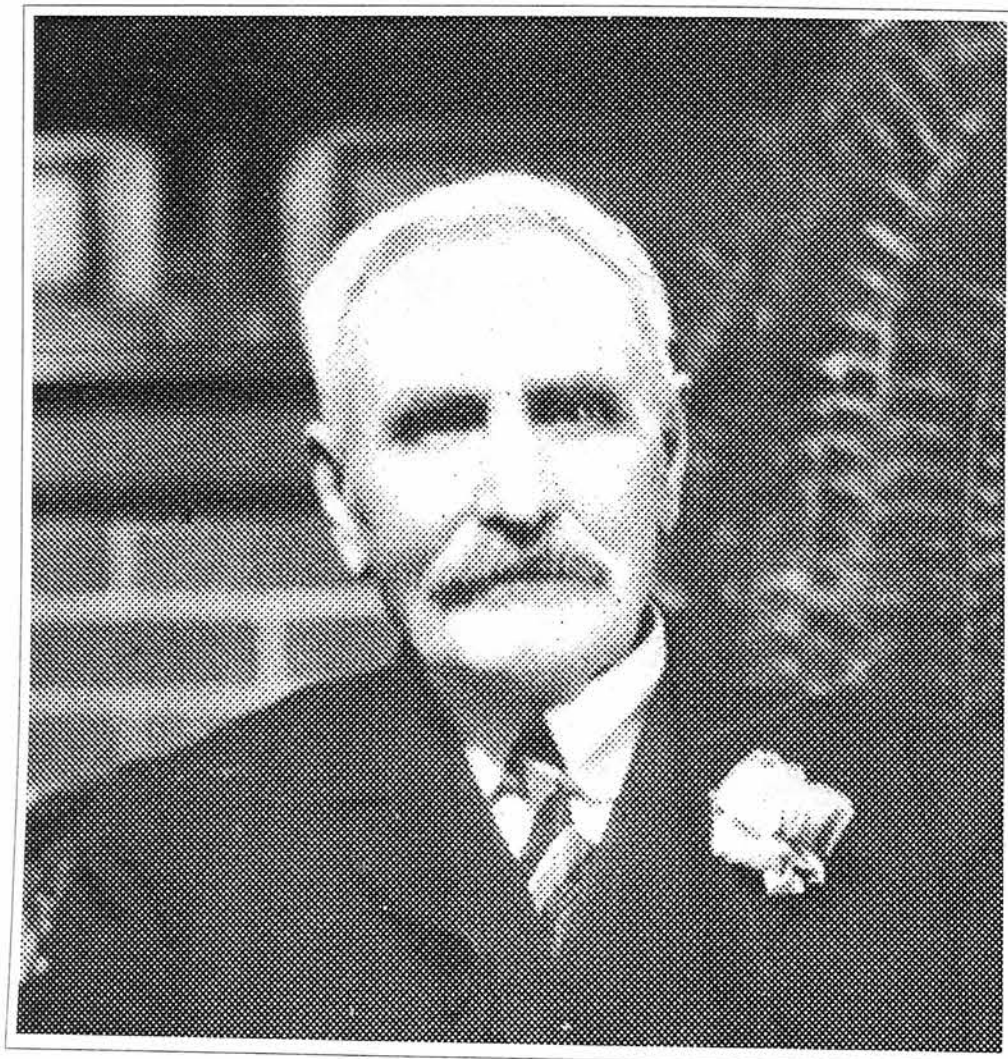
Marsh Historical Collection, Fred J. Trotter Wrecking Company Papers

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|------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Wrecking Steamer<br>J. E. MILLS                                  | <b>F. J. TROTTER</b>                                                                                                                                                                                                                                          | Steam Pumps<br>Air Compressors<br>Lighters<br>Divers                                      |
| Tug<br>M. E. TROTTER                                             | <b>Towing and Wrecking,</b>                                                                                                                                                                                                                                   |                                                                                           |
| AMHERSTBURG, ONT., <i>May 18</i> 1913                            |                                                                                                                                                                                                                                                               |                                                                                           |
| In account with <i>Str. Puffinberger</i> Owners and Underwriters |                                                                                                                                                                                                                                                               |                                                                                           |
|                                                                  | <i>Releasing from bottom Livingstone Channel</i><br><i>4 1/2 hr service of Tug M. E. Trotter</i><br><i>6 hr @ 20 13 hr @ 10</i><br><i>16 hr service of Mr. J. E. Mills @ 10 - 10 @ 5 - 110.00</i><br><i>5 Day Steam Pump @ 45</i><br><i>1 Engineer 6 Days</i> | <i>370.00</i><br><i>110.00</i><br><i>225.00</i><br><i>375.00</i><br><hr/> <i>\$882.50</i> |
| <i>led by</i>                                                    |                                                                                                                                                                                                                                                               |                                                                                           |

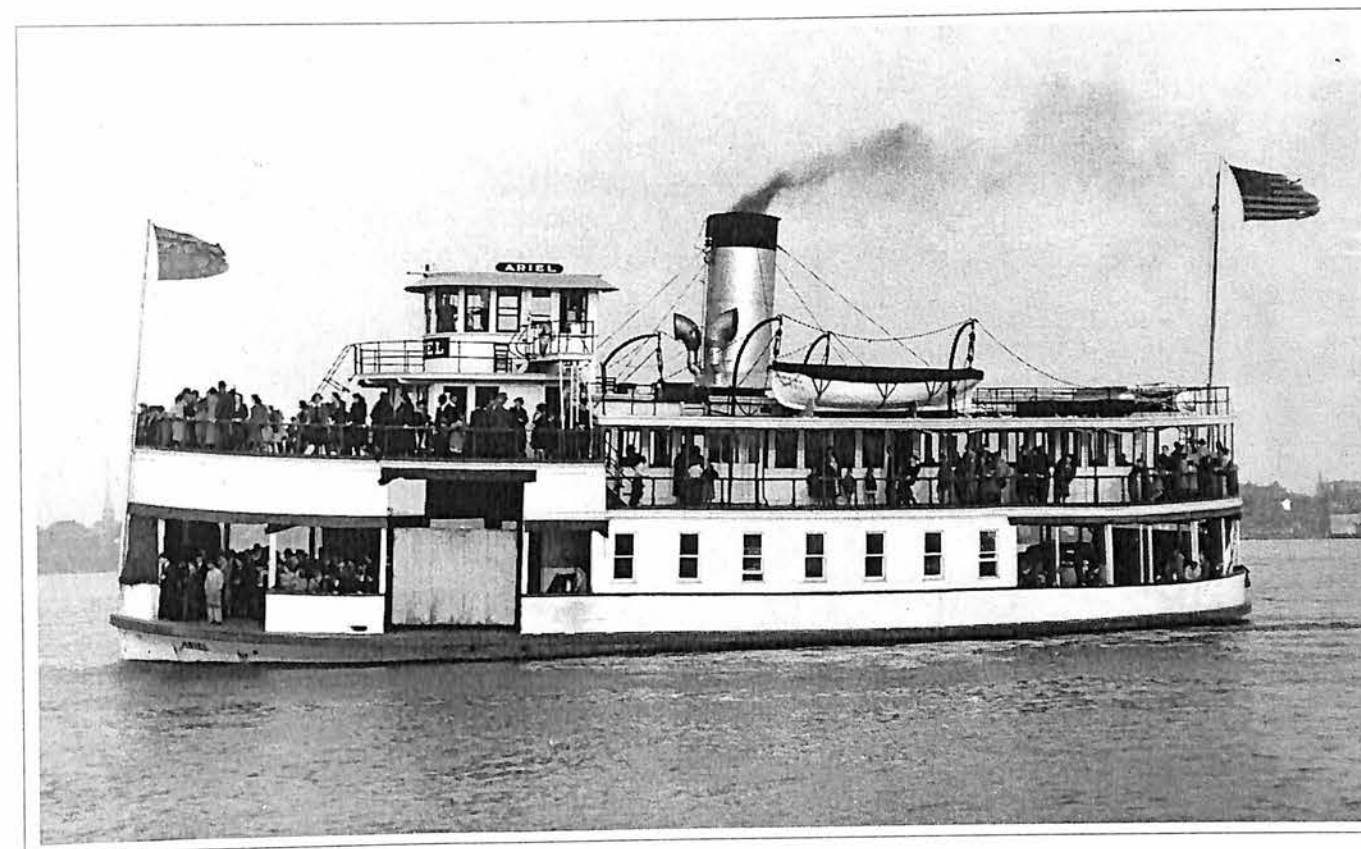
See related story on May 9, 1913.

Marsh Historical Collection, Fred J. Trotter Wrecking Company Papers

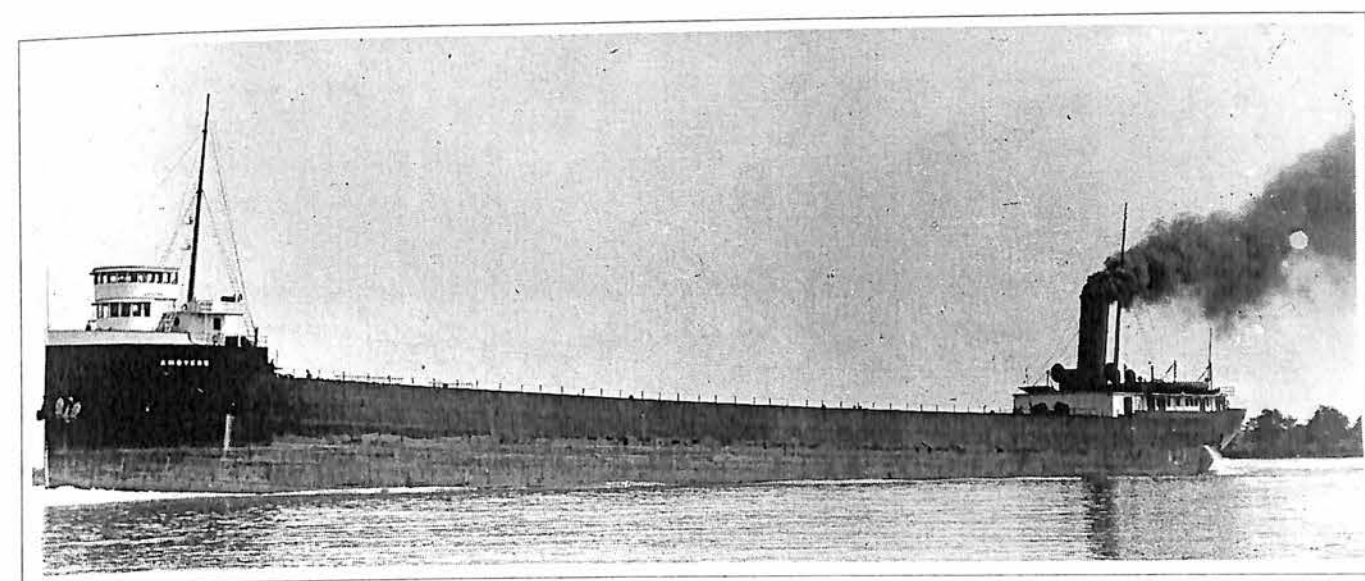




**Capt. James Jarmin**  
1927  
*Marsh Historical Collection*

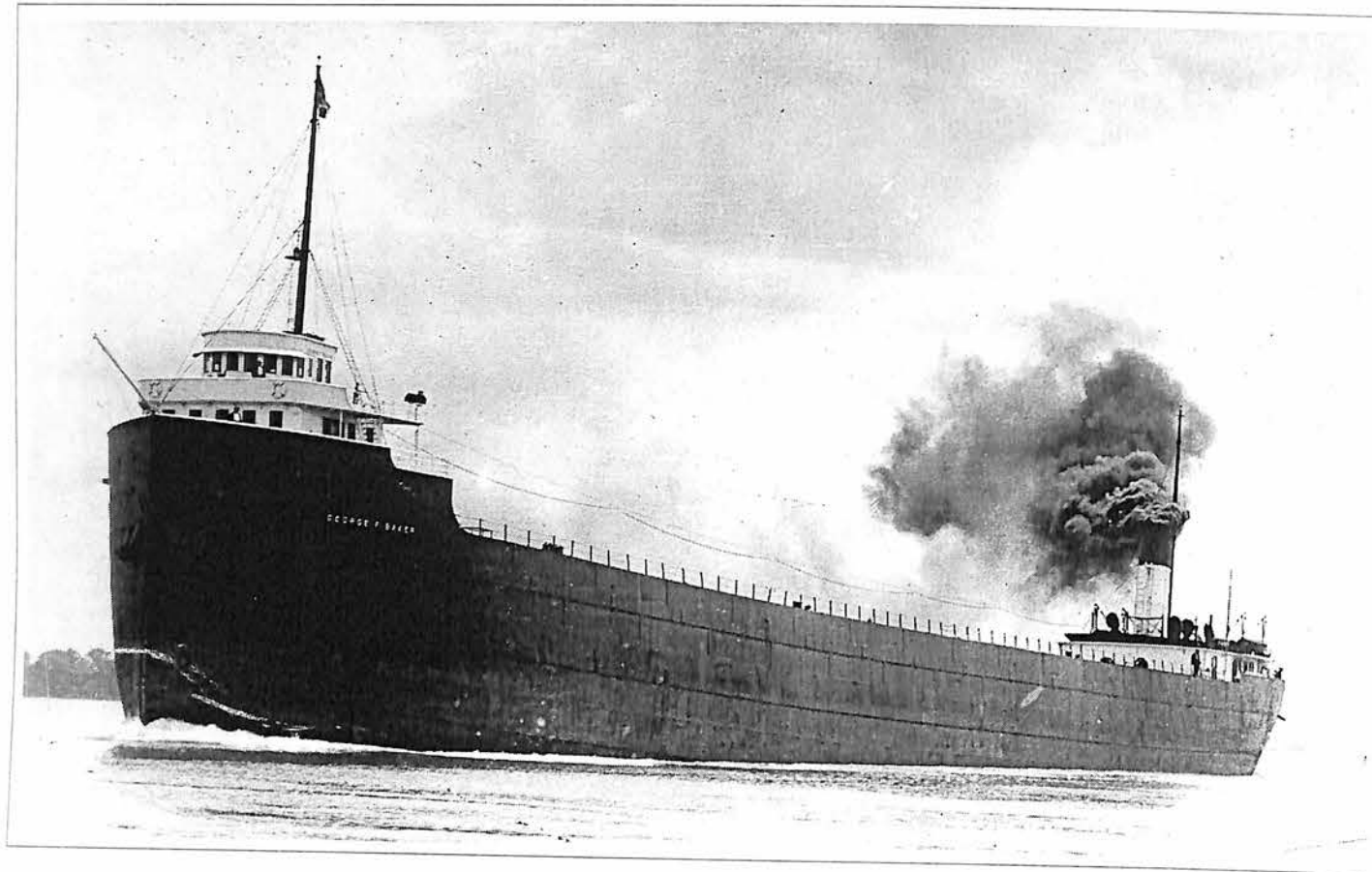


**Steamer Ariel.**  
undated  
*Courtesy Fort Malden NHSC*

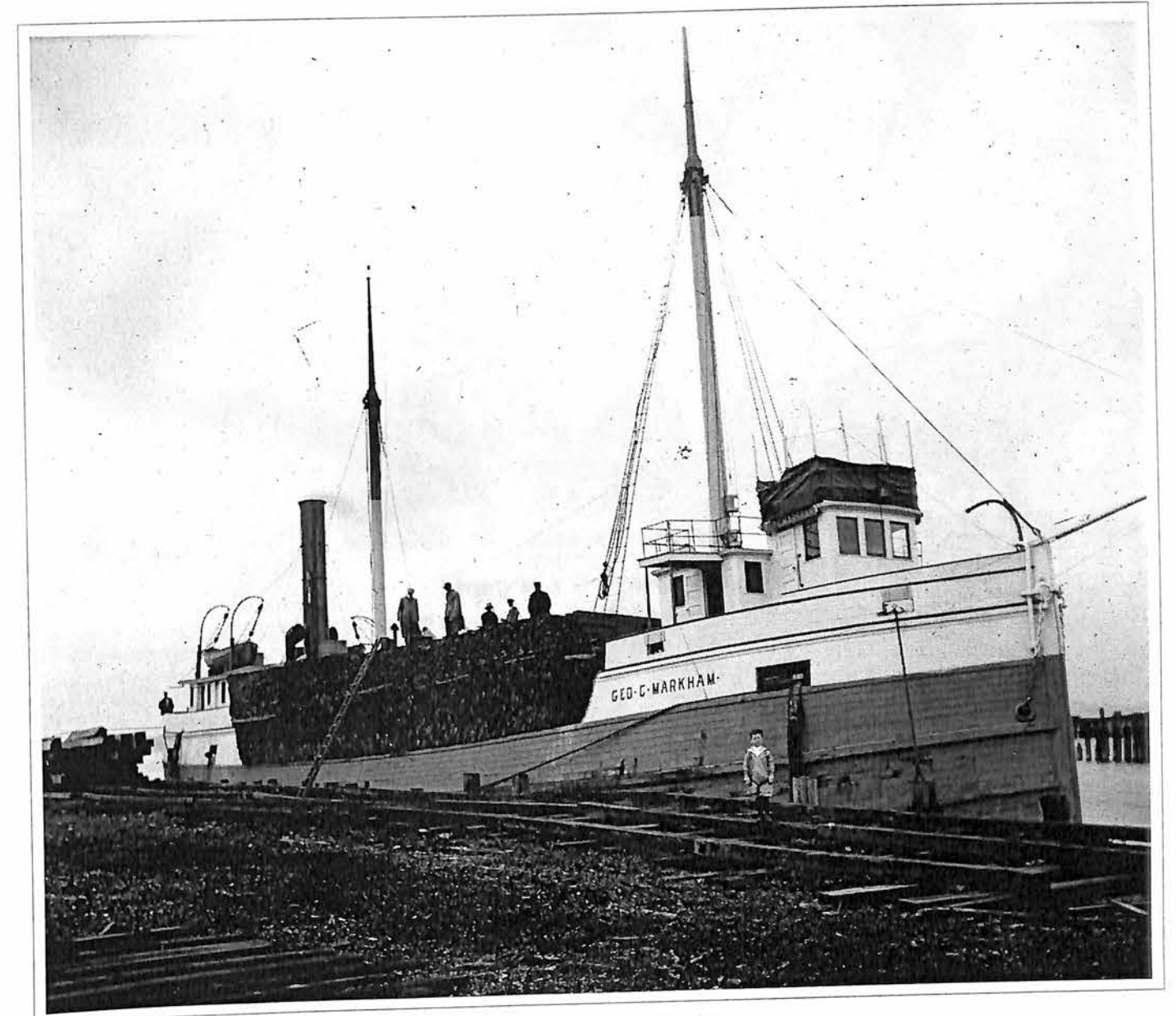


**Steamer A.M. Byers.**  
undated  
*Courtesy Fort Malden NHSC*

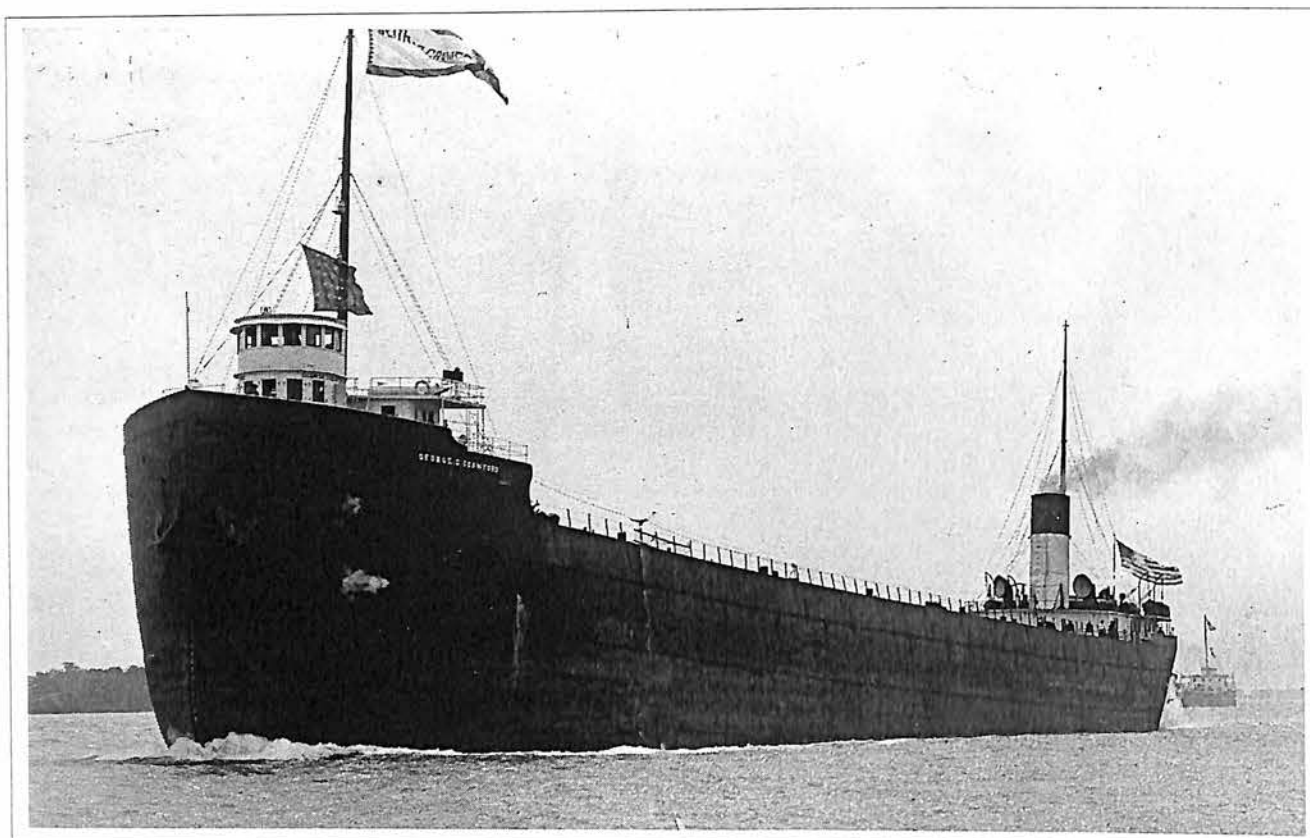




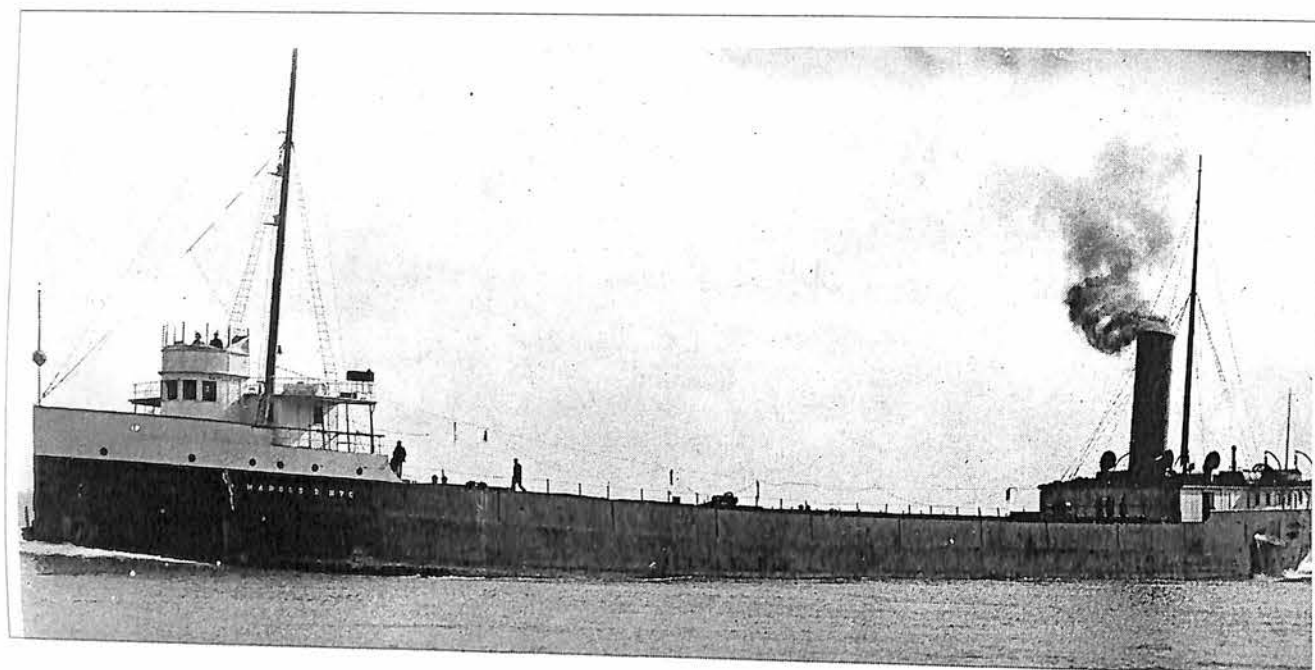
**Steamer *Geo. F. Baker.***  
undated  
*Courtesy Fort Malden NHSC*



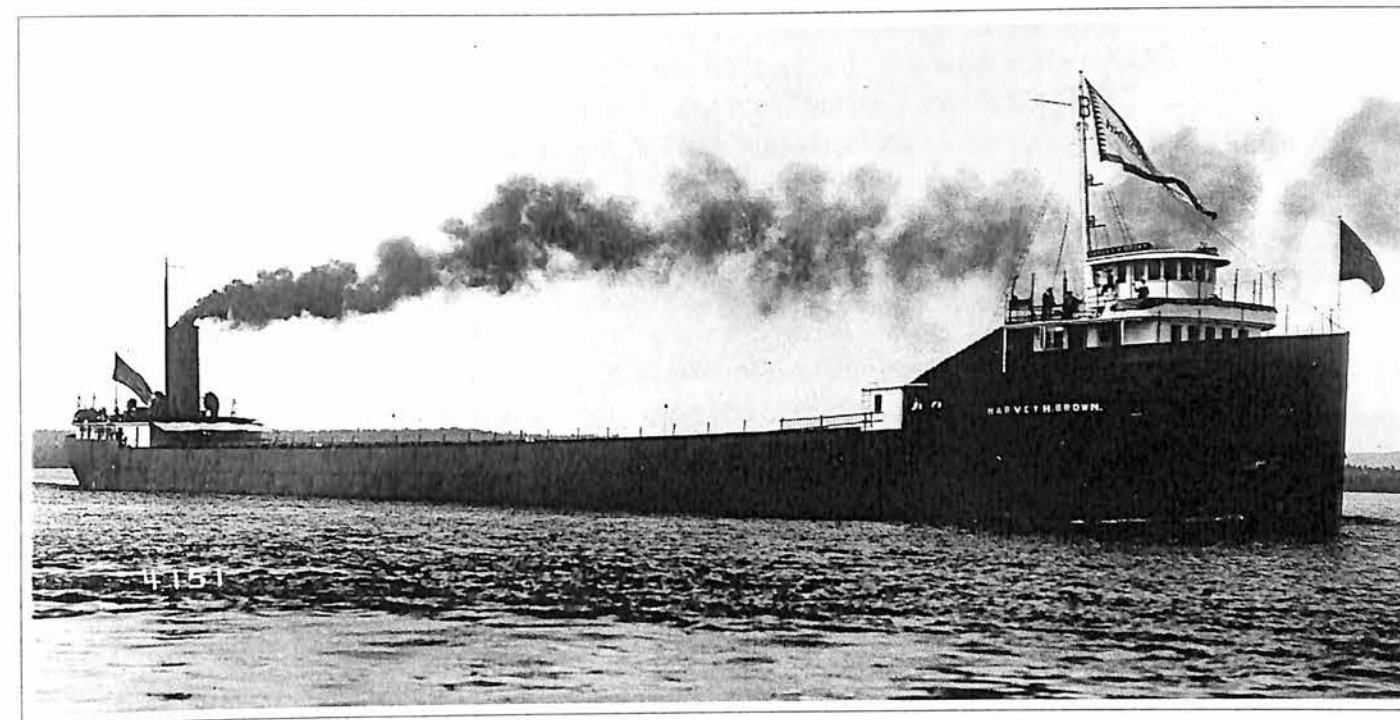
**Steamer *Geo. C. Markham.***  
undated  
*Courtesy Fort Malden NHSC*



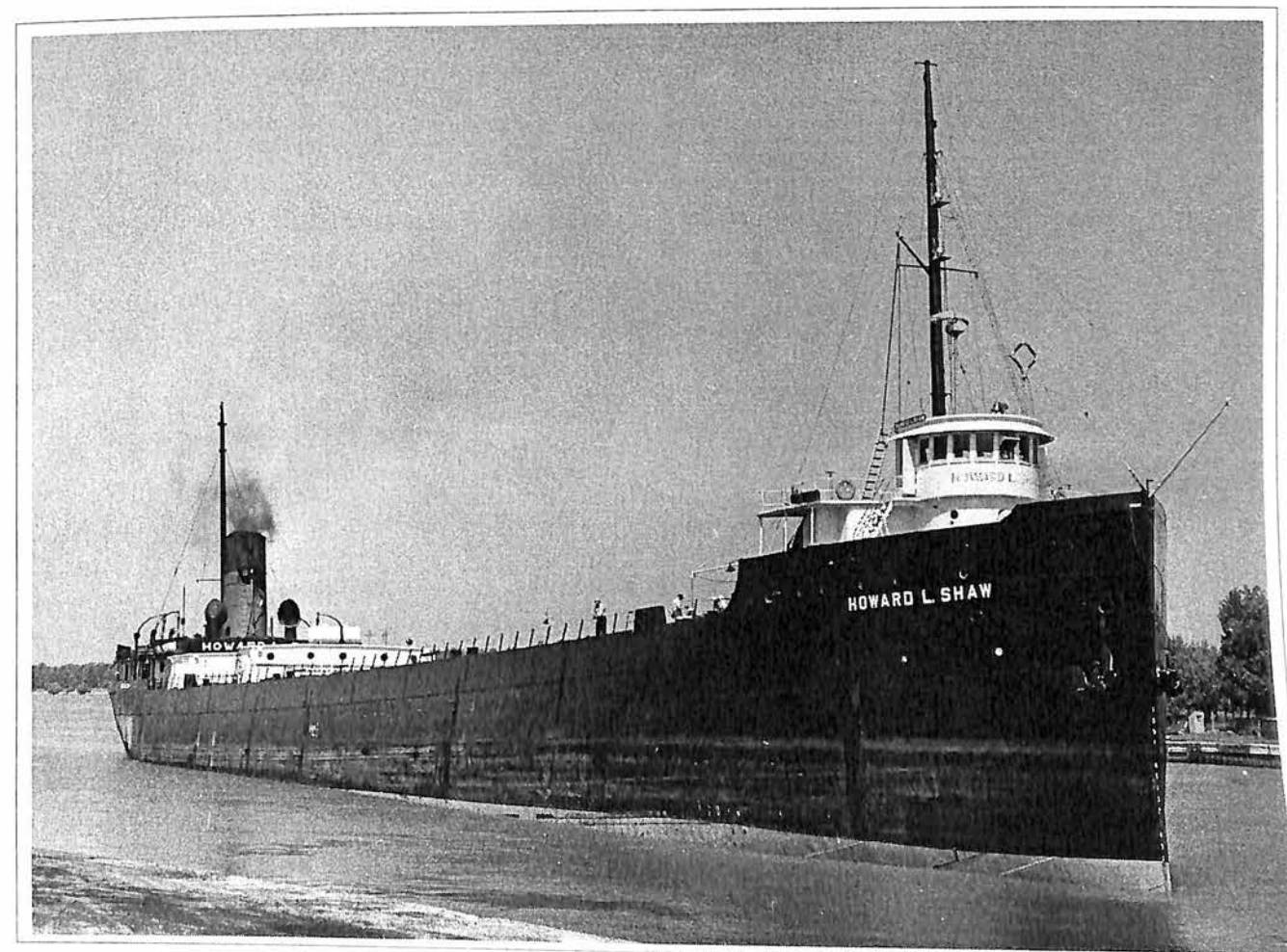
**Steamer *George G. Crawford.***  
undated  
Courtesy Fort Malden NHSC



**Steamer *Harold B. Nye.***  
undated  
Courtesy Fort Malden NHSC

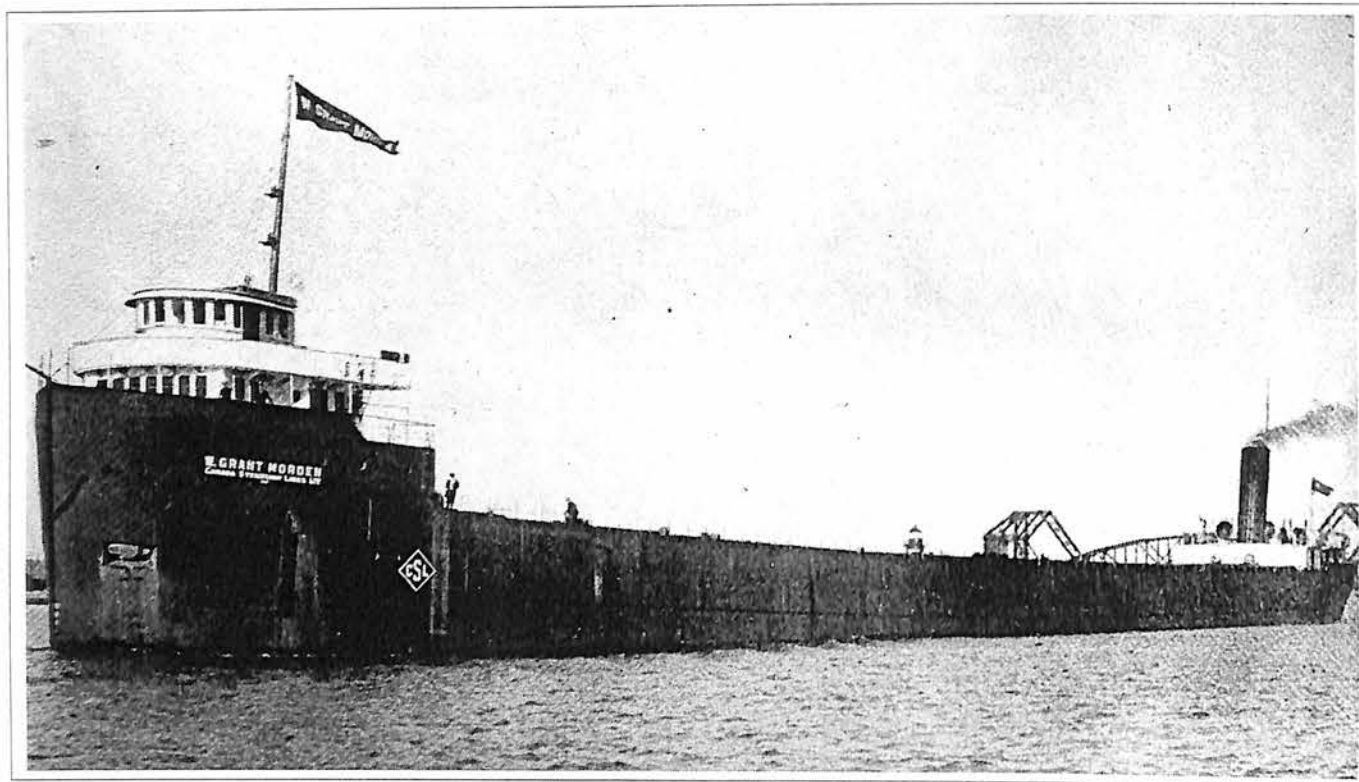


**Steamer *Harvey H. Brown.***  
undated  
Courtesy Fort Malden NHSC

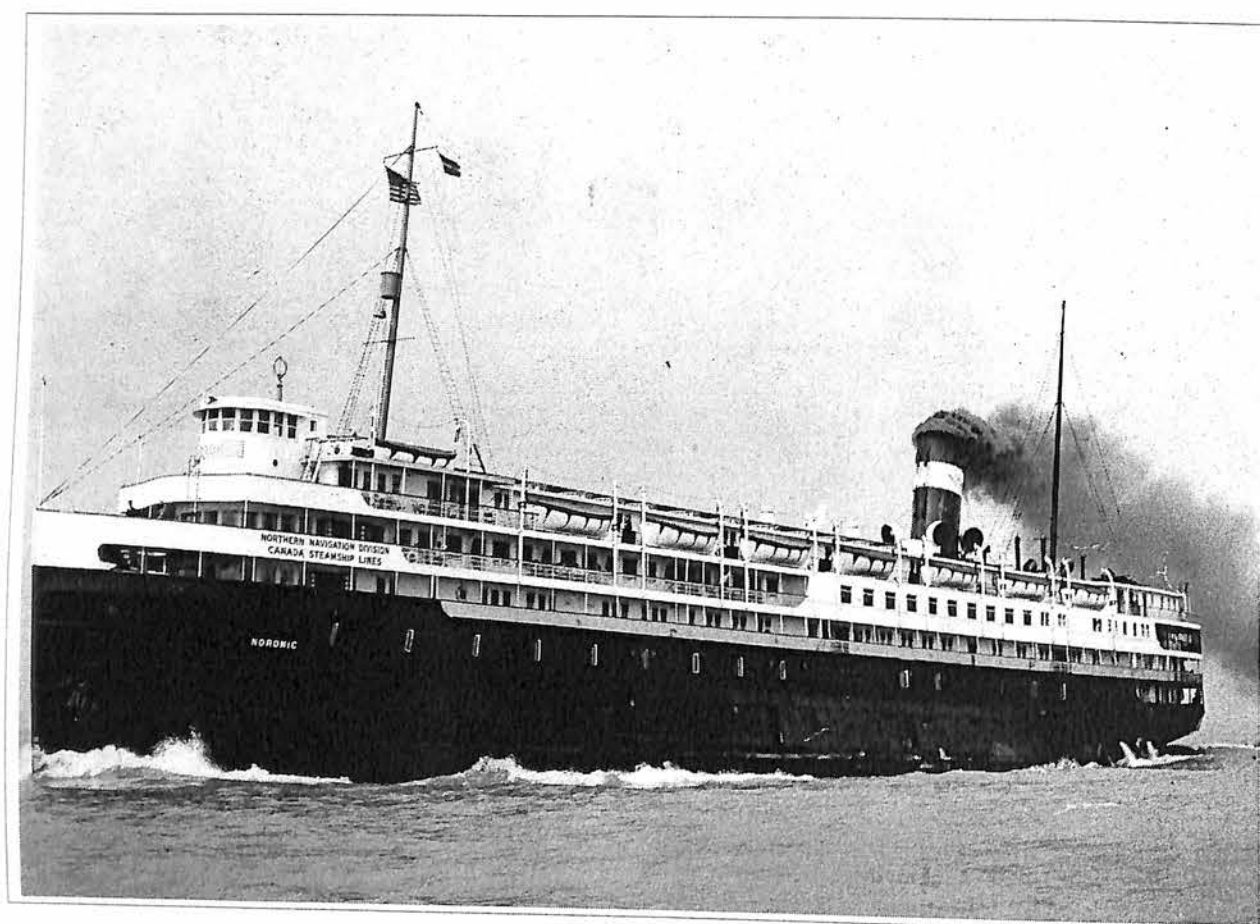


**Steamer *Howard L. Shaw.***  
undated  
Courtesy Fort Malden NHSC





**Steamer W. Grant Morden.**  
undated  
Courtesy Fort Malden NHSC



**Steamer Noronic.**  
undated  
Courtesy Fort Malden NHSC

that prisoners in any enlightened country should receive such treatment. After we were brought to Amherstburg we were marched through the streets like bandits and put into the town lock-up. I asked that the American consul be called, but the request was disregarded. We were made a public exhibition. The door was left open so that everyone who came along could see us. Even that wasn't as bad as the abusive language spectators hurled at us." Capt. McNiven is well-known as a navigator and compass adjuster.

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December 12, 1913

All storm warnings to vessels on the Great Lakes were discontinued by the U.S. Government at midnight Wednesday, the season of navigation officially ending at that time.

The hull of the steamer *Wexford*, which went down in the big storm of November 9th, has been reported in sight a little north of Bayfield. Several pieces of canvas from the boat have washed ashore at that place. Fishermen say the steamer is on her side and in shallow water. As soon as the lake calms down, investigation will be made.

Russell Fox has arrived home from Montreal, Quebec, where he has been employed on a drillboat.

John T. Smith arrived home Sunday after laying up the steamer *J.G. Munroe* at Buffalo.

Gas buoys maintained by Canada at Grubb's Reef, Lake Erie, and at Bar Point were brought to Amherstburg Thursday by the tug *Marion E. Trotter*. Spar buoys were left to mark their stations. Both gas buoys had burned out and the Dominion Department of Marine and Fisheries thought it inadvisable to refill and relight them, considering the lateness of the season.

Angus Borland has put his private yacht into winter quarters at the ferry dock and Capt. Laframboise has laid up his yacht, the *Cora B.*, at the waterworks dock.

Capt. Harry T. Cook, Jas. Bainbridge and Martin Comerford have arrived home from Alpena, where they have been all season on the dredge *Tipperary Boy* and tug *Shaugraun*.

Papers in a libel action brought by Capt. Fred. J. Trotter were served on the schooner *Scotia* last week at Buffalo. Capt. Trotter claims \$3670 for salvaging the schooner and cargo on November 5th. His aid, he says, was necessary and was requested by the master of the schooner. The schooner has just come out of dry-dock.

A sailor on the steamer *Frank C. Ball* received a severe blow on the head with a crowbar when passing here Friday evening. The captain megaphoned a hurry-up call for a physician which was heard all over town and caused some excitement. Two local doctors were taken out by the tug *Harding* and rendered first aid. The injured sailor was taken off at Detroit.

In the month of November, 1978 vessels reported as having passed the port of Detroit and 63,095 pieces of first-class mail matter, an average of 2103 pieces a day, were delivered to them by the marine post office force. The sailors, however, apparently are not as versatile correspondents as their friends, for the marine post office received only 23,450 pieces of mail from the boats.

It seems probable that the recent disasters upon the Great Lakes will result in some radical changes in boat construction. W.E. Redway, naval architect, writing to the *Globe* last week, draws some interesting comparisons between the lake and ocean freighters. He points out that a 10,000-ton ocean boat would be 460 feet long, 58.5 feet beam, 41 feet deep and 27 feet draught; while a 10,000-ton lake boat would be 530 feet long, 56 feet beam, 31 feet deep and have a draught of only 19 feet. The lake boat is 70 feet longer, 2½ feet narrower and 10 feet shallower. In addition to this, the ocean freighter has six watertight bulkheads, while the lake boat has only three. Even the ordinary man can see at a glance that the ocean boat is a much stronger boat, but of course that does not prove that the lake boat is not strong enough. The recent disasters, however, point strongly to some weak point in the lake type of freighter, and it seems probable that there will be some very radical changes made in that type in any new boats which may be constructed. The ocean-going type may not be adapted to inland navigation on account of their deep draft, but the lake type will be changed to prevent, if possible, any repetition of the recent frightful disasters.

The dredge *Brian Boru* has been pulled into Gordon from the rock pile for a general overhauling. The Dunbar fleet is gradually being laid up for the winter months.

Mrs. James McCarthy left Tuesday for Milwaukee, where she and her husband will keep ship on the steamer *Thomas Barlum*, on which he sailed as mate all season.

The steamer *Castalia*, Capt. W.L.J. Girardin, which is at the Cleveland shipyard, will be strengthened throughout. It will take about two weeks to complete the work.

The tug *Mohawk* was blown ashore on the beach at T.J. Shepley's, Malden. Ray Winters and J.A. Robinson were down Thursday afternoon to release her.

Mrs. A.C. Callam went to Erie last week on the steamer *Fitzgerald* with her husband. The captain and Walter, who have been on the boat all season, returned with her on Tuesday.

Joseph Boulanger Jr., Frank Ryan, Harry Bertrand, Walter Renaud and Harold Thomas returned home from Buffalo this week after working all season on the M. Sullivan dredge fleet, working off the breakwater there.

All the dredges, drills and tugs are still working on the river and will continue all winter if this weather continues.

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December 19, 1913

While working to release the steamer *Rhoda Emily* at Harbor Beach last week, the tug *Francis B. Hackett* crippled her wheel. She went to the Ecorse yard of the Great Lakes Engineering Works to have a new wheel put on. Capt. James McKinley, master of the *Hackett*, and engineer Ernie Miller left Monday for their homes in Toledo.

Dredge No. 9 and drillboat No. 1 of the C.H. Starke Dredge & Dock Co. have finished work on the contract for improvement of Ballard's Reef channel and with the tug *M.A. Knapp* have gone to River Rouge to lay up. A derrick scow with the tug *Milwaukee* is going over the area on which they were at work, gathering up loose boulders.

Capt. Alexander Cuning and Capt. Thomas Cooper, with the big wrecker *Favorite* of the Great Lakes Towing Company, is reported to have gone to the steamer *L.C. Waldo* on Gull Rock, Lake Superior, to make an examination and if possible release the vessel. Ice which has formed on the *Turret Chief* and the condition of the vessel makes further work on her impracticable.

Efforts to recover the anchor lost by the steamer *R.L. Agassiz* three weeks ago a short distance above the waterworks have been unsuccessful. The tug *Harding* and tug *Trotter* and str. *Mills* have spent half a day each grappling for it and the derrick *Handy Andy* and tug *Shaun Rhue* also have made a vain search. William Menzies, with Alphonse Cote as diver, made unsuccessful attempts to recover the anchor all day on Monday. The anchor will remain where it is until spring.

Except for sand and gravel steamers and river craft, navigation on Detroit River virtually came to a close Monday with the passing downbound of the strs. *Charles S. Hebard*, *Hurlbut W. Smith* and *Lyman B. Smith*, and the steamer *Joseph G. Butler*, upbound from Buffalo to Milwaukee. The steamers *Martin Mullen* from Buffalo to Superior and the steamers *Sir Thomas Shaughnessy* and *John Dunn Jr.*, from Buffalo to Chicago, passed Amherstburg Wednesday. Vessel reporting offices of the J.W. Westcott Company in Detroit and at Livingstone Channel and Gordon have closed for the season. It is an interesting coincidence that the steamer *C.S. Hebard*, which was probably the last down vessel through Detroit River this season, passed down also with a cargo of wheat on December 15th, 1912, just one year ago Monday, and on her way through the lower [section] struck the bank at the Lime-Kiln Crossing. She was released by the tug *Harding* and lighter *Rescue* and tug *Trotter* and wrecker *Mills*.

R.A. Harrison of the Lake Carriers' Association states that seventy-two bodies have been recovered to date from the Canadian shore of Lake Huron. All the bodies recently recovered have been identified, except one off the *Carruthers* at Goderich, one off the *Scott* at Port Elgin, one off the *Scott* at Kincardine, one off the *Hydrus* at Southampton and one off the *Hydrus* at Wiarton.

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December 26, 1913

Capt. A.C. Callam and Mate James Kelly returned home on Sunday after laying up the str.

Fitzgerald at Erie after a successful season, without one accident.

E. Woods & Son are moving the big cargo of hardwood lumber they purchased from off the wrecked barge *Scotia*, from their dock to the mill, where it will be cut up into sizes and dressed for the building trade of this district.

The Empire Engineering Corporation purchased from the C.H. Starke D. & D. Co. about 10 tons of dynamite which is stored on Dunbar Island back of Bois Blanc Island. The Empire people will use powder on their contract in the Livingstone Channel.

The tug *Marion E. Trotter* and wrecking str. *J.E. Mills* of the Trotter Wrecking Co. have gone into winter quarters at Mullen's coal dock, after one of the most successful seasons in the company's history.

Captain Walter Lawler and Mate Cornwall of the steel str. *J.T. Hutchinson* are home for the winter after placing their ship in winter quarters at Cleveland. It will be remembered that the *Hutchinson* was driven ashore in the big November storm on Lake Superior and was reported to be a total loss, but the crew stuck to the ship and saved her.

William Menzies has disposed of his gasoline launch *Marwood M.* to the May Bros. of Detroit. The *Marwood M.* is equipped with 12 h.p. engine and is one of the speediest of the lower Detroit River motorboats.

The C.H. Starke D. & D. Co's derrick scow No. 20 and tug *Milwaukee*, which have been at work on Ballard's Reef, pulled up to River Rouge Tuesday to go into winter quarters and give their employees a chance to spend Christmas and New Year's at their different homes. The weather is still ideal on the Detroit River. The Dunbar tugs *Shaun Rhue* and *Spalpeen* have gone to Detroit to lay up, after working all season on the spoil bank of the Livingstone Channel. Capt. Marks of the *Spalpeen* is home for the winter.

The job of repairing the Pelee cable is proving a much harder task than was anticipated, and Pelee may be completely shut off from telephone service with the mainland if cold weather sets in. Superintendent John McR. Selkirk, who is looking after the work with Capt. McQueen's tug *Leroy Brooks*, says he has found the cable in the worst condition this time he ever found it. Three miles are missing and of course the ends cannot be brought together without splicing, which is rough and intricate work requiring calm water, which has not been the case. Pelee Islanders, with much reason, demand a new cable so they will not be isolated during the winter months.

The steamer *Shores* discharged her last cargo of coal at this port this week and has gone to Sandwich to go into winter quarters.

The crews of the Empire Engineering Corporation's fleet have departed to their respective homes for the winter. The drillboat has been laid up and will undergo extensive repairs this winter.

The steel str. *Alaska* is being given a general overhauling at this port, her decks are being rebuilt, her bottom covering is being all torn out and replaced with new, while new hatch coverings will be built and other repairs made which will keep a dozen local men busy nearly all winter.

It didn't do any good to Capt. Fred. Shau, his brother Frank Shau and James Faustin, convicted some time ago in police court at Amherstburg of having been fishing illegally off Middle Sister Island, Lake Erie, in Canadian waters, to have their case reviewed, for on the evidence being submitted to the Department at Toronto for review, the view of the officials coincided with that of Magistrate Kevill, who had imposed a tentative fine of \$900, and the result was that instead of reducing the penalty, when the day came for pronouncing judgment, the P.M. tacked on another \$40 and made it \$940 in total. Game Warden Victor E. Chauvin and constables made the arrests November 18th, seizing a ton of fish, boats, nets and equipment. The result hinged upon the location of the boundary line between the two countries at that point. The only regrettable point about the whole proceedings is that the whole fine goes to the Government and there is no divvy with Amherstburg, which sure needs the money.

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January 9, 1914

Another trip was made to the steamer *Charles S. Price*, overturned in Lake Huron, Thursday and eight descents were made to the sunken steamer by diver Henry Wathels. The steering pole and a piece of the rail were sent up by the diver. The starboard anchor was out and also several hundred feet of chain, which shows that the *Price* dragged her anchor down the lake. The diver could not force his way into the boat and believes that she cannot be salvaged. The boat's forecastle has been crushed by the weight of the vessel. The diver believes that the bodies, if there, cannot be recovered.

January 16, 1914

Capt. McQueen's tug, the *Leroy Brookes*, will winter at the mouth of the Thames River. The tug will be used in the spring to break the ice in the river and prevent the dangerous ice jams which yearly cause so much trouble and loss to the people of Kent in causing the Thames to overflow its banks.

Eight trustees of the \$200,000 fund subscribed in the United States and Canada for distribution among widows and other surviving relatives of more than 200 seamen who lost their lives in the November storms on the Great Lakes held their first meeting at Buffalo Friday. The Canadian trustees will pass on claims arising from deaths on Canadian vessels, and American trustees will do the same in regard to American claimants. The entire board of eight, however, will pass on the final award. It was stated that the money probably will be distributed about the middle of March.

The wooden steam barge *Energy* arrived at this port Sunday from Wallaceburg, where she was purchased by John Fraser, who will remove the boiler, which is in excellent condition, from the hull and install it in his tug *John E. Monk*, which has just been overhauled. The steamer *Energy* will be remembered at this port, having belonged to Colin Wigle some years ago, who sold her to Port Arthur parties.

The weather man provided the first touch of winter for this district Sunday when the mercury began to drop and continued falling until Tuesday when it reached close to zero. The cold was felt all the more as it was accompanied by a brisk west to northwest wind. Ice appeared in the river and by Tuesday noon the channel blocked and the faces of the ice men were wreathed with smiles. The wind and a rising temperature same night cleared the channel again from the head of Bois Blanc to Lake Erie and so far as that service for an early ice harvest is concerned, ice men have another guess coming. Wednesday evening a southwest snowstorm set in and snow to the depth of a couple of inches fell throughout Essex County, but not sufficient to make sleighing. If ice harvesting is poor, skating at least is good, both along the shore and on the marshes, and is much enjoyed by the young people of the town.

January 23, 1914

**BOUNDARY WATERS GREATLY POLLUTED.-Report Governing Great Lakes and Rivers Is Made.-SANITARIANS ARE NEEDED.-No Lake City has Water Safe to Drink, According to United States Investigators.**-Pollution of the waters of the Great Lakes and the rivers and streams on the Canadian boundary, along which live more than 6,000,000 people, is revealed in a report to the International Joint Commission by Dr. Allan J. McLaughlin of the Public Health Service. The report showed extensive pollution in the waters adjacent to many of the large cities and declared that, owing to the present position of intakes, there is not a single city in the lakes which can be said to possess water that is safe without treatment.

The remedy, Dr. McLaughlin said, should be sought by the best sanitarians in the world. The commission under treaty has no power to remedy condition, but it will suggest the employment of world-known sanitarians and authorities on public health and after investigation by these experts will recommend legislation to embody their views to the Canadian and United States Governments.

Dr. McLaughlin has spent about six months on the investigation and his field covered every mile

of boundary water from Duluth at the head of Lake Superior to the point where the St. Lawrence River leaves the New York State boundary. He had several assistants and they made use of every possible means to examine the water suspected of sewage pollution.

The field investigated covered the waters of the western end, central portion and eastern end of Lake Erie, the Niagara River, the western and eastern ends of Lake Ontario, as well as much other territory.

His report says, in part: The commission established laboratories for examination of samples of water at Fort Frances, Ontario; Port Arthur, Ont.; Sault Ste. Marie, Mich.; Sault Ste. Marie, Ont.; Detroit, Mich.; Windsor, Ont.; United States revenue cutter *Morrill*; Amherstburg, Ont.; Port Stanley, Ont.; Buffalo, N.Y.; Fort Erie, Ont.; Youngstown, N.Y.; Niagara-on-the-Lake, Ont.; Clayton, N.Y.; Kingston, Ont.; and Nav. Buren, Me. Samples were taken from 1400 sampling points and over 19,000 samples were taken and examined bacteriologically.

"In certain localities in the Great Lakes and in all their connecting waters, dangerous sewage pollution was shown to exist, but the bulk of the Great Lakes' waters remains in its pristine purity. The investigation shows that the colon bacillus is particularly present in unpolluted waters and that the normal bacterial content of Great Lakes' water is less than ten per cubic centimeter.

"The sources of pollution in the order of their importance are sewage from cities, sewage from vessels navigating these boundary waters, and the inevitable pollution following rains and thaws. The distance pollution may travel in the lakes was demonstrated also.

"Because of sewage pollution there is no point in the St. Clair River from which a safe water supply could be secured without treatment. The Detroit River is sufficiently polluted from Lake St. Clair to Sandwich to make the water an unsafe source of supply. From below Sandwich to its mouth, the Detroit River is grossly polluted from shore to shore."

The report is the combined work of Dr. Allan J. McLaughlin, Surgeon-General of the United States Public Health Service; Dr. John W.S. McCullough, Chief Health Officer of Toronto; Dr. John A. Amyot, Provincial Bacteriologist; and Frederick A. Dalyn, Provincial Secretary.

The point brought home by these experts is that the municipality along the Great Lakes and the streams that uses unfiltered water for domestic purposes is maintaining a menace to public health. In many cases the method of purification and sanitation is unsatisfactory and constitutes a grave problem. In Toronto, so far as the water is concerned, that part of the difficulty has been more or less overcome, but the sewage question is still imminent.

In going over the detailed reports, it is observed that the water at the lower end of Lake Huron would be practically pure were it not for pollution due to steamboat traffic, while the concentration of boat traffic in the River St. Clair gave a decided increase in the bacteria count. Around the St. Clair River at Algonac there is gross pollution. At Walkerville and Windsor the intake pipes are in dangerous locations due to the pollution of the Detroit River water. In these towns, in spite of the efforts of chlorination, the typhoid rate remains too high. At the western end of Lake Erie there is gross pollution. The pollution at Port Stanley was found to be local. Towards Buffalo, the main contamination is from steamboat traffic. In the Niagara River there is pollution along both shores, due to the immense channel.

In Lake Ontario at Niagara, the pollution may drift north, east or west. It continues without apparent diminution to almost the international boundary in the lake. In the early part of the season Lake Ontario is practically sterile, but as the season advances the pollution becomes serious.

Dr. G.A. Bently of Sarnia, Medical Inspector of London District, says that means compulsory treatment of sewage dumped into the lakes, or else the municipalities will have to find some other source of supply.

January 30, 1914

Capt. J.S. McQueen, Earl McQueen and George Nattress left this week to fit out the tug *Leroy Brooks* at Chatham, which has the job of breaking ice in the Thames River during the winter.

**COST IS THE BIG FACTOR.-Seventy-Five Million Dollars Would Provide a Thirty-Five-**

**Foot Channel as Far East as Buffalo.**-United States Senator Charles E. Townsend of Michigan told the members of the Lake Carriers' Association at their annual banquet in Detroit Thursday night that the annual volume of commerce on the Great Lakes would be ten times as "the most optimistic estimate" of annual commerce through the Panama Canal if the natural waterway course from the head of the lakes to the Gulf of St. Lawrence were sufficiently improved to enable ocean-going vessels to reach lake ports.

Senator Townsend discussed at length the waterway plan, which he has advocated in speeches in Congress and addresses outside. He predicted the marine improvement, costing many millions of dollars, eventually would be made "either by Canada alone or by the United States and Canada" but urged cooperation by the two countries.

"There are great possible obstacles to overcome," said Mr. Townsend. "They are the railroads, international complications and the cost.

"It is a strange fact that certain railroad interests seem to have opposed practically every great effort to improve water transportation facilities. I say 'strange,' for history has demonstrated over and over again that improved waterways have increased traffic not only on the water but also on the competing railroads.

"There are international difficulties to overcome. Unfortunately, as it seems to me, there is no universal good feeling for the United States in Canada. The great practical question which will confront this project will be its cost. The United States has shown that to improve all the waters of the Great Lakes from their heads to Buffalo, so as to accommodate boats drawing 25 feet of water, would cost \$25,938,367. Increase the cost three-fold and we would have the cost of a 35-foot channel. Already the Canadian Government has provided by way of appropriation by authorization for \$25,000,000 to be spent on enlarging the Welland Canal to accommodate vessels of 30 feet draft and has wisely provided such improvement shall be made with a view to ultimate enlargement to 35 foot depth."

**WATERWAYS UNION TAKES UP QUESTION AT BERLIN.**-A meeting of the executive of the Great Waterways Union was held at Berlin, Ont., Thursday at which attention was called to a recent circular issued by the Montreal Chambre de Commerce quoting a demand made by resolution of that body on the Dominion Government to proceed immediately with the construction of the Georgian Bay Canal, notwithstanding that the Dominion Government is about to appoint a commission to report as to the commercial feasibility of the scheme.

The members of the executive considered this demand as most unwarrantable, as they had reason to believe that the Georgian Bay Canal would cost from two to three hundred million dollars and, according to the Government's own report, would be useless for navigation purposes. Mayor Graham of London, a member of the executive, suggested that a deputation go to Ottawa in connection with the waterways project.

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February 6, 1914

The year 1913 was a record-breaker for the Lake Carriers' Association, both in volume of business and in disaster, according to the report of William Livingstone, president of the organization, submitted at the annual meeting in Detroit on Thursday. The second week in November was responsible for the great casualty record of the year. During that time 235 lives were lost in the series of storms that swept all the lakes, according to the report. "More ore, coal and grain were moved in 1913 than have ever been moved before," said Mr. Livingstone, "and the rates such that the business was profitably handled. Five cents more was paid on ore and coal to Lake Michigan ports than the rates prevailing in 1912. The grain rate was somewhat lower than the average for 1912, but was nevertheless profitable. The ore movement totalled 49,070,478 gross tons, which was 1,634,701 more than the movement of 1912. Under its welfare plan, the Lake Carriers' Association paid out in death benefits during 1913, \$18,245. Seventeen thousand eight hundred and twenty-five dollars of this amount was occasioned by the November disasters. The report stated that little complaint was heard during the year concerning labor conditions and such complaints as there were, were for the most part trifling and easy of adjustment."

The Department of Marine has issued new rules and regulations for the navigation of the lower Detroit River, which make some changes from existing rules and define clearly the responsibility of ship captains. The issuing of these new rules follows upon the completion of the new Livingstone Channel. The lower Detroit River is defined as that portion between the Mamajuda range lights and Lake Erie. No vessel of 100 gross tons or over shall navigate the Livingstone Channel at a rate of speed greater than eight statute miles per hour between its junction with the Amherstburg Channel at Ballard's Reef and the Bar Point light vessel; nor the Amherstburg Channel at a rate of speed greater than 12 statute miles per hour between the south end of Bois Blanc Island and the north gas buoys at Ballard's Reef and where the width of this channel is restricted by improvements in progress, through such restricted width of channel the speed shall not exceed eight statute miles per hour. Downbound freight vessels shall pass through the Livingstone Channel and enter Lake Erie via the channel west of Detroit River lighthouse. All upbound vessels shall enter Detroit River via the channel east of the Detroit River Lighthouse and pass through the Amherstburg channel. Vessels under 100 gross tons and vessels making local stops along these routes are exempt from this rule. Passenger vessels may use the Amherstburg Channel downbound, but should they pass down through the Livingstone Channel they shall be subject to the rules governing that channel. All upbound light draft vessels and all passenger vessels using the Amherstburg Channel shall pass through the auxiliary channel to the eastward of the improved channel at Ballard's Reef. No vessel shall pass or approach within one-quarter mile of another vessel bound in the same direction in that portion of Livingstone Channel between its junction with the Amherstburg Channel at Ballard's Reef and Bar Point light vessel; nor at any other portion of either channel where the width of channel is restricted by improvements in progress. Tugs without tows and vessels under 100 gross tons are exempt from this rule.

The development of the St. Lawrence route is the only feasible plan for providing a deep waterway from the Great Lakes to the Atlantic Ocean was endorsed in a resolution adopted with but one dissenting vote at the public meeting in the City Hall, Windsor, Friday. Speakers supporting the plan were J.H. Duthie of Toronto; Mayor Henry Clay of Windsor; Mayor Allan of Hamilton; Mayor George McCrae of Prescott; and William Livingstone, president of the Lake Carriers' Association. Mr. Livingstone said that the tonnage which now passes through the Detroit River both ways in 240 days exceeds the tonnage of either New York, London or Liverpool in 365 days. He also stated that three and a half times more tonnage passes through the Soo Canal in 240 days than through the Suez Canal in 240 days.

A.R. Fortier has been appointed engineer on the Tomlinson steamer *Livingstone*.

Harry Hodgman, C.E., who is U.S. Engineer in charge of Government work on Missouri River, arrived home on Sunday for a two weeks' furlough after spending a year at the above point.

The annual February snowstorm, which has become quite a feature of Western Ontario, arrived one day before February did, but it was some snow. The storm started with sleet, which fell to the depth of four inches like granulated sugar, and pedestrianism was difficult. During Saturday forenoon, a regular northeaster set in and raged all day. Cars on the electric railway ran behind schedule until late afternoon, when the storm ceased. Sunday was fair and mild, the warm spell continuing until Tuesday afternoon, practically spoiling what would have been good sleighing. Tuesday night the wind shifted to the northwest and it has been ideal winter weather since. An unheard-of phenomenon in connection with the current of the lower Detroit River was observed Saturday forenoon during the height of the storm. The water turned in its source and started to flow upstream, carrying large ice floes with it. This continued for some hours due, it is said, to an ice jam at the entrance to the river at Lake St. Clair keeping the water back and lowering it there enough to cause a backflow and also to the eastward, piling the water up in the west end of Lake Erie.

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*February 13, 1914*

Among the recommendations made by the Lake Carriers' committee are the following:- "The lighting of the Livingstone Channel from the rock cut to the outer crib should consist of fixed lights, which should be installed abreast of each other in pairs and the distance between these lights should in no case



be greater than 1500 feet. Six white float lights be installed on the west bank between the lightship and the head of the rock cut and that four red float lights be installed on the east bank of the channel between the intersection buoy which shows a green and white light and the upper easterly end of the rock cut. A Government patrol be installed in the Livingstone Channel, so that if any of the channel lights become extinguished they can be relighted or replaced as is found necessary. The speed limit in sections of the Detroit River be increased to eleven miles per hour.

Capt. Thomas Cooper arrived home Sunday from Houghton, Mich., where the wrecking tug *Favorite* has been laid up for the winter. She had to abandon work on the wrecked steamer *L.C. Waldo* owing to continued storms which swept the coast of Lake Superior. The *Favorite* made Houghton through 14 inches of solid ice with the thermometer 14 below zero, going at the rate of about a mile an hour. Capt. Cooper had been away since last April. The *Favorite* went north early in December to work on the *Turret Chief* and *Waldo*, both of which were wrecked in the storm of November 9th. During the two months and a half they were on Lake Superior, work could only be carried on a few days owing to the boats being exposed to every wind that blows. It was necessary to carry 35 of a crew and provide an astonishing commissariat, as supplies were difficult to get. The *Favorite* carried each trip 400 tons of coal and was provisioned with 4 quarters of beef; 2 pigs; 2 sheep; 40 bushels of potatoes; 1 dozen hams; 1 dozen sides of bacon; 4 crates of eggs; 50 gallons of milk; 3 barrels of flour; coffee, tea and canned goods too numerous to mention. The boys had a gramophone aboard and held nightly concerts, the music of the records mingling with the howling of the wolves which infest the shores of that part of the country.

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February 20, 1914

The installation of the engine and boiler in the tug *John E. Monk* has been completed and the work of building the cabins and pilothouse is being rushed.

Gilbert Morin and Robert Kett are the delegates from the Drillmen's Local and I.J. Ryan and E. Hebert from the Dredgemen's Union at the conference with the owners in Detroit this week.

The car boat of Pere Marquette Railway Co. at Sarnia became fast in the ice of the St. Clair River one day last week and it was necessary to engage the services of the tug *Harding* to cut a path for the ferry.

George Nattress, who was employed for the winter on the ice-breaking tug *Leroy Brooks*, Thames River, had his hand badly injured with a sledge hammer and had to return home until the injuries heal.

The ice harvest in Amherstburg is about over, only an occasional small place being left. There's no doubt that the quality and quantity of ice is the best and largest taken in locally for many years. The cold spell grew more intense daily for ten days and the ice increased in thickness until the last put in was nearly 20 inches. The Detroit and Windsor Ferry Co. filled their houses on Bois Blanc this week with the purest grade from the Livingstone Channel. The Dunbar & Sullivan Dredging Co. packed 600 tons of 14-inch ice into their building on Dunbar Island to be used by their dredges and tugs employed removing the spoil bank at the Livingstone Channel.

In the conference in Bamlet Hall, Detroit, Monday between the Dredge Owners' Association and five organizations of marine workers to arrange a working contract for the coming year, delegates of the International Brotherhood of Steam Shovel and Dredgemen and the International Dredge Workers submitted a proposal which the Dredge Owners have taken under consideration. The proposition is that an eight-hour working day shall be observed on Government contracts and a 12-hour day on private contracts, conditional on payment of an increase in wages amounting to about 10 per cent over the eight-hour scale to workers who are employed on the 12-hour jobs.

Captain Neil Campbell of Owen Sound will be master of the 625-foot freight steamer now being constructed at the Port Arthur dry-dock for Montreal parties. Capt. Campbell was formerly commodore of the United States Steel Trust fleet and lost his job because he declined to obey a Federal law which required captains of United States steamers to make their homes in the United States. He now gets the biggest steamer on fresh water. Robert Chalmers of Midland will be the engineer. The name of the boat has not yet been definitely decided.

U.S. engineers set a gang of men to work Thursday of last week on the ice survey at Ballard's Reef. The ice is in good condition and the work is going along rapidly. If present conditions continue it is expected that some work will also be done at Fighting Island.

Capt. Jas. T. McCarthy, who is spending this winter in Duluth, received his appointment a few days ago to sail the str. *A.E. Stewart* the coming season. The many friends of Jas. T. in Amherstburg will be glad to hear of his promotion and wish him luck, as he will rank among one of the youngest captains on the lakes.

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February 27, 1914

Reid Wrecking Company of Sarnia will make an early attempt to reach the steamer *Howard M. Hanna*, on the rocks at Point aux Barques since the big storm of November 9. Capt. Bolt of the tug *James Reid* has returned from Point aux Barques, where he made a survey of the vessel. The Reids figure on breaking their way through the ice in Lake Huron with their powerful tugs and reaching the *Hanna* while she is still fast in the ice. This will simplify lightering and wrecking operations. A start will be made as soon as possible. The *Hanna* was owned by the Hanna Transit Company, Cleveland, and is loaded with 10,000 tons of coal. She is broken in two amidships.

Contracts covering three years from April 1st next were arranged and signed Tuesday night in Detroit by the committee of the Dredge Owners' Association and delegates of five organizations of marine workers, who have been holding daily conferences in Bamlet Hall for two weeks. In the contracts, signed provision is made for both the eight-hour day and 12-hour day. Where the shorter work day is in effect under federal, state or city regulations, the workers will be paid the same amount which they received under the 12-hour day plan last year. On private contracts, where a 12-hour day is required, the workers will receive \$5 a month more than was paid on 12-hour day contracts last season. The marine organizations made a strong effort to obtain an advance of \$10 a month on the 12-hour work, but the dredge owners refused to concede it.

Adam Kiyoshk has gone to Point Edward to do some diving work in connection with the Sarnia waterworks intake pipe.

Declaring that a nuisance is caused by the plant of the Mullen Coal Company at Sandwich, residents of that town have instructed barristers Morton & Cuddy to ask for an injunction to restrain the company from allowing the alleged nuisance to continue. Among those complaining are Colonel Lamb, W.J. McKee, W.J. Burns, R. M. Morton and W.J. Pulling.

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March 6, 1914

Captain Patrick J. Cuniff, a well-known lake captain, died at his home, 1039 Hamilton Avenue, St. Clair Heights, Sunday evening of last week. He had sailed the lakes for nearly 30 years and during that time he had been in the employ of F.W. Gilchrist, William P. Reid & Co. and A.A. Parker of Detroit. Three years ago he was forced to stay ashore on account of ill health and since that time he has held the position of highway commissioner of St. Clair Heights. He was born in Amherstburg, his father being a British Pensioner. One of his brothers was formerly lightkeeper at the Lime-Kilns. Besides his wife, Ellen, he leaves three sons, John, James and Morgan, and daughter Beulah and a sister, Mrs. J.W. Hayes. He was a member of St. Bernard's branch C.M.B.A. [Catholic Mutual Benefit Association].

The Pelee & Lake Erie Navigation Co. have received assurances that the boat subsidy is to be increased.

The steamer *Pelee* is now receiving her furnishings and as soon as navigation opens the steamer will be ready.

The Marine and Fisheries Department has decided to carry out the suggestions of our correspondent last issue and has decided to appoint W.K. Wilson as keeper of the Middle Island Light off Pelee Island.

The Department of Marine and Fisheries has drafted an entirely new set of regulations governing inland navigation with the object of greater safety for passengers on vessels plying on lakes and rivers. The

regulations embrace all manner and kinds of craft, from motor cruisers to the largest greyhounds on the Great Lakes. They provide practically the same safeguards for the big lake steamships as are provided for the ocean-going steamships in the regulations adopted by the convention on safety at sea which recently met in London. It will not require an Act of Parliament to bring these new rules into effect. An order-in-council is all that is necessary and they will accordingly come into effect at the opening of navigation.

Welland Canal Contracts.-Particulars as to the contracts for the new Welland Canal were furnished by Mr. Cochrane in reply to a question by Mr. Murphy in the House of Commons. The contract for the first section has been awarded to the Dominion Dredging Company, of which R. Gordon Stewart is president. The price was \$3,487,775 and the deposit \$200,000. The contract for section two was awarded to Baldry, Yerburg and Hutchinson at \$5,377,185, the deposit being \$150,000. Section three was let to James H. Corbett at \$10,220,665 with a deposit of \$400,000. Section five was let to the Canadian Dredging Company at \$1,945,788, the deposit being \$100,000. The time limit for all but the fifth section is set at April 1st, 1917. The fifth section must be completed in 1915.

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March 13, 1914

The old relief lightship at the lower slip dock is being taken to Malden by the Goodchilds to be remodelled into a building.

Wm. Hamilton of the Great Lakes Engineering Works, Detroit, spent the weekend with his parents Mr. and Mrs. John Hamilton.

Capt. Harry Cook and Engineer James Bainbridge left this week for Alpena to fit out the tug *Shaughraun* of the Dunbar & Sullivan Dredging Co.

**On Lake Erie in a Gale.**-The following is from the *Weekly Sun*, Toronto: "A party from Pelee Island in Lake Erie attempted to cross to the mainland in a rowboat on the way to Ottawa. It is eighteen miles across the lake to the island, and the four men who got across started in a small rowboat. They had not gone far before they struck ice and had to get out and carry their boat across the ice until water was reached again. This occurred several times and the wind blowing forty miles an hour made it so rough that the waves broke over their small craft and they were covered with spray, which froze quickly. The trip was the most hazardous the men ever made, and when they finally reached Leamington, after a five hours' battle with the elements, they were exhausted and nearly perished with the cold."

According to the Pelee party, the above is correct, except they did not attempt to cross to the mainland in a rowboat; that it is not 18 miles across the lake to the island, but nine; they did not strike ice, but started walking on the ice; they did not get out and carry their boat across until water was reached again, the boat carried them. This did not occur several times, but once, and the spray did not break over them. The trip was not considered most hazardous from a Pelee Islander's point of view. They were not exhausted with the cold when they reached Leamington - they landed at Point Pelee, 12 miles from Leamington. It was not a five-hour battle, but less than three. In fact, the party considered it a fairly comfortable trip. Pelee Islanders during the winter months cross from the island, not to Leamington, but to Point Pelee, which is about nine miles. They take a flat-bottomed boat along, as is usual, with four sticks standing upright and a steering pole over the stern. Each man takes hold of a stake with one hand and helps push the boat along the ice, while the man at the stern steers the craft. If any of the party should break through the ice, he just hangs on to his pole and is safe.

**Dispute Over Middle Sister Island.**-The *Detroit Free Press* says:- "Since the suit filed by John Napres of Detroit against J.E. Goodchild of Amherstburg to obtain possession of Little Sister Island was begun, attorneys engaged in investigating the title to the property say they have discovered that the island is the sole property of Great Britain, independent of Canada, and amenable only to the laws of the home Government. James Scott, now dead, was the first known owner of the island, which is little more than a danger point for ships on Lake Erie. He gave it to Napres, who is declared to have sold it 45 years ago to Goodchild. Little Sister Island, a small strip of land in Lake Erie, has a population of 40 at the height of

the fishing season. At other times the inhabitants number about 20. The island was first owned by James Scott, now dead. Napres declares the island was given to him by Scott just before he died. Goodchild says Scott sold him the island 45 years ago. The island is now occupied by Goodchild and his fishing crews. No taxes are paid by the fishermen save an occasional levy made, it is alleged by Goodchild. A search made in federal and provincial records show that the little lake-girl spot belongs to no country. Discovery of a valuable mineral (gas presumably) by Goodchild is said to be the reason Napres started the suit. The nature of the mineral has been kept a secret, the current report being that at the time of the "strike," Goodchild swore his working men to silence. The case will be heard before Judge Middleton in assize court at Sandwich March 24." Little Sister is the island that the *London Free Press* has been featuring as the place that an Amherstburg syndicate is about to develop for natural gas and other minerals.

Hansard reports a most interesting discussion in the Federal House Thursday of last week when the appropriations for river and harbor work were under fire. One or two items are of interest locally:- "Construction of lighthouses, including the regulation of traffic in the Detroit River and such other places as may be found necessary, \$1,000,000." Another item is "Allowance to Harbour Master at Amherstburg, \$400." Mr. Carvell: "What is that?" Hon. J.D. Hazen: "My hon. friend will find that in almost every year at Amherstburg we have to do a lot of supervision of lights and buoys in the Detroit River and Lake Erie. We have no agency there so we pay the Harbour Master \$400 for doing the work, which is most economical for the Department."

Detroit River, according to reports made by sanitary experts and signed on Wednesday by the International Joint Commission at Detroit, is the most polluted stream of water in the entire chain of Great Lakes. This report is but the first half of the work of the commission in regard to pollution of waters of the Great Lakes, the second half will be a remedy for it. The principal causes of pollution are sewage and steamboat refuse; the second half - namely, a cure for the trouble - will be worked out as soon as possible. Public hearing will be held by the commission in all the principal lake ports, the hearing for Detroit taking place some time next summer. Dr. Allen J. McLaughlin, who has studied sanitary conditions all over the world and who is chief sanitary expert and director of field work for the commission, declares: "The municipalities below Detroit are the ones that suffer from the sewage emptied into the river by Detroit. Why, it is actual murder to citizens of Wyandotte, Trenton and Amherstburg. The death rate in Wyandotte from typhoid fever is 150 to 100,000 population, and the impure water may be well said to cause the most of them. We found in most cases that the effects of sewage and other contaminating causes extended from 10 to 15 miles out into the lake. In Lake Erie we found it to extend as far as Put-in-Bay. The effect that the steamboat population has on the purity of the water is astounding. This population last year was 58,000,000. That is, there were that many passengers carried on boats on the lakes and their connecting waters."

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March 20, 1914

The crew of the Southeast Shoal lightship *Falken* are busy repainting and making repairs before fitting out at the Government dock.

Capt. James Collins of Milwaukee and Capt. Munson of Starke D. & D. Co. dredge No. 9 were in town this week, looking over ice conditions, as the *Milwaukee* and derrick scow are both ready at Detroit to come down to work on Ballard's Reef.

Mr. and Mrs. Jack Healy left Sunday to spend the summer at Buffalo, N.Y., where Mr. Healy is employed with M. Sullivan, dredge contractor.

The str. *E.A. Shores Jr.* of the Mullen Coal Co. fleet has gone to a Detroit dry-dock for minor repairs. The str. *Alaska*, which has been laid up here all winter, will go to Detroit as soon as the *Shores* completes her repairs.

Capt. Ed. J. Keoppel, supt. of the Empire Engineering Corporation drillboat fleet, who has been in town all winter superintending repairs on their drillboat at this port, is on a visit to his wife at their home in Buffalo, N.Y. This drillboat is about ready to go to work, but will not pull out before the Lake St. Clair

ice comes.

The first big Western Ontario delegation to go to Ottawa to urge the lakes-to-ocean waterway will leave Windsor on a special train Thursday morning, March 26. The train will stop at Chatham and London for delegates and it is expected that every township in Essex will be represented on the special. The movement for an ocean waterway to the Great Lakes was started to offset the attempt of the Montreal and Quebec interests to get the Government to build the Georgian Bay canal.

D.T. Helm of Duluth has purchased the 2700-ton steamers *Wawatam*, *Griffin* and *LaSalle* from the Pittsburgh Steamship Company at Cleveland. The price was not reported, but is understood to have been in the neighborhood of \$105,000. The *Griffin* and *Wawatam* were built in 1891 and the *LaSalle* in 1890. Their dimensions are 266 feet keel, 36 feet beam and 24 feet deep. Mr. Helm bought the Gilchrist steamer *Vulcan* a year ago and now has a fleet of four vessels. They will be employed in grain and coal trades principally.

It isn't necessary to scan the calendar to detect that spring has arrived along the riverfront, for everything is in a hustle and bustle of preparation for an early opening of navigation. Motor boats, launches, tugs, dredges and other craft are receiving their spring housecleaning and repairs necessary to put them in a proper state of efficiency for the big season's work they all expect. As early a start as the ice permits will be made, and a summary of ice conditions issued by the weather bureau indicate that there will be an early opening of navigation on the Great Lakes. Lake Superior has some extensive fields of ice yet, but they are mainly broken and drifting with the winds. Lake Michigan is practically clear. In Lake Huron ice fields are reported off Presque Isle and south to Middle Island and over the southern portion the fields are extensive, although not heavy. The St. Clair River is open to Marysville and the ice is running freely out of Lake St. Clair. The ice in the Detroit River on Thursday extended from Fighting Island to Lake Erie and on Friday this ice moved out, leaving the river open. The field over western Lake Erie is breaking up and along the south shore of the lake the fields are extensive, although there is more open water than reported last week. The field over the western portion has not changed materially. In comparison with the same period last year there is not as much ice reported in any of the lakes. The U.S. survey branch at Amherstburg expects to have the *Don* out in a short time and their full plant busy laying out the work for Government contractors. The Dunbar & Sullivan Co. are fitting out their fleet at the Rouge and as soon as practicable will again go to work removing the spoil bank at the Livingstone Channel. John Fraser's tug *Monk* and dredge will be in condition to pull out next week.

A very large meeting of the Amherstburg dredge and drill workers was held last week. Among the business matters dealt with was the question of asking the Dominion Government to have a fair scale of wages inserted in the contract for the Detroit River improvement at Fighting Island. This will be quite a big contract, both drilling and dredging, and there is no reason why the work should not be awarded on the same basis as the men have been getting on the U.S. work in Detroit River. Where there is organized labor the contractor pays the scale. Where there is no organization they pay any old wage. The men ask that the fair wage scale be inserted in the specifications before contract is let so the successful contractor will know what is what. This appears to be quite reasonable. The men on this kind of work are only employed about eight months in the year; they are experts, having grown up with the development work on Detroit River; and in these times of high cost of living, their request is only reasonable.

Speaking of the work being done by Capt. McQueen's tug *Leroy Brooks* in breaking up the ice jam in the Thames River, the *Chatham News* says:- "Dynamite is being used to break up the ice jam in the river just below Prairie Siding. This morning three charges were exploded near the home of Eli Jubenville on the River Road and the men then moved up the river to Bagnall's. The ice-crusher is working up the river at a reasonable rate and clearing away the ice. Little or no difficulty is being encountered by the tug, as the rise in temperature has loosened up the ice to a large extent. The tug has now reached a point not far below Jubenville's and it is expected will be up close to Bagnall's before night. Residents along the river are very pleased with the results so far and fear of the usual floods is greatly lessened. It is felt that but little if any difficulty will be experienced this spring and the farmers who have suffered so much each year are pleased

with the prospect. Just how far upstream the tug will come has not been definitely settled, but it is highly probable she will come at least as far as the city."

March 27, 1914

Capt. and Mrs. Thomas Cooper of Detroit are guests of his parents, Mr. and Mrs. John Cooper, Brock Street. Capt. Cooper expects to leave for Houghton, Mich., to ship on the wrecker *Favorite*.

The tug *John E. Monk* opened navigation at this point Tuesday by taking the steamer *Alaska* to a Detroit shipyard. Lewis Matthew is engineer on her and since the general overhauling the *Monk* received this winter, she is working first-class.

Clarence E. Smith, who has been on the sick list for the past month, is improving nicely and if so continues will be able to join his boat at Fort William, the str. *John J. Barlum*, the flagship of the Postal Steamship Co.

The tug *Marion E. Trotter* is now in commission for the season. William Kaake is again engineer on her.

The tug *Squaw* (Capt. Felix Graveline) of the Empire Engineering Corporation is being fitted out this week.

The Mullen Coal Co.'s coal derrick is being fitted out this week by William Johnson, engineer for the company at this port.

The steamer *J.E. Mills* was struck by a cake of floating ice or her seams opened by the mild weather early Wednesday morning and sank at Mullen's coal dock in 22 feet of water. The wrecking tug *Marion E. Trotter* is working on her to raise her. The *Mills* has her complete wrecking outfit aboard, including pumps and compressors.

Suit was started Monday morning in Windsor before Justice Hodgins in the Admiralty Court by the C.H. Starke Dredging Co. against the owners of the steamer *William S. Mack*. The suit is for unstated damages. One of the dredges owned by the C.H. Starke Co. was working at the Lime-Kiln Crossing last August when the *Mack*, downbound, crashed into the dredge.

April 3, 1914

Frank Colton, U.S. Engineer, has taken charge of the forward end of the U.S. supply boat *Don* until he gets well and strong again.

Jesse Gerharn, engineer, Buffalo; John Poytosh and J.J. Roquette of Cleveland have returned to town to take charge of the tug *Squaw* for the season.

Mr. and Mrs. Jeff Davis left Monday to ship on the dredge *Pan-American* of the Great Lakes Dredge & Dock Co., abreast of Wyandotte. Mr. Davis' father from Toledo will work the place this summer.

U.S. engineers are getting their small boats and plant in shape for an early start on the river. C.Y. Dixon, engineer-in-charge, was down from Detroit a few days, looking after affairs here.

Mathews & Hackett's schr. *Ed. McWilliams*, an 1800-ton coal carrier which they purchased in Detroit, was brought down on Tuesday in tow of the tug *Hackett* and is laying at the Government dock being fitted into a lighter. She is American register.

The U.S. lighthouse tender *Clover* arrived at this port from Detroit Monday, opening navigation in the Livingstone Channel. The crew of the *Clover* are installing a 40,000-candle-power oil vapor lamp on the Bar Point lighthouse and make this port their headquarters.

The tug *D'Alton McCarthy* is being fitted out this week.

Harold Thomas has gone to Buffalo to work for M. Sullivan, dredge contractor.

The fish tug *Clara C.* of the Lake Erie Fish Co. fleet was launched Monday after having a general overhauling and a new dress of white and red paint.

The C.H. Starke D. & D. Co. tug *Milwaukee* and derrick scow came down from the River Rouge on Saturday and after coaling and putting on a crew of local men, the derrick started to work Monday

cleaning up the loose boulders and making grade on Ballard's Reef.

The Empire Engineering Corporation's big 5-frame drillboat pulled out this week with night and day shifts and crews of local men. The dredge belonging to the same people will be up before May and the crews will eat and sleep ashore making something doing for the boarding houses, as the dredge carries no dining room.

The tug *Shaun Rhue* (Capt. Clyde Tobin, engineer William Shewfelt) and dredge *Brian Boru* (Capt. Maines) arrived at Gordon from Detroit this week and after getting ready will start digging away the rocky spoil banks, loading it on to flat scows for the River Rouge stone crusher owned by Dunbar & Sullivan.

Capt. Fred J. Trotter made a speedy job of raising the str. *Mills*, which sank Wednesday. A cofferdam was built entirely around her and on Monday the big steam pump lowered the water inside of the cofferdam several feet, when a big cake of ice floating down crashed into the bow of the wreck, breaking it all in, and the job had to be done all over again, and on Wednesday the str. was raised. Arthur Kiyoshka of Chippewa Hill, who does all Trotter's marine work, was brought down from his home and was assisted by Ray Palmatier in the diving. The work of removing the cofferdam required only half a day after she was raised.

A.A. Schantz, vice-president and general manager, announced Monday that the first trip of the D. & C. boats to Cleveland will be made on Monday, April 6th. It will be a daylight run and probably will be made by the steamer *Western States*, which will give Capt. Alex. J. McKay the opportunity of again taking the first steamer over the route which he has opened in many previous seasons. Following the custom established years ago, the Detroit Newsboys' band will be engaged to accompany the steamer making the first trip and after arriving in Cleveland will serenade the principal hotels in the evening. Regular night service will be established with the departure Tuesday evening of a steamer from each end of the route. The Port Huron route was opened yesterday (Thursday).

Heartily endorsing the action of the Chicago Association of Commerce and similar bodies in Detroit, Milwaukee, Cleveland and other cities on the Great Lakes, the Superior (Wis.) Commercial Club is planning to send a delegate with representatives from other lake ports to Washington to confer with Secretary of State Bryan for action looking toward the deepening of all interlake passages and the creating of a deep waterway canal paralleling the rapids of the St. Lawrence at as early a date as possible. Superior vesselmen are confident that vessels from salt water will soon be loading and discharging cargoes at Superior docks. They say that within three years the Erie Canal will be deepened to 25 feet to correspond with the new Welland Canal.

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April 10, 1914

Arthur Kiyoshka, marine diver, has gone to Point Edward to work on a diving job.

D.J. Hackett, supt. of the Canadian Division of the M.C.R., paid an inspection to the co.'s interests in town Friday.

The steamer *Energy* lies on the bottom of the slip back of John Fraser's residence, having sprung a leak, and sank early Friday morning.

Fay Jones of Cleveland is visiting relatives in town before he goes on a bulk freighter for the season.

Alfred Hamilton has taken charge of Starke's derrick scow, at work on Ballard's Reef, and Robert Kett as marine diver.

Bois Blanc Island lighthouse was lit Sunday night for the first time this season. The Detroit River Lighthouse, which is also in operation, had the foghorn going early Monday morning for the first time.

The Dunbar & Sullivan dredge *Tipperary Boy* cleared Wednesday morning of last week from Alpena in tow of the tug *Shaughraun* for Rockport, where the dredging of the channel will be completed. Captain Martin Commerford says the work will continue the greater part of the summer, but that boats will be able to get into the dock in a short time.

The Great Lakes D. & D. Co. tug *George T. Nelles* with two of the C.H. Starke D. & D. Co.'s big steel dump scows lay in port here Saturday night on her way from Detroit to Toledo. The No. 9, with tug

*Milwaukee*, is expected to go to Toledo this week. The Great Lakes D. & D. Co. is said to have purchased the Starke plant, which is one of the best on inland seas.

Earl McQueen left this week for Port Arthur to ship as engineer on the big lighter *Thunder Bay* for James Whalen, the tug man there.

The tug *Leroy Brooks* and big lighter are getting ready to start work of repairing the Pelee Island cable, which has been out of business all winter.

Goodchild's pile driver is sunk at the slip at the mill. She is twisted in bad shape and will be hauled out on the beach and given a general rebuilding.

Capt. and Mrs. Michael Mahon, who have been keeping ship on the steamer *Harry Coulby* at Buffalo, spent a few days in town this week with his parents, Mr. and Mrs. Mahon, Murray Street east. The capt. expects to leave shortly for Fort William to assist in fitting out the big steel str. *John J. Barlum*.

The Mullen Coal Co.'s big patent fueling lighter, used to coal the dredges and drillboats on the river work, sank Saturday in Callam's Bay and the Trotter Wrecking Company wrecker *J.E. Mills* went to her and pumped her out with a big powerful steam pump.

The *Charles W. Grant Morden*, the largest and longest freight steamer on the Great Lakes, having a capacity of twenty trains of thirty cars each, was launched for the Canada Steamship Lines Ltd. by the Western Dry-dock & Shipbuilding Co. at Port Arthur.

The D. & C. Navigation Co. cancelled their opening trip to Cleveland Monday, owing to the snowstorm and fog, believing in the principle "safety first." The steamer *Western States* was able to negotiate the trip safely Monday, passing Amherstburg about the middle of the forenoon with colors flying, band playing to the accompaniment of the toots of rivercraft whistles. This was the first time in 34 years that a snowstorm delayed the first trip of a D. & C. boat.

Capt. James Hancock has given up marine dredge and drill work and will hereafter confine his attention to drilling the soil. He and his son Harvey left this week for Wawata, Sask., where he has a farm on which he will locate. Mrs. Hancock will not rejoin him for another month.

C.E. Stewart, supt. of the lighting system of this district for the Department of Marine and Fisheries, made an inspection of the gas buoys and other aids to navigation at the Government supply depot at this port and found everything in ship shape.

Capt. McQueen's tug *Leroy Brooks*, which has been bucking ice in the Thames River for a month, completed the job and returned to this port last week. Her false bow has been removed and she is being fitted out for repair work on the Pelee cable.

Clarence E. Smith leaves today (Friday) for Fort William to fit out the steamer *J.J. Barlum*, Capt. A.J. Mahon in command.

Capt. John F. Jones, an old Amherstburg boy, was appointed master of the steel bulk freighter *Shenango* at Cleveland on Monday.

The tug *M.A. Knapp* came to this port to replace the tug *Milwaukee*, which has gone to Toledo with the dredge *Pan-American* and will be stationed there.

**DETROIT RIVER BUOY SERVICE.**-Kenneth S. Fraser received a wire from Ottawa Tuesday night informing him that his tender had been accepted for the three-year river lighting contract. This contract covers all floating aids to navigation in Canadian waters from Grubb's Reef, Lake Erie, to the head of Fighting Island, Detroit River. Mr. Stewart of the Department of Marine and Fisheries, who has been here taking stock, handed over all the material and lights to Mr. Fraser on Wednesday and the new contractor is now busy getting them into shape for placing. There were six tenders sent in altogether.

On the orders of the day being called in the House of Commons, F.F. Pardee (W. Lambton) directed the attention of the Minister of Marine and Fisheries in Parliament Wednesday afternoon to a report that the awarding of the contract for buoy service on the Detroit River had been made, contrary to conditions, to one who was not the lowest tenderer and to a tug that was an American and not a Canadian bottom. Mr. Pardee asked an investigation. Hon. Mr. Hazen complained that the West Lambton member had not given



the customary two days' notice of his demand. He maintained that the Government had asked for tenders and given the contract to Kenneth Fraser as the lowest tenderer. He confessed, however, that the tug had turned out to be an American one, but Mr. Fraser had promised to have steps taken to have it registered in Canada, which involved the full procedure of examination and filing of papers. "Will that not make it late for the service?" asked Sir Wilfrid Laurier. Mr. Hazen did not answer, and Mr. Pardee gave indication of his intention to probe the matter further. -The *Globe*.

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April 17, 1914

Joseph Pineau, who has been engineer on the Detroit River buoy boat *W.B. Aldrich*, will be found in his brother's, John R. Pineau's, machine shop.

Dolphus Bezaire has gone to Detroit to ship as chef on Starke dredge No. 4 for the Great Lakes D. & D. Co., which goes to Cleveland.

Mortimore Smith and Norman Wilson left Saturday for Fort William to ship on the steamer *John J. Barlum*.

The passenger str. *Frank E. Kirby* passed down on her first trip of the season last Thursday and as usual received a rousing salute.

Capt. Joseph Marks left Sunday for River Rouge to fit out the Dunbar & Sullivan tug *Phil Sheridan* on which he will sail as master this season.

The str. *E.A. Shores Jr.* (Capt. Joseph E. Mahon) passed down this week for her first cargo of soft coal for the Mullen Coal Co., which she loaded at Sandusky.

The Mullen Coal Co.'s big fueling lighter *John Otis*, which coals all the D. & C. steamers at Detroit, took a big cargo of coal from the supply pile back of the post office on Sunday.

The Dominion Government cruiser *Ranger* was down Monday emptying young whitefish in Lake Erie from the Sandwich fish hatcheries. Millions of the little fish were thrown in.

J.W. Westcott Company's marine and vessel agents office at the Livingstone Channel spoil bank opened on Wednesday for service. Charles Kelly is in charge with Norman McGuire, his assistant.

The Welland, Lachine and other Canadian canals opened for navigation on Wednesday, which is much earlier than usual.

From present indications it is not probable that steamers will be able to make their way from Lake Superior to Lake Huron much before the usual time. For the last 20 years this has occurred about April 20th. In 1902 the first boat was locked through on April 1st, while the latest since 1895 was on April 26th in 1899. Last year, after a week's delay, the big fleet passed here on April 22nd. Again Whitefish Bay holds the key to the situation. Although a week or 10 days ago the ice condition in that section appeared favorable, inclement weather and the heaviest snowstorm ever experienced in April, according to the weather bureau, has again tightened up the entire situation. Robert Carlson, whose many years' experience as the lightkeeper at Whitefish Point enables him to make accurate estimates, has expressed himself that, as a while [*sic*], the situation does not look any more favorable than a year ago. The opening, which was in view below the point about 10 days ago, has closed up and frozen over and the main body of the bay is solid and has not moved any. It would baffle even an ice-crusher. This field extends 40 miles in Lake Superior.

Capt. Thomas Cooper left this week for Houghton, Mich., to ship as mate on the wrecker *Favorite* of the Great Lakes Towing Co., a position he has held for several years.

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April 24, 1914

The steamer *Papoose* of the D.B.I. & W. Ferry Co., with Capt. Jas. Tobin in command, came down from Detroit this week and is engaged hauling stone from the spoil bank to Pêche Island.

The Point Pelee life-saving crew went into commission last week. Capt. Wilkinson has a promise from the Department for a new station, but there is nothing definite as to whether it will be built this season or not. The crew is composed of Capt. Wilkinson; Stanley Wilkinson, No. 1; Jack Parrish, No. 2; Ed. Ives,

No. 3; Garfield Finlayson, No. 4; Peter Delaurier, No. 5; and Marty Hogan, No. 6. They are a lot of husky men and will do their duty regardless of danger.

Orders have been issued by the U.S. Navy Department directing the Great Lakes fleet of naval militia vessels to rendezvous in Lake Huron for an attack on Mackinac Island. The movement will begin August 11th and conclude August 13th. This is the first attempt ever made to arrange for battle practice by the naval militia on the Great Lakes. The task will be undertaken under the direction of regular naval officers, who are now preparing the details of the plan for the manoeuvres. During this summer's manoeuvres, a regular navy officer will be detailed to each ship of the fleet and everything will be done to conduct the exercises on the same system of the navy that conditions on the Great Lakes will permit.

Walter Oades of Detroit has purchased the fast yacht from Capt. Hackett and has taken it to Detroit to install an engine.

Roy Kaake left last week to take his place on the steamer *Western States* as oiler.

David Mongeau has gone to Pêche Island where he has secured a position with the D.B.I. & W. Ferry Co. for the summer.

The tug *Ohio*, Capt. R.B. Millard, with the Muir & O'Sullivan dredge No. 1, bound for Toledo, was delayed at this port a few days this week for weather.

The Southeast Shoal lightship *Falken* went to her station in Lake Erie on Saturday morning last for the season.

The passenger str. *Owana* of the White Star Line passed down Tuesday last and is now on her last regular route between Toledo and Detroit.

With the resumption of work in the east half of Ballard's Reef channel in the lower Detroit River for final completion of the work by May 15 a request has been made to the Canadian Department of Marine and Fisheries for the re-establishment of the Fort Malden range lights. The lights were discontinued last season while work was in progress in the westerly half of the channel, as they were not needed, but now that the work has shifted back into the other half of the cut, navigators feel that they should have the service of the lights as before. With the completion of work on the channel it is probable the lights may be shifted somewhat and used as permanent aid to navigation.

The first marine accident of the season occurred Tuesday noon when the steamer *Western Star* went aground at the foot of Bois Blanc. She was upbound with coal.

Wm. Menzies has engaged Lorne Bertrand for the season to run his yacht *Venture* and he will be prepared at any time to handle all business that comes along. Mr. Menzies also has rowboats to rent.

Capt. Charles R. Hackett, wife and daughter have moved over to Bois Blanc Island to look after Bois Blanc Lighthouse for his mother, Mrs. Andrew Hackett, who will not move there for a couple of weeks. J.H.C. Atkinson and wife will move into Capt. Hackett's residence for the summer.

**DEATH OF CAPT. WM. ALLEN.**-Capt. William Allen of Ford City, well-known in marine circles, died at his home on Sunday in the 83rd year of his age, following a lingering illness. The funeral took place from his son's residence, Ford, on Tuesday afternoon last to St. Mary's Church with interment at St. John's Cemetery, Sandwich. Rev. Mr. Battersby officiated. The pallbearers were J. Whiteside, C. and J. Stodgell, Capt. B. Forest, Walter Chater and John Taylor. Deceased was for many years a member of the I.O.O.F. and on his breast was his I.O.O.F. veteran's jewel. Deceased was twice married, his first wife being a sister of Mr. Cartier, keeper of the Thames River Lighthouse. His second wife was Lucy Ellis, who survives him. One son, Capt. Wm. W. Allen, is master of one of the Canadian steamships running from Montreal to Port Arthur.

The following from the *Echo* November 17th, 1911, best tells his life history: "Capt. Wm. Allen of Walkerville was in town last week to attend the funeral of his half-brother, James Allen. Capt. Allen, of course, dropped into the *Echo* to renew old acquaintance and also his subscription for another year. The captain has been on our lists - always paid in advance - since 1874, the year the *Echo* was established - just 37 years. Capt. Allen will be 80 years old on the 8th of December next. He was born in England and came



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

**THE NEW STEEL STEAMER "PELEE."-Meets With Great Favor From Her Patrons-Makes Slightly Better Than 13 Miles an Hour on the Route.**-The new steamer *Pelee*, the eighth vessel to be used on the Pelee-mainland route, is running regularly and giving excellent satisfaction. She is a good sea boat and carries fifteen tons more tobacco than the *Clarke*. The Pelee route has been a popular one for years. The first boat on the line was the *Bob Hackett*, brought out by the late Capt. Frank Hackett; then the *Lake Breeze*, Capt. Laframboise, with Jos. White, clerk; the *Erie Belle*; *City of Dresden*; *J.H. Steinhoff*; *Lakeside*, Capt. Nelson Wigle; *Imperial*, Capt. Peter Williams; *Ossifrage*, Capt. Jeff Stockwell; *Alfred Clarke*, Capt. Henry Kirby, who also takes charge of the *Pelee*.

The Collingwood Shipbuilding Company has just completed and handed over the handsomely modelled single-screw package freight and passenger steamer *Pelee* to the Windsor and Pelee Island Steamship Co. of Amherstburg to trade on Lake Erie between Pelee Island and the mainland and Amherstburg and Windsor. The principal dimensions are 146 feet by 24 feet by 18 feet 3 inches to promenade deck. The vessel is built of steel to the highest class in the Great Lakes Register and has a complete steel main deck all fore and aft for the stowage of package freight, with four large gangway doors and two lumber doors being suitable to ship automobiles if necessary. There is accommodation at the after end of this deck for engineers, steward and purser, with lavatories and shower baths. The crew are berthed on a lower deck at the forward end of vessel.

There is a promenade deck above the main deck, extending the full length of the vessel, with a large deckhouse about 100 feet in length, the forward part of which forms a commodious saloon with ample seating accommodations, the after end having a large dining saloon with galley and pantry adjoining.

The vessel can comfortably accommodate 500 passengers.

There is a boat deck over the saloon deckhouse extending to the stern, forming a shelter for passengers on the promenade deck, and carrying lifeboats, fully equipped, conforming to the Canadian Government inspection laws.

At the forward end of boat deck there is a house for the accommodation of captain and mate, and two spare staterooms; also a wheelhouse containing steam steering gear. The vessel is heated throughout by steam with wall radiators in all cabins, etc., and is lighted throughout by electricity. A powerful searchlight is also fitted on top of the wheelhouse.

The vessel is driven by a triple-expansion jet condensing engine, 12½ inch-21 inch-34 inch by 21 inch stroke, developing 500 indicated horse-power, supplied with steam by a Scotch marine boiler 12 feet 6 inches diameter by 11 feet long, all built to pass the Canadian Government inspection. There is also a small donkey boiler for use in port when the main boiler is being cleaned.

The vessel successfully ran trials on the 15th April when a mean speed of 14.6 miles per hour was maintained, the vessel and machinery in every way giving entire satisfaction. The *Pelee* arrived at Amherstburg Sunday forenoon, where she was inspected by a large number, and was greatly admired. She went on her route Monday.

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May 8, 1914

James Kirtley left Monday for Cleveland to ship as chef on a lake freighter.

J.M. Kelly and Walter Callam left Tuesday for Erie, Pa., to ship on the str. *Fitzgerald*.

Capt. Thomas Hanley of the Great Lakes D. & D. Co. drillboat fleet spent a few days in town this week.

William Quinlan, James Lacey and Sol White left last week for Buffalo to take their places on the dredge *Hercules*, on the M. Sullivan fleet there.

Charles Price, keeper of the Mamajuda light on Mamajuda Island, was painting the tower of the lighthouse Saturday when he lost his footing and fell to the ground, a distance of 25 feet. In his flight through the air he caught hold of the eavespout. This held him for a moment and then went to the ground with him. He was unconscious for a few moments after the fall but soon was all right again, except for a sprained ankle. Price has been keeping the lighthouse for four years.

Just after relieving his mate Sunday in taking charge of the steamer *Jacob T. Kopp*, of which he was master, Capt. Alfred Forrest died of apoplexy while the boat was passing Algonac. The *Kopp* was on her first trip from Buffalo to Duluth. This was Captain Forrest's fourth season as master of the *Kopp* and he had sailed the lakes for nearly 30 years. He was about 60 years old. Capt. George Forrest, an only son, arrived in Detroit Monday on the steamer *Mary McGregor* and took charge of the body. Besides the widow and son, three brothers and two sisters survive. They are: Capt. James B. Forrest of Walkerville; Capt. Fred. D. Forrest of Cobourg; Albert H. Forrest, with the Bradstreet Co., Detroit; Mrs. Joseph A. Ouellette, Detroit; and Mrs. R.M. McKenzie, Charleston, W. Va. Capt. Forrest was born in Sandwich.

The Welland Dredging Co. are fitting out their dredge *Old Glory*.

Capt. H. Cook left Sunday for Buffalo to resume charge of the Sullivan tug *Smith*. Mrs. Cook accompanied him as far as Port Colborne, where she will visit relatives.

Location of the wreck of the sunken steamer *City of London* on Pelee middle ground was marked with a green gas buoy showing a green flashing light Saturday by the Canadian Department of Marine and Fisheries. The buoy was placed by the tug *Marion E. Trotter* of the Trotter Wrecking Co., Amherstburg, which also set the buoy marking Grubb's Reef, the work being done under the direction of S. Kenneth Fraser.

The steamer *Alaska* discharged her first cargo of soft coal for the Mullen Coal Co. at this port this week.

The wrecking tug *Marion E. Trotter* is receiving her new spring dress of paint. The tug *Abner C. Harding* is also receiving a new suit of paint.

Clarence Smith, one of the best-known marine chefs sailing from this port, passed away in the Marine Hospital, Buffalo, Monday afternoon. News of his death came with a shock to the town, for it was not generally known [that when he went to] his boat, the *John J. Barlum*, two weeks ago, he was in a very weakened condition. He had suffered considerably during the winter with stomach trouble, but partly recovered, and when spring came he received a telegram from the owners of the *Barlum* asking him to merely superintend the work of fitting out, so decided to leave. The work, however, overtaxed his strength and he was taken off at Buffalo and removed to the Marine Hospital a week ago Monday. Mrs. Smith was called there to see him on Thursday, returning Sunday, as the hospital authorities declared he was too weak to be moved. The body arrived home Wednesday evening and funeral services took place yesterday (Thursday) afternoon, being conducted in the First Baptist Church, of which deceased was a deacon and devoted member for thirty years. Lovely floral offerings covered the casket, chief among which were those

from John J. Barlum, the A.F. & A.M.³, O.E.S.⁴, and Ladies' Sewing Circle. Mr. Smith was a native of Amherstburg, his parents being the late Mr. and Mrs. James Smith. Of the family, three sisters and five brothers are living - Mary, Gertie, Annie, John, Joseph, James, Roman and Philo. From his youth he took up the vocation of marine steward and spent a useful life following the lakes and had charge of the steward department of many of the largest freight steamers that run from one end of the Great Lakes to the other, and at the time of taking to his death bed, when he was removed from the boat to the Marine Hospital in Buffalo, he held the position of head steward on the steamer *John J. Barlum*, the flagship of the Postal Steamship Co. of Detroit, Mich. Mr. Smith's activity in church and Lodge were recognized as very valuable among the fraternity. He was married to Sarah Monroe, daughter of William and Rosine Monroe of Amherstburg, and leaves to mourn his loss his beloved wife, Sarah Smith, and two children, Blanche and Mortimer. Mr. Smith was personally known to nearly everyone in town. He possessed a good education and worked strenuously to improve the schools. His industry and thrift are evidenced in the beautiful home they occupy, corner Gore and Bathurst Streets. He spent two sessions in Toronto at the Legislature during the life of Hon. W.D. Balfour and became the personal messenger in the House of the late Hon. A.S. Hardy, premier of Ontario.

The U.S. Government derrick *No. 1* went to work for the Empire Engineering Corporation Wednesday morning on the Livingstone Channel. Joseph Bellecours is in charge.

A heavy blanket of fog dropped down over the river early Tuesday morning and a number of big freighters anchored off town, blowing continuous fog whistles for several hours.

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May 15, 1914

Mr. Banks of Anderdon has taken Clarence Smith's place as chef on the str. *John J. Barlum*.

Breaking of a casting in her boom disabled the dredge *Brian Boru* of the Dunbar & Sullivan fleet, which is working on the spoil bank of Livingstone Channel, so was out of commission all last week, and the derrick scow *Handy Andy* took her place in loading scows at the spoil bank.

The 12,500-ton capacity Canadian steamer *W. Grant Morden*, 625 feet long and the largest steamer on the Great Lakes, passed down the river on Wednesday with a cargo of wheat from Port Arthur. Capt. Neil Campbell commands her. The vessel is owned by the Canada Steamship Lines, Montreal.

The steamer *Queen City*, which grounded at the head of the Livingstone Channel Saturday morning, was released same afternoon after being lightered of 400 tons of iron ore.

Difficulties between the Great Lakes Towing Co. and crews of the company's tugs at Buffalo, because of an order requiring the men to eat and sleep aboard their respective tugs, were settled at a conference in Cleveland Tuesday.

The Lake Carriers' motor str. *Despatch* will patrol the Livingstone Channel this year to warn vessels of any danger that may menace them in passing through the narrow channel. The little str. will be retained on the work all season and is in charge of Capt. Biddleton. The *Despatch* arrived at the channel yesterday (Thursday).

After lying sunk in Callam's Bay for two years, the passenger steamer *Fremont* is being raised and will be overhauled and taken to the Mississippi River. During the first year construction of the Livingstone Channel was in progress, the *Fremont* was used as a supply boat, handling freight from Detroit. Later she was laid up in Callam's Bay beside the old schooner *Maria Martin*. Removal of the *Fremont* will leave the *Martin* about the only vessel in the bay.

**HAULING AWAY PELEE ISLAND.-Uncle Sam's Sand Suckers Busy-Fifty Acres a Year Vanish-Provincial Government Inactive in Spite of Petitions for Relief.-(London Advertiser.)-Pelee**

<sup>3</sup> Masonic Lodge

<sup>4</sup> Order of the Eastern Star

Island, April 30th. United States sandsuckers are hauling away Pelee Island, the finest agricultural spot in Canada, in vessel loads, at an estimated rate of 50 acres a year if spread out at a depth of ten feet, or a rate of 500 acres annually if spread out to a depth of one foot, and the Ontario Government seems to be even less lethargic concerning it.

**Splendid Farms Depleted.**-Splendid farms are being depleted each year along the west shore of the island in swaths of from 5 to 20 feet, as the bank caves into the lake. Each year for miles, the principal highway along the west shore has to be moved back into men's farms. This necessitates great expense to the ratepayers of the island township for road-making; great expense to the farmer in referencing and, still worse, the Township of Pelee, to the County of Essex to the Province of Ontario and to the Dominion of Canada.

**Ignored by Government.**-The Ontario Government, through Hon. W.H. Hearst, Minister of Lands, Forests and Mines, has been implored to stop this depletion of territory in some manner. The Ontario Government, through Mr. Hearst, promised to send an engineer to look over the situation and report as soon as navigation to and from the island from the main shore was opened this year. Navigation has been open since the 1st of April, but no engineer has come. By some direct intimation, the island township's council was led to expect a visit from a Government official on Tuesday of last week, but none came.

**2000 Acres Taken.**-The original survey of Pelee Island, made by Alexander Wilkinson about 100 years ago, shows the area to have 12,000 acres. A historic sketch published last year by Lydia J. Ryall gives the area at about 10,000 acres. The estimate is based upon the most recent survey.

This shows about 2000 acres missing - a veritable ranch! The deterioration has been most rapid in the past decade, and noticeably increases each year, as the use of cement for construction purposes gains. It is to supply the concrete industry that the sandsuckers of Sandusky ply their trade just off the south shore of the west side of the island.

**Taken to the United States.**-John R. Lidwell, former lightkeeper on Middle Island, in a report shows that from April 1st to December 6th last, 1330 vessel-loads of Pelee Island sand and gravel were toted away to the United States. These vessel-loads averaged 800 tons of sand apiece. This is over a million tons going away in less than eight months. Some days there are as high as eight sand suckers working off Fishing Point at one time. It is quite common to see six. The sand suckers in some cases are large lake freighters converted for the purpose. Some carry as high as 1300 tons.

The theory of the islanders is that as the sand is sucked from the bed of the lake, the deepening at this point creates a current from the north, which draws sand down from along the west shore to find its level. That sand is flowing into the sandsucking zone from somewhere is evidenced by the fact that the zone is a prescribed one and there is a limitation upon the depth from which they may draw sand and gravel. Yet year after year they return to the same place, resume operations and find the supply inexhaustible.

**Going on For Many Years.**-The first sand dredging was done about twenty years ago when a large dock was projected at Cleveland, O., and the specifications called for Pelee Island gravel. Peregrine McCormick, who owned the south end of the island, secured the water lots to prevent the contractor from encroaching upon his land. After his death, the Cadwell Company of Windsor purchased the water lots from Mr. McCormick's heirs for \$12,000 and it was such a valuable right that in about three years the Homegardiner and Hendricks Sand and Gravel Company of Sandusky, Ohio, paid \$30,000 for it. Recently the Homegardiner people sold a half interest to C.H. Little & Co. of Detroit and the price they got for that half is indicated by the alleged statement of an official that they would not take \$60,000 for the half interest still remaining.

**Perpetual Rights.**-It is the Homegardiner Company of Sandusky that is taking away the gravel, and they are within their rights. At least, according to William Stewart, township clerk, it was stated by Dr. Anderson, M.P.P. for South Essex, that the company's rights were perpetual. This view was expressed by the member for South Essex when a deputation of islanders were appealing to Hon. Mr. Hearst in March to have something done to save the island from annexation by the sandsucking method.



Hon. Dr. Reaume, Minister of Public Works, is reported by Mr. Stewart as saying that he didn't think the Government could do anything.

This probably is a fact, unless it be to expropriate the right and compensate the present owners to an adequate degree. But the Government could, since it sold the water lots years ago, not undertake to save the island from further crumbling away to make concrete buildings, wharves and streets for the United States, by constructing breakwaters along the shore.

Islanders Want Breakwater.-The plucky islanders have watched the tragedy with forebodings and have doled out taxes for the construction of breakwaters. They have done this to the limit of their resources. Where they have projected breakwaters, the results have been good and are quite apparent to one travelling along the west roadway. But they have not the resources to build an adequate number of breakwaters and these shore protections are few and far between, and in those "far between" intervals the shoreline has been cut into gaping bays. Buildings, standing timber and even fruit orchards have been toppled over and slid into Lake Erie. Every year the roadway has to be moved back, in many places its own width.

It has now reached a state where the islanders have had to put up stretches of crib sea walls and back them up with stone to save the roadway. The crumbling process keeps extending farther and farther north, as the current in the channel between Pelee Island and a string of other Pelee Islands in Lake Erie's archipelago is quickened by growing greed of the sandsuckers.

Each year, it is reckoned, as much Canadian land is being removed as was taken out by Grant, Smith & Co. & Locher in the construction of the Livingstone Channel at Amherstburg.

Prompt Action Necessary.-The opinion held by Hon. J.O. Reaume and Dr. Anderson, M.P.P., that nothing can be done is not held, however, by the majority of property owners on Pelee Island, or the majority of the members of the township council. Before the Deputation went to Queen's Park, Toronto, a petition signed by a majority of the property owners was submitted to the township councillors, "praying the council that prompt steps be taken in appealing to the Government of the Province of Ontario in regard to the necessity of speedy action in CANCELLING LICENSES AND LEASES AND OTHER MEASURES THAT WILL PROHIBIT THE REMOVAL OF SAND AND GRAVEL FROM FISHING POINT AND THE SHORES OF THE ISLAND."

The council, in approving the suggestion, passed a resolution which stated that "WE REGARD THE INJURY AS INCALCULABLE."

The fear is entertained quite generally that the island will eventually be cut in two.

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May 22, 1914

The Fraser dredge left this week to work on the Curry Marsh drainage contract at Pelee Island. The tug *Trotter* towed her over. Herb. Coyle, Arthur Healy, Geo. Nattress, Russell Fox and Wallace Kemp from town shipped on the dredge, which will be away mostly all summer.

M. Sullivan, the dredgeman, has moved his office from the Woods shipyard to the Mullen coal dock, south of waterworks dock. Mr. Woods' increasing lumber business demands all the room possible. The office is being transferred from dock to dock on derrick scow *No. 7*.

Two new dredges, steamboat style, for the Department of Marine and Fisheries of Canada passed down the Amherstburg channel on Wednesday on their way from Collingwood shipyards to Sorel, Quebec, where they will be used in deepening the St. Lawrence River. The dredges attracted much attention because of their curious construction. They have a ladder 147 feet long, to which are attached 40 buckets. They can dredge to a depth of 52 feet below the water level.

Further indication that the suit begun by the United States Government against the Postal Steamship Co. will be pushed in the courts at Detroit was evidenced on Thursday when Deputy Marshall Duncan Lyon met the steamer *John J. Barlum* on its way down the Detroit River and served the master, Al. Mahon, and mate, Michael Mahon, with summons of a beginning of suit against them. The line, with the two officers of the vessel and John Barlum, general manager and president, have been named in a suit in which violation

of the contract labor law is charged. The petition filed by the Government asks for \$7000.

The steamer *Geo. C. Markham* discharged a cargo of slack coal for the Riverside Flour Mills this week.

Gordon Ferriss, who has been laid up for some time with typhoid fever, will leave next week to take his old position as chef on the dredge *Hercules* for M. Sullivan. He is spending a few days in town now.

The drillboat *Hurricane* of the Dunbar & Sullivan fleet, known to most every vessel man in the local union, is being dismantled and will be towed to Buffalo, where the hull will be cut in two to allow it to go through the canal to Troy, N.Y.

Capt. Biddleton of Buffalo, who has charge of the patrol boat *Despatch* at the Livingstone Channel, has moved his family (wife and son) to town. They are occupying the Mickel house, Sandwich St.

The tug *D.N. Runnells*, with the tug *Henry* in tow, stopped at this port overnight on their way from Cleveland to Detroit. The *Runnells* was formerly owned by the Hacketts, but now by the South Shore Wrecking Co.

The steamer *City of Rome*, bound from Buffalo to Toledo, was burned to the water's edge ten miles off shore at Northeast sometime after 2 o'clock Thursday morning. The crew of sixteen was forced to take to the boats and escaped. She was a steel vessel of 3900 tons, 268 feet long and carried a crew of sixteen men. The vessel was owned by James Mitchell of Cleveland.

By releasing the steamer *Waldo* from the rocks at Manitou Island, a feat thought impossible by marine men, Capt. Alex. Cummings of Port Huron, in command of the tug *Favorite*, has stepped into the hall of fame among marine wreckers. He is now at work on the steamer *Turret Chief*, on the rocks at Copper Harbor, and has also just received orders to salvage the steamer *Geo. Baker*, which went on the rocks at Sawtooth Reef, Lake Superior, Tuesday night.

BREAKING ICE BARRIERS.-Dynamite and Little Tugs Lead the Assault on the Great Lakes.-Up on our Great Lakes winter holds those waters in a stiffened grip for several months, substantially putting an end to well nigh all traffic, but even so, it is the mission of certain of the big car ferry steamers to maintain something of an approximate schedule. However, every now and then the gathering ice packs catch and hold them despite the best the steamers can do, and it is only by using dynamite that they succeed in breaking through these frigid barriers. Occasionally it is a veritable battle between titanic forces and it takes courage for officers and crew to maintain the struggle. Success is not always the fruit of these strenuous efforts, because it is still fresh in the minds of many how gallant Captain McLeod and thirty others perished aboard the *Marquette* when that ship foundered in December, 1909.

What strikes one most forcibly, if he has seen winter conditions upon the Great Lakes, is the manner in which little tugs are used to break a passage clear for large steamers when their big kin are quite incapable of working their own way through the ice, notwithstanding their greater bulk and far more powerful engines. The secret lies in the fact that the tugs are able to roll about after poking their noses into the floe, and in this manner they attack the ice in a direction where it is least capable of offering effective resistance. Instead of assaulting the ice edge on where it is supported by hundreds of yards - if not, indeed, by several miles of solid pack - the small craft bear down upon a thickness of so many inches and by sheer weight and the rapid shifting of this by a rocking motion, they force it asunder.

The big steamers upon the Great Lakes, especially the large car ferries, could do this very thing for themselves and do it upon a greater scale if they could be given the needful rolling motion, but the difficulty lies in finding a way to effect this. -*Technical World Magazine*.

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May 29, 1914

Capt. Eugene McCormick of the Southeast Shoal Lightship is home for this furlough. Life on Lake Erie agrees with the captain.

Mrs. Marshall Squires left on Friday for Maine, where she will spend the summer with her husband, who has charge of the Great Lakes Dredge & Dock Co.'s drill there.



The tug *Brookes*, which is at work on the Pelee cable, came up for coal Friday, giving some of the Amherstburg men employed on her a chance to renew acquaintance with the 'Burg.

The steamer *Emperor*, Canadian owned, which went aground at Rondeau Point, Lake Erie, early Friday morning, bound for Lake Superior with package freight, was released early Saturday by the tugs *James Reid* and *Hackett*. The boat was on a sandy bottom and the tugs dredged her off. She passed up the Detroit River undamaged late Saturday afternoon.

The steamers *Frank H. Peavey*, *Geo. U. Peavey* and *Frank W. Hart* of the Tomlinson Line, which recently arrived in Duluth with cargoes of coal will be laid up indefinitely according to statements given out by officials of the line. The crews and the officers of the boats have been paid off and the prospects of the boats going out again this season are very slight. This shows the condition that the freight market on the Great Lakes is in this season.

The str. *W.H. Gilbert* was struck in collision with the *Caldera* off Thunder Bay during a dense fog early on Tuesday morning, and so seriously damaged that she sank within a few minutes. The crew were all taken off in safety and brought to Port Huron on the *Caldera*, which was herself badly crushed in forward. The *Gilbert* was 328 feet long and 42 feet beam. She was built in 1892 for the Pittsburg Steamship Company.

The secretary of the Georgian Bay Canal Commission announces that in addition to the arrangements reported last week for the compilation of statistics relating to the movement of traffic on the Great Lakes, the commission has formed its plans for the collection of important facts and statistics concerning freight rates, in respect to all classes and routes of traffic entering into the problem, and that under the direction of an expert, work on this branch of the inquiry will begin at once. It is the intention of the commission to place the result of its inquiry on these points at the disposal of any public bodies or individuals who may wish to make representation before the commission, and ample time will be allowed for the preparation of cases, sufficient notice being given before public hearings are held.

The big Canadian steel tug *James Reid* stopped at this port Saturday on her way to Sarnia. She released the Canadian steamer *Emperor*, near Rondeau, assisted by the tug *Hackett*.

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June 5, 1914

Oliver E. Dunbar's fast motor boat *Unome* was taken to Troy, N.Y., on the drillboat *Hurricane* last week.

John Fraser's dredge has arrived at Pelee Island to work on the Curry Marsh drain. The tug *John E. Monk* (Capt. John Bernard) towed her over.

Mrs. (Capt.) Thomas Hagen and Miss Catherine Hagen of Windsor spent a few days this week with her husband, master of the Trust tug *Harding*.

The drillboat *Hurricane* of the Dunbar & Sullivan Dredging Co., which was raised from the Michigan Central slip at Gordon a few days ago, left Amherstburg Friday last in tow of the tug *Marion E. Trotter*, bound for Buffalo on her way to Troy, N.Y., where she is to be used on contract work.

Dredging outfits employed on U.S. improvement work in lower Detroit River quit work Friday night and the vessels of the Dunbar & Sullivan Dredging Co. and the C.H. Starke Dredge & Dock Co. and the Empire Engineering Corporation and the U.S. survey pulled into Amherstburg, giving their crews opportunity to celebrate the double holiday ashore.

The steamer *Harlow*, out of commission since the storm of November 9-11 last year, when she sank off Pêche Island, Lake St. Clair, and libelled not long ago by the Trotter Wrecking Co. of Amherstburg for wrecking bills incurred at that time, has been ordered sold at public auction. The sale will be held June 15 at noon at the Detroit post office. The *Harlow* is at present on the bottom, high up the River Rouge at Detroit, where she was placed after being raised by the wreckers.

Capt. Martin Commerford of the dredge *Tipperary Boy* and Capt. Harry T. Cook of the tug *Shaughraun*, at work near Alpena, spent the double holiday with their families in town.

The big Northern Navigation steamer *Noronic* made her trial trip Saturday, carrying a group of

Detroit and Windsor men to Lake Erie. She was greatly admired as she passed up the river. She went into commission on Wednesday. The *Noronic* is the best-lighted boat on the Great Lakes. There are over 3500 electric lights on the *Noronic*, for which forty-five miles of electric wiring is required. The steamer requires more dynamo power and more "juice" to light it than a city of 10,000 people. This is only one striking feature of the bigness and luxury of the new steamship *Noronic*.

The Canadian dredge *Jack Canuck*, with tugs *F.J. Jarmin* and *Minitaka*, stopped at this port Sunday on their way from Toronto to Goderich to work.

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June 12, 1914

Lewis Goodchild has purchased the Angus Borland floating machine shop and has moved it from the lower slip to his residence and is converting it into a garage.

The str. *Peck* of the Reid Wrecking Company, which has been undergoing repairs at Sarnia for several weeks, will be ready for service in about a month. The boat was badly damaged by one of her boilers exploding at Green Bay, Wis., last summer, after which she was purchased by the Reid Company. The *Peck* has been given Canadian registry and will sail as a Canadian vessel.

Capt. Jeff Stockwell of the steamer *Ossifrage* was taken suddenly ill on Monday while bringing the boat to Chatham from Detroit. On nearing the city he was met by a launch containing a physician, who had him removed to the hospital. His condition was somewhat improved on Tuesday.

Capt. Fred J. Trotter of the Trotter Towing and Wrecking Company, Amherstburg, has been awarded the contract for removing the hull, engines, pumps, boilers etc. of the wooden steamer *City of London*, which was sunk on the Pelee Island middle ground, Lake Erie, September 30, in collision with the steamer *Joe S. Morrow*. The accident took place early in the morning in a dense fog. The *City of London* was downbound with a cargo of wheat and the *Morrow* upbound, light. The Trotter Company assisted the grain-drying str. *Helena* in recovering the larger part of the sunken vessel's cargo, which was sold to Armour & Co., Chicago. The contract for removal of the wreck is awarded by the Canadian Department of Marine and Fisheries, Ottawa, which received a large number of local bids, that of the Trotter Company being the successful one. The company's divers will assist in removing the machinery, which will be brought to this port and stored on the upper end of Mullen's coal dock. Dynamite will be used in breaking up the wooden hull, which was badly shattered in the gales of last fall. The wreck is to be removed to leave a clear depth of 25 feet. The work will be commenced the latter part of next week.

**BESSEMER NO. 2 FOUND.**-The *Marquette and Bessemer No. 2* ferry of the Pere Marquette Railway, which foundered in Lake Erie with a cargo of coal and iron during a storm in November, 1911<sup>5</sup>, has been found 10 miles south of Erieau.

She was struck by the wrecking steamer *Bubie* [?] No. 2, in charge of an expert representing Lloyds' and the Reid Salvage Co.

The vessel was heard whistling for landing in the midst of the storm. Being unable to land, it is supposed the captain endeavored to make for the shelter of the Eau.

Nothing more was heard from the ship until the body of the captain was found at Rondeau. Several bodies were also washed ashore at Cleveland.

An attempt will be made to raise the vessel.

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⁵ The *Marquette and Bessemer No. 2* actually foundered on December 7, 1909, with a loss of over 30 lives, and subsequently became elusive, with salvage attempts being carried on over the next few years. See Vol. VII, page 152, and Vol. IX, page 42, for more details. Note that *Inland Seas* (Quarterly Journal of the Great Lakes Historical Society), Vol. 63 (2), summer 2007, page 154 states, "Still missing on Lake Erie, despite the use of side-scan sonar, is the *Marquette and Bessemer* #2, a 300-foot ferry loaded with railroad cars. The ferry left Conneaut, Ohio, in December 1909 - in a gale - bound for Port Stanley, Ontario. It was never seen or heard from again."

June 19, 1914

Mrs. Thomas Hanley Jr. and children left on Saturday evening by steamer for Buffalo to rejoin Mr. Hanley and make their home in that city.

Travel to be enjoyable must be restful, and at this season of the year, whether your trip takes you east or west, break its monotony either at Cleveland or Buffalo by a refreshing night's trip across Lake Erie on a veritable floating hotel with every convenience for comfort and enjoyment. C. & B. Line steamers leave either city every evening and arrive early the next morning. The fame of the great ship "*Seeandbee*," which was added to this fleet last season, is attracting to the route a vast number of travellers to enjoy the delightful lake trip and at the same time inspect her magnificent interior decorations, wonderful illuminating system and other interesting features. The "*Seeandbee*" is the largest and mostly passenger [sic] steamer on inland waters of the world; length 500 feet, breadth 98 feet 6 inches, 510 staterooms and parlors accommodating 1500 passengers, equalling in sleeping capacity the largest hotels in the country, and she can carry 6000 people, the population of a good-sized town. The fares for this lake trip are less than by rail and also any railroad tickets reading between Cleveland and Buffalo are accepted for transportation on C. & B. Line steamers.

Thomas Hanley Sr. was in town from New York the end of the week, picking up a crew of drillmen for the Starke steel drillboat *No. 1*, which they fitted out at River Rouge, and has gone to Buffalo to do some harbor work for the Great Lakes D. & D. Co., which now owns *No. 1*.

The Department of Marine and Fisheries has a force of men employed at their dock here, making improvements. An iron railing will be put around the dock, a breakwater built near shore and other changes made. The two range lights at Bois Blanc are being moved to the Lime-Kiln, one to be placed on the C.S. Ry. dock, the other on the above Texas [dock].

The tug *Pauline Heckler* and two dump scows have been chartered to a Welland Canal contractor. Geo. Irwin is master, while Alvin Sanford is engineer. The outfit is expected to leave this week for Port Colborne. The Welland Dredging Company, owners of the *Heckler* and *Glory*, have stored their supplies and opened their head office at the upper end of Mullen's coal dock, south of waterworks.

Capt. John S. McQueen has purchased the tug *W.B. Aldrich* from Capt. Charles Hackett for \$1000 - a big bargain.

Walter Callam has arrived home from Erie to spend the summer with his mother, Mrs. A.C. Callam, until his father's steamer goes out.

The steamer *Sappho* has been engaged for the Masonic moonlight on Monday evening, July 13th. This is the popular event of the year. Secure your tickets early so that there will be no disappointment.

The Marine and Fisheries Department lighthouse steamer *Simcoe* lay in port here all Wednesday night, putting on fuel and also lighthouse supplies.

Capt. Fred J. Trotter purchased the steamer *Harlow* at the U.S. Marshal's sale in the Federal building, Detroit, Monday for \$2700. The vessel is on the bottom of River Rouge.

Middle Sister Island.-The suit to decide the ownership of Middle Sister Island is to be given another whirl. In Osgoode Hall Friday in the case of Nattress vs. Goodchild, M.K. Cowan, K.C., and J.W. Pickup for plaintiff, M. Sheppard and S. Cuddy (Windsor) for defendants. Appeal by plaintiff from judgment of Middleton, J., of the 1st of April, 1914. Action by Thomas Nattress, an employee of the Solvay Company of Amherstburg, who claims to be the owner of Middle Sister Island in Lake Erie, for judgment removing registration of grant D. 1733 from title of said island as being a cloud thereon and for damages for registration of said grant. At trial the action was dismissed with costs. New trial ordered. Costs of last trial and of this appeal reserved to judge who tries the case.

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June 26, 1914

The river is full of pickerel this summer and many big ones are being caught daily. Charles Clifford heads the list with a 10-pound beauty to his credit.

Navigators are slow to learn. Collisions during heavy fogs are still occurring.

Starke's derrick scow has gone to Chicago in tow of the tug *Calumet*, where she will be employed. Alfred Hamilton has charge of the derrick.

After two years' work, during which time some 95,000 cubic yards of material, mostly limestone rock, was drilled, dynamited and removed from the bottom of the river, the Starke Dredge & Dock Co. has completed its contract for improvements in Ballard's Reef channel in the lower Detroit River. The company completed a channel 600 feet wide from a point at the juncture of Ballard's Reef channel with Livingstone Channel to Lime-Kiln Crossing.

For three hours Friday James Thayer McMillan, grandson of the late Senator James McMillan, general superintendent of the Detroit and Cleveland Navigation Company and the biggest stockholder in the company, deep down in the hold of the big passenger steamer *City of Detroit* shovelled coal into the raging greedy maws of the furnace, working alongside the 18 regular stokers on the boat. Mr. McMillan's experience occurred during the trip of 400 members of the Detroit Board of Commerce from Detroit to Duluth. At the conclusion of his voluntary labor, Mr. McMillan presented an order to each of the stokers for a new pair of shoes.

**Pelee Island.**-The big dredge *Fraser*, belonging to Fraser & Healey of Amherstburg, is hard at work on the Curry marsh on the south side. The dredge was nearly wrecked the night she landed and had to work on Sunday to get shelter. She is eighty-five feet overall, twenty-five feet beam and fitted with the latest machinery. Herb. Coyle of Amherstburg is runner and "Billy" Gilkinson of Kingsville is cranesman. Mr. Healey is overseer of the blasting of trees and stumps. Mr. Healey was struck by a flying knot and got a severe blow and the cranesman also got a bad jam but did not lay off. This is the best dredge which has ever worked at the island. There is a big job waiting on the mainland and the men are hurrying to finish.

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July 3, 1914

At Ferrysburg on Lake Michigan the large passenger steamer *Manistee* was burned entailing a loss of over \$60,000. The boat was close to shore at the time but so quickly did the flames travel that many of those on board were forced to jump into the water to save themselves. All were picked up almost at once by small boats.

A northeast gale which blew at the rate of between 40 and 60 miles an hour resulted in one barge aground and damages to two other steamers and two men fatally injured. The barge *George E. Hartnell*, owned by the Northwestern Transportation Co. of Detroit, left at anchor outside Duluth entry by the steamer *Samuel R. Kirby*, was carried hard aground a few blocks from the entry and is lying broadside to the sea with her prow badly crushed in a collision with the steamer *Harvey H. Brown* (Capt. D.C. Girardin and Mate Walter Lawler). The str. *Mataafa* of the Pittsburgh Steamship Co. fleet, in trying to make Superior entry that morning about 10 o'clock, struck the pier, disabling her steering apparatus and throwing out her rudder and shoe. She was badly damaged but succeeded in making the harbor with her anchor dragging after some excellent work by the tugs *America* and *Goulder*. The steamer *Harvey H. Brown* left the harbor late in the afternoon in an attempt to get a line to the barge *Hartnell*, which was calling for help. After two hours' manoeuvring, a line was secured, only to break a minute later when the ships came together, damaging the prow of the *Hartnell* and badly crushing the bow of the *Brown*. Both the *Mataafa* and *Hartnell* were upbound, light, for ore. After the *Hartnell* went aground, First Mate M.L. Newhouse carried the wife of Capt. W.J. Pizer over the side of the boat and reached the shore in safety with the aid of the lifesaving crew. In a great storm late in the fall of 1905, the steamer *Mataafa* broke in two against the pier and sank just outside Duluth entry. Her entire crew were lost at that time, within view of thousands of watchers on shore who were powerless to give assistance. There were two Amherstburg men on her at the time.⁶ The ship was afterwards raised and rebuilt. The steamer *Mataafa* and *Harvey H. Brown* will go

⁶ J. Henry Wright and Walter Bush. See Vol. VI (1), pp. 62-63.

into shipyards for repairs as a result of the storm at the head of the lakes Saturday. The *Hartnell* is badly damaged about the prow as a result of a collision with the *Brown* and about six plates will have to come off. The *Brown* is damaged about the bow and stern and several plates will have to be removed. The rudder stock of the *Mataafa* is bent, four propeller blades are gone, the rudder and shoe are out, six frames are bent on one side and 10 on the other, six plates must be removed and a new quadrant casting installed.

Capt. Charles R. Hackett placed four additional gas buoys in the Livingstone Channel for the American Government on Tuesday. That makes this channel one of the best-lighted on the chain of lakes.

George Mongeau had his left hand badly lacerated by being caught between the drum and big gear on the dredge *Brian Boru* working on spoil bank of the Livingstone Channel Monday morning. He was using a wrench at the time when his hand was carried into the gear by a spoke. He was lucky not to have lost the hand.

The Canadian schr. *J.A. Holmes* is discharging 300,000 feet of undressed lumber at Woods & Son's lumber docks.

The steel dredge *Charles Boone* and tug *Lyman B.*, both of the C.S. Boone Dredging Co., stopped at the Government supply depot over Thursday night on their way from Welland to Little Current. The new dredge is steel throughout and was built at Welland. She was viewed by a large number of citizens.

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July 10, 1914

Capt. Harry T. Cook of Alpena is home for a few days.

The Bob-Lo steamers leaving Detroit on Sunday afternoon at 2 o'clock will go through the Livingstone Channel and around the lower end of the island. The same route will be continued during the summer.

Drifford Bertrand and George Nattress made a trip to Port Colborne this week on the tug *Leroy Brookes*.

Jack Middleditch, Russell Fox, Alex. Duff and Alvin Sanford have gone to Port Colborne to work for the Windsor Dredging Co.

Charles Kingston has arrived in town and took charge of the tug *Pauline Heckler*, which went to the Welland Canal on Monday.

John Healey Jr. and wife and Frank Harmon and wife of the M. Sullivan Dredging Co., Buffalo, are spending a few days in town.

Henry Boufford of the C.S. Boone Dredging Co. at Little Current was home a couple of days this week with his family while on his way from Welland to Little Current.

Capt. F.J. Trotter brought in one of the boilers from the wreck of the steamer *City of London* and placed it on the Government supply depot. The boiler, which is of Scotch design, is in good shape and all the fixtures remain on it.

Capt. Joseph Marks of the tug *Phil Sheridan* is home with his family, the tug having gone into quarters for the present.

Lloyd (Mike) Smith, wheelsman on the steamer *S.R. Kirby*, spent Saturday and Sunday with his parents, Mr. and Mrs. W.J. Smith, Apsley Street.

Mrs. E.J. Keoppel and child of Buffalo are spending the summer with her husband, who has charge of the Empire dredge fleet. John Smith and wife, also of Buffalo, spent a few days this week with them.

Wm. Quinlan, Sol. White, James Lacey, Capt. H. Cook, Wm. Gott, John Ryan, Arthur Pettypiece, Harold Thomas, Orville Fox, Clifford Morenci and Edward Dornan of the M. Sullivan Dredging Co., Buffalo, spent the 4th and Sunday at their homes in town.

A heavy fog hung down over the lower Detroit River a couple of mornings last week, so thick that several large steamers came to anchor abreast of town. The steamer *Corrus* of the Interlake Steamship Co. anchored above the waterworks dock, but she dragged her anchor and before she stopped came in alongside the steamer *J.E. Mills*. Now the question is, did she drag the waterworks intake pipe out of place or injure it in any way.

H.S. Kerbaugh dredge *Pocantico*, in tow of the tug *Alva B.*, arrived at this port on Wednesday morning and will go to work dredging on the Empire Engineering Corporation contract at the Livingstone Channel. The tug *Sonora*, a small double-engine craft not much larger than a yawlboat and commanded by an engineer and captain in one, also arrived with the fleet and is a novelty among local tugmen. The dredge and tug crew all board ashore. The outfit is making its supply yards at the old Queen's wharf.

Work on the improvement of the Fighting Island channel was resumed for the season this week by the Great Lakes Dredge and Dock Co. when dredge No. 7 began dredging work.

Mrs. James M. Kelly and daughter, Miss Marion, and Mrs. James McCarthy have gone for a trip with their husbands on the steamer *A.E. Stewart*.

**PELEE ISLAND'S DUTY.-To Stop Sandsuckers at all Hazards.**-Now that the Provincial elections are past and the electors of Pelee Island have expressed their disapproval of the late member of the Legislature for South Essex by a change of thirty votes and his consequent defeat by only three more votes than the island turnover, the question of preserving the place from further encroachments by sandsuckers by cancellation of the leases, expropriation of the rights acquired by the sand companies or some other means, should engage the early and earnest attention of the Pelee council. That the large amounts of sand sucked daily from Fishing Point are slowly but surely destroying that portion of the island is known to everyone; that valuable sand privileges were secured from the Government by W.D. Macpherson, Conservative M.P.P., North Toronto, solicitor, acting for American clients, without the knowledge of the member for South Essex, he does not deny; nor when he ascertained the facts did he feel sufficiently interested in this part of the riding he represented to resign in protest when the lease was put through over his head. But that is past. What Pelee Islanders are concerned about is a remedy for the condition of affairs that actually exist as a consequence of someone's neglect. The two leases or privileges, worth hundreds of thousands to the companies controlling them but nothing to Pelee Island that suffers from the Government's neglect, must be cancelled, expropriated or retired in some way, and the best legal talent should be secured to bring the matter before the Ontario Railway Board or the International Deep Waterways Commission, or whatever authority is competent to deal with the matter, and in this respect Pelee has the very man required, in the person of their township solicitor, J.H. Rodd. All the facts ought to be collected and handed to Mr. Rodd with instructions to push the fight to the limit and if this is done we venture to say that the fur will fly and Pelee will get redress and justice.

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July 17, 1914

The old schooner *Emma E. Tyson* of the Mullen Coal Co. is being torn to pieces of anything moveable, even to firewood, and the unemployed have earned a good big pile of firewood which Mr. Mullen has given them. After she has been stripped of decks, cabin, etc., the remaining part of her hull will be towed away to some boneyard.

Capt. Fred. J. Trotter brought to Amherstburg Tuesday morning the second boiler from the steamer *City of London* and the engine, shafting and wheel from the wreck of the vessel, which sank on Pelee Island middle ground after collision with the *Joe S. Morrow* last season. After removing the machinery from the wreck, Capt. Trotter broke the wooden hull with heavy charges of dynamite and is reported to have moved the obstruction to a depth of 30 feet. The second boiler has been placed beside the one previously recovered on the Government dock at Amherstburg. Both are in good condition and require only minor repairs. The engine, however, is practically junk.

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July 24, 1914

Brig.-Gen. G.J. Lydecker, U.S. Army Engineer, formerly in charge of the lower Detroit River improvements, died in Detroit Thursday of last week.

The tug *Shaun Rhue* is in dry-dock at Detroit and the *Phil Sheridan* is taking her place.

Wm. Shewfelt, chief on the tug *Shaun Rhue*, is able to be out again after a slight attack of typhoid

fever.

Capt. Frank Colton has given up his position as master on the *Don* and has gone as inspector on the dredge *Pocahontas* as assistant to Ed. Lewis. S. Laitner has gone as inspector on the dredge 7 at Fighting Island. Jay Maguire has taken the master's berth on the *Don*.

The steamer *Frank E. Kirby* struck a launch containing five men near the Studebaker plant, off the foot of Clark Avenue, Detroit, Sunday night. Two of the men were drowned and three rescued.

The tug *Hackett* and lighter *McWilliams* have entered the gravel business between Marine City and the River Rouge.

Fred. Trotter and daughter Marion of Duluth called on Captain and Mrs. Fred. Trotter last week. The Duluth Trotters are no relation whatever to the Amherstburg family, but were attracted by the similarity of names on seeing the name of the tug *Marion Trotter* in the marine columns of the Duluth paper. They took advantage of a trip to Bois Blanc to come over and make the acquaintance of Capt. Trotter and family.

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July 31, 1914

No marine news reported.

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August 7, 1914

Capt. Thomas Cooper of Detroit, who has been mate on the wrecking tug *Favorite* for some time, has given up that position and has taken a mate's berth on the tug *Squaw*.

J.H.C. Atkinson, assistant Collector of Customs at this port, accompanied Capt. Fred. J. Trotter to the Middle Ground on Saturday and, after seeing a charge of dynamite exploded under the hull of the wreck of the *City of London*, had the spot swept and accepted it for the Government.

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August 14, 2007

The steamer *John Harper*, a wooden craft owned and operated by Capt. W.J. Willoughby of Windsor, broke in two just forward of the engine house on Wednesday, her stern sinking in twenty feet of water and partly turning over, and her hull forward of the engine house listing far to port in shallow water. The steamer, which for some years has been operated in the coal trade between Lake Erie ports and Sandwich, was beached recently just above the Pittsburg Coal Co. dock at Sandwich. A buckle showed a few days ago. The vessel is out of the path of navigation. The *John Harper* was built in 1890, is of 1951 tons, 298 feet long and 40 feet beam. It is not known what disposition will be made of the craft.

Walter Gibb has gone to Superior to ship on the steamer *Harvey H. Brown* as wheelsman.

The tug *Pauline Heckler* and two dump scows have returned from Port Colborne and have laid up at the Gordon piers.

Capt. and Mrs. James J. Jarmin left Monday on the steamer *North American* for Georgian Bay points on a two-week cruise.

Fay Jones is home for a few days while his steamer, the *Presque Isle*, is up the lakes.

The derrick scow *Handy Boy* and tug *Henry* are at work digging foundations for a number of piers to be put in the Livingstone Channel in the rear of Bois Blanc Island.

The bodies of David Kett and J.W. Jones, who were accidentally killed by a premature explosion of dynamite at Panama three weeks ago, left there on August 5th, accompanied by Mrs. Kett and children. It is expected that they will arrive in Amherstburg this week.

The Amherstburg Iron Works have sold their big motorboat *Genevieve* to the Lake Erie Fish Co., who have taken the engine out of their fish boat *Eliza* and put it in the *Genevieve*. The yacht has had a general overhauling and will be used in their fish business.

Capt. Wm. Livingstone, president of the Lake Carriers' Association, was in Amherstburg Friday night on business. Mr. Livingstone recalled the early days when Amherstburg was one of the foremost lake ports on the Great Lakes. He was then a young man in the prime of life and was often a guest at social functions in the old town. Capt. Livingstone carries his three score and ten years lightly and his appearance

is just as jaunty, his eye as bright, his vigor unabated as twenty years ago.

The steamer *E.A. Shores* broke the pins in the couplings of her wheel shaft Sunday afternoon, abreast of Middle Sister Island, Lake Erie, and rode at anchor there several hours when finally the U.S. revenue cutter *Morrill* came along, took her in tow and brought her into this port, where the Amherstburg Iron Works repaired her Monday and he left for Windsor to unload her cargo of coal for the ferry co.

The steamer *Helena*, used as a grain-drying ship and assisted in salvaging the cargo of the steamer *City of London*, which was sunk on Pelee Island middle ground, Lake Erie, last fall, was sunk at Chicago on Tuesday. The *Helena* was being swung toward the coal docks to replenish her bunkers when a large hole was torn in her starboard side by the protruding timber and the water rushed in. The vessel's cargo consisted of about 3500 bushels of wheat, belonging to the Armour Grain Co., owner of the boat. Much of the grain can be reclaimed, it is said. The *Helena* was launched at Sheboygan, Wis., in 1888.

REPLACE LIFE-SAVING STATION AT POINT PELEE.-Naval officials from Ottawa paid a visit to the Point Pelee life-saving station recently. An engineer staked off a new site and it looks probably that a new station will be erected in the near future. The present one is certainly a rickety affair for the housing of a permanent crew. A new power boat is also spoken of. The season so far on the station has been an uneventful one, there being very little rough weather. The crew, however, keep in good trim fighting mosquitoes.

U.S. RIVER IMPROVEMENTS.-Less improvement work has been done in the Detroit River during the fiscal year ending June 30th than any year since 1874, according to the annual report of the United States Engineer's Office of this district, which was made public by Lieutenant-Colonel Mason M. Patrick last week. The widening and deepening of Ballard's Reef channel, Detroit River, was completed, M. Sullivan, dredging contractor, earning \$293,382.27, and Arthur H. Vogel, another dredging contractor, earning \$245,801.82 for their share of the work. During the last year only \$28,358.40 was expended on Detroit River improvements. Of that amount, the contractor at present widening the entrance to the Livingstone Channel earned \$3000; the completion of a contract in the Amherstburg channel paid \$1097.67; and a contract in the Fighting Island channel \$23,308. Since 1874 the United States Government has expended \$4,852,667.82 on the Amherstburg channel, more than \$2,000,000 on the Fighting Island channel and about \$6,740,843.11 on the Livingstone Channel, so that it can be readily realized that the last year saw much less improvement work during any time for nearly 40 years.

The widening of the upper approach of Livingstone Channel, begun by the Empire Dredging Corporation in November, 1913, was 10 per cent completed at the fiscal year's end. Total expenditures on that channel have been \$6,740,483.11, exclusive of maintenance.

The straightening of Fighting Island channel by removing five shoal places, begun by the Great Lakes D. & D. Co. in September, 1913, was 22 per cent completed at the end of the fiscal year, the contractor having removed 310,743 cubic yards of material and earned \$23,305.73 before suspending operations last winter.

Surveys were made covering 609,600 square yards to remove obstructions and boulders, and 68,500 soundings were taken to determine amount of material removed. Observations of water level were made daily at five points except during the winter. These and observations of the discharge from the river have satisfied the engineer that for the present width of Livingstone Channel, no additional compensating works are necessary.

Four vessels stranded in Livingstone Channel during the year, none of them blocking the channel.

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August 21, 1914

The Reid Wrecking Co.'s steamer *Manistique* lay in port here all day Monday waiting orders, while on her way to Toronto from Port Huron.

Capt. John Casey and wife of Buffalo, N.Y., are guests at Walter Bertrand's for the summer. Capt. Casey has charge of the Empire Engineering Corporation on the Livingstone Channel.



Mr. and Mrs. Jeff Davis of the dredge *Pan-American*, at work on the Fighting Island channel, spent over Sunday at their home in town.

The tug *Michigan*, Capt. Harry Hawks, Port Huron, has been stationed at this port instead of the tug *Harding*, which has been sent to Port Huron. The reason for the change is said to be that the veteran Capt. Hagen of the *Harding* was getting the war fever and the Tug Trust did not want him to go to the front.

The steamer *Edward M. Saunders Jr.* broke her steering gear while coming down the river Monday and had to have the tug *Michigan* to assist her to Bar Point.

The tug *Marion E. Trotter*, with marine divers, is in Lake St. Clair this week, blowing up an old wreck.

At an early hour Sunday morning, the dredge *Shuniah*, owned by the Great Lakes Dredging Co. and rented to the Toronto Harbor Commission, sank in 20 feet of water in the eastern part of the harbor. The cook and his wife, the only persons on board, were taken to safety with considerable difficulty. The cause of the accident is not known.

Capt. Thomas Reid, one of the greatest marine experts on the Great Lakes, declares that the proposal to use the lake boats as grain carriers to Great Britain is impracticable. He pointed out that the main objection would be the tremendous cost. Enormous quantities of coal would be used up, he said, in transporting relatively very small amounts of wheat or other grain. Much of the space on the boats ordinarily used for grain would, owing to the long ocean trip, have to be utilized for coal.

The Empire Engineering Corporation's drillboat *No. 1* is almost finished on the Livingstone Channel and as soon as she is finished she will go to Buffalo to work on a two million dollar contract there. All unmarried men now at work on her will be given steady employment if they wish to follow her to that port. The married men now on the drill will be given work on their derrick scow and dredge which will work till the ice stops them. The dredge *Pan-American* came over on Friday and at once went to work. Another dredge is expected shortly. There will then be the three finest dredges on the chain of lakes working on Detroit River contracts.

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August 28, 1914

An amendment has been issued by the Minister of Marine to the radiograph regulations, prohibiting any ships other than His Majesty's ships of war or Canadian Government vessels from working their wireless equipment while within Canadian territorial waters, unless specific permission is granted therefore by the controlling Canadian coast station for the locality. When within harbor, the radiograph stations on such ships must not be working under any conditions.

Another steamer, the *George Burnham*, has left the ranks of the lumber carriers and is being altered at Cleveland for the sand trade. She will be used on the run between Pelee Island and Cleveland. The extent to which carriers are deserting the lumber business for the sand trade can be estimated by the fact that, recently, seven former lumber steamers were seen loading sand at Pelee Island at one time. The more there are, the sooner the work of destruction will be completed. Despite all protests that have been launched by the council, by private citizens and by the press, the Government pays no heed, and the answer seems to be that Pelee must continue to be the goat. Annexation by boatland is enough to breed disloyalty, and on an island that has always been noted for its staunch adherence to the Crown.

The Canadian gunboat *Vigilant*, on her return from Port Burwell Saturday, captured 80 fish nets belonging to fishermen from Erie, Pa., and a good supply of herring. The nets were set in the favorite fishing hole on the south side of the east end lighthouse. This is the first time the *Vigilant* has been heard from this season.

An International Joint Commission of the United States and Canada will meet in Port Huron on October 2nd to consider means to prevent the pollution of St. Clair River. Such pollution now exists, contrary to the treaty between the United States and Great Britain. It is claimed that Port Huron violates the treaty by discharging sewage into the river and the city officials there will be given an opportunity to be heard in the matter. If the decision goes against Port Huron, what will Detroit do with its immense

discharge of filth into Detroit River?

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September 4, 1914

If those [residents of Pelee Island] having grists<sup>7</sup> will send them to Amherstburg Wednesdays, they will be landed at our dock, ground same day and returned on the boat Thursdays. C. Wigle & Sons, Riverside Flouring Mills, Amherstburg.

The steamer *Pelee* closed her Wallaceburg trips this week and hereafter will go up the river on Wednesdays, returning Thursdays as before. She has had a very successful season so far. The *Pelee* will likely land at C. Wigle's dock, Amherstburg, during the rest of the season.

The two range light towers which stood on the riverbank, Sandwich St. North, have been taken down and were to be rebuilt on the Webber property. However, Mr. Webber has notified the contractors through his solicitors to stop or an action for trespass will follow.

The joint international commission, which will meet in Port Huron October 2nd to investigate the complaints that have been made regarding the disposal of sewage and other refuse into St. Clair River, will also hold a meeting at Sarnia October 3rd. Complaints, it is understood, have been made to the commission by officials of Detroit, St. Clair, Marine City and other cities and villages along the St. Clair River that the water supply is being contaminated by the sewage from Port Huron and Sarnia.

Residents of the 'Burg thought old times had returned Tuesday morning when all the river craft broke out in loud salutes and many rushed to the river to see if the Germans had come. It proved to be only the arrival of the Great Lakes dredge *No. 9*, which will complete the company's contract at Grassy Island. The old familiar sign of the star and key coming back was enough to cause homesickness. *No. 9* came here from Milwaukee when the Starke Co. had a large contract on the Livingstone Channel. She has since been purchased by the Great Lakes Co.

The Marine and Fisheries Department of Canada will erect a reinforced concrete tower on a wooden base at the Livingstone Channel.

There is little fear of a German invasion of Amherstburg when Deputy Collectors Atkinson and Taylor are on the job. Friday night word was received that the str. *Ossifrage* expected to call at this port about midnight with a load of students out for a lark. The Collectors were on the spot and when the lines were made fast the condition of the excursionists was such that to let them ashore struck the Collectors as a menace to the peace and safety of the 'Burg, so putting on a bold front, orders were given Capt. Stockwell to cast off and take his noisy bunch with him. Seeing their plans for raising midnight roughhouse in Amherstburg go glimmering, the anger of the students broke bounds and they heaped anathemas on the town officers, the King, the Queen and everything that came in their minds to curse. The row awakened all the people in the vicinity, a number of whom hurriedly donned some clothing and rushed to the dock, while others pulled the bed covers up higher and waited the onslaught of an enemy they knew not from where.

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September 11, 1914

The tugs *T.F. Jarmin* and *J.V. O'Brien* with the dredge *John Canuck* stopped in at the Government supply dock for weather last week.

Charles Middleditch of the Dunbar & Sullivan Dredging Co. at Troy, N.Y., is a guest of his parents, Mr. and Mrs. Joseph Middleditch.

Capt. William Pizer of the barge *George E. Hartnell* spent Friday and Saturday with his father, W.R. Pizer, while the boat was lying at Sandusky.

Earl McQueen spent a couple of [days here] while the tug *Brant*, on which he is engineer, stopped in here for weather while on her way from Fort William to Port Colborne.

⁷ grain to be ground

Capt. Fred. J. Trotter has returned from Lake St. Clair with his tug *Marion E. Trotter* and marine divers, where he was for ten days, blowing up the wreck of the schooner *Crawford*.

Lewis Goodchild has purchased the big derrick scow from William Locher at Stoney Island and has brought it to the Park Street sewer dock and will haul it out on dry-dock for a general overhauling.

The tug *D.S. Pratt* with the dredge *Chief* of the Phin & Co. fleet, bound from Port Arthur to Welland, stopped in here Friday to grub up and shipped Willie and Milton Adams as cooks and Nathan Kett as fireman.

All the dredges, drills and tugboats on the lower Detroit River were at a standstill from Saturday night to Tuesday morning on account of Labor Day. The crews spent the holidays with their families and a large number went over to Bois Blanc.

A German cannon ball or some American boat struck the tug *Dalton McCarthy* one night last week, injuring the tug. Lewis Goodchild will bring the matter to the attention of the harbor master as soon as he obtains the name of the boat.

The big Canadian lake tug *Magnolia*, bound from Midland to Port Colborne, and the brand-new Trust tug *Illinois*, from Buffalo to Duluth, stopped in port here over Sunday night.

Harry C. Hodgman of Jefferson City, Mo., spent Sunday and Monday with his family in town. Mr. Hodgman, who is employed with the United States survey on the Missouri River, looks hale and hearty.

The tug *Hackett* and lighter *McWilliams* have declared war on the business of wrecking on the lower Detroit River and came down from Detroit Saturday to be stationed here. Capt. Hagen, wrecking master for the Great Lakes Co. at this port, will probably bring a lighter to this port so as to lose no time when the first shot is fired.

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September 18, 1914

Steamers of the Port Huron & Duluth Steamship Co. have been equipped with chlorination plants which are used when the steamers are at the port of Port Huron.

Major Charles W. Danger, who was employed on the Limekiln improvements 35 or 36 years ago under Col. Neffers and Col. Kallman, was in town calling on old friends. He is now engaged at Ecorse on river improvements.

J.N. Mullen of the Mullen Coal Co. appeared before the Sandwich Council Monday evening and requested that the council pass a resolution approving of the loading of a lighter on Sundays to supply Detroit boats with coal. A complaint has been sent to the Government by residents of the vicinity of the coal dock against having men work on Sundays. The Council will act on the advice of the town solicitor in the matter.

The barge *Santiago*, in tow of a steamer, downbound, ran hard aground on the west bank at the head of the Livingstone Channel early Thursday. The barge's bow almost touched the old hulk of the steamer *Jay Gould*, which is in the boneyard back of the west stone pile. The continuous blowing of the barge brought the tug *Marion E. Trotter* to her assistance. She was found to be about 3 feet out and leaking. The captain of the barge was brought to Amherstburg on the tug *Trotter*, the owners were notified and arrangements are being made to lighten her calcite cargo. This will be the best wrecking job of the season, as a big part of her cargo will have to be taken off.

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September 25, 1914

Mrs. Martin Commerford, Rankin Avenue, is packing up her household effects and will move to Troy, N.Y., where her husband is employed with Dunbar & Sullivan.

Alvin Sanford has arrived from Kingsville to take the engineer berth on the tug *John E. Monk*. Gordon Colborne has also taken the berth of mate on the same tug.

The ferry *Papoose* and scow *Nellie* are busy hauling stone from the spoil banks of the Livingstone Channel to build small islands on the west side of Bois Blanc. S.J. Pettypiece, foreman, and a large gang of local men are employed on the work, which will last till the snow flies.

The steamer *William H. Mack*, recently sold to Canadian parties, has been renamed the *Valcartier*. The steamer *I.W. Nicholas*, rebuilt and shortened to canal size by the Reid Wrecking Co. at Port Huron last spring, is also owned by a Canadian company and has been renamed the *Inland*.

Mrs. William Griebing of Toledo arrived Thursday to spend a couple of weeks with her husband, engineer on the wrecker *Harding*.

Mrs. (Capt.) Albemi Ouellette and son, who have been the guests of her husband of the Breymann dredge *Toledo* at New York City for the past six weeks, has returned home.

A. Johnston, Deputy Minister of Marine and Fisheries, has let the contract for the new reinforced concrete tower on a wooden crib at the head of the Livingstone Channel, lower Detroit River. The work will be commenced at once.

The tug *Annie Morrell* and lighter *Ontario* are unloading 12 loads of gravel at Bois Blanc Island and the schooner *Jennie* is discharging several loads of building stone for the construction of an addition to the power house on Bois Blanc, where a large boiler will be installed.

The steamer *W.L. Brown* of the M.A. Hanna Co., Cleveland, grounded in Lake St. Clair Tuesday while upbound with a cargo of coal. The tug *Harding* pulled on the steamer several hours and failed to release her and a lighter was sent for, but the big steamer floated off before the lighter arrived.

Capt. Joseph Marks has shipped as mate on the wrecker *Abner C. Harding*.

Harry T. Dunbar, the well-known Buffalo dredge man, spent a few days in town last week.

Earl McQueen visited his father, John S. McQueen, a few days this week while on his way from Port Colborne to Port Arthur.

Leonard Nattress, oiler on the D. & B. steamer *Eastern States*, spent a few days last week at the home of his father, Rev. Thomas Nattress, Park Street.

Dolphus Bezaire has returned home from Cleveland and shipped as chef on the tug *Milwaukee*. Albert Brown has shipped as chef on the U.S. lighthouse steamer *Aspen*.

Capt. William Parker, supt. of the Sandwich Fish Hatcheries, has been down for several days getting his fishing grounds and pounds in shape for the fall fishing and whitefish spawn.

Lack of harbor accommodations in Cleveland again has resulted in the *See-and-Bee* of the Cleveland & Buffalo Transit Co. seeking winter quarters in Detroit. The big passenger craft arrived at Detroit and went into ordinary at the Orleans Street dock of the Detroit Shipbuilding Co., where she was constructed nearly three years ago. Until the new terminal now in course of construction in Cleveland for the D. & C. and C. & B. lines is completed, the *See-and-Bee* cannot winter in Cleveland harbor.

Soon after entering Livingstone Channel at 2:30 p.m. Thursday of last week, the steamer *Midland Prince* began signalling for a tug. The *Marion E. Trotter* made a quick run across from Amherstburg and it was learned that the steamer was leaking forward as a result of damage she was reported to have received in swinging against the steamer *G. Watson French* while both were lying in St. Clair River during the fog in early Friday morning. The *Trotter* took out cement, oakum and two divers of the Trotter Towing & Wrecking Co. from Amherstburg and repairs were made while the steamer lay off Bar Point. About 25 rivets are reported to have been broken or loosened and one of the bow plates damaged. Half a dozen steamers following the *Midland Prince* were sent down the Amherstburg channel after her signals were sounded, as it was feared she might be in a helpless condition.

The Department of Marine and Fisheries has finished shifting the range lights on the Fort Malden ranges and Stephen J. Pettypiece, who secured the job of lighting them, started on Saturday. The ranges are about 500 feet apart and are located on the axis of Ballard's Reef channel. The front range shows a fixed white light and the rear one a fixed red light. The shore targets are the same as before, the one in front being white and the one in the rear red.

Since the opening of the Livingstone Channel, considerable difficulty has been experienced in keeping light buoys in place between the south end of the dikes and Bois Blanc Island on the east side of the channel. The cross-current there, caused by the bend in the river and the island, is very strong and has tended to move the buoys westward. As a result of the trouble, the lighthouse department now is building

two concrete cribs, such as are used in the lower end of the channel, between Bois Blanc Island and the dikes. This is calculated to prevent shifting of the lights. With the assistance of the tug *Marion E. Trotter* and a diver employed by Capt. F.J. Trotter of Amherstburg, the lighthouse tender *Aspen* has placed the first of two cribs which are to serve as foundations for additional fixed lights on the east bank of Livingstone Channel near the head of Bois Blanc Island. The cribs were constructed at the lighthouse depot, foot of Mt. Elliott Avenue, Detroit. They are built of timber 8 x 8 inches, are about 20 feet deep and have an ice-breaking angle on the end pointing upstream. The one just placed was sunk almost opposite the residence of J.T. Keena on Bois Blanc, being forced down by rock loaded into it by tug derrick scow *Handy Andy*. The swift current made the work of placing the crib rather difficult. Twenty-five or thirty local men are employed on this work, filling the cribs with concrete, and the work will last about two months.

Capt. Ed. Maguire and son have taken charge of Duff & Gatfield's marine station at the Livingstone Channel.

Goodchild Bros. and the Lake Erie Fish Co. are driving stakes and setting twine this week for the season on Lake Erie.

Mrs. Harry Martin of Port Huron is a guest of her husband, steward on the wrecker *Harding*.

The steel Canadian steamer *Rosemount*, loaded with wheat, laid in port here back of the post office all day Wednesday while a broken pump was being repaired.

October 2, 1914

The Empire Engineering Corporation drillboat *No. 1* pulled into port Monday, having finished her work on the Livingstone Channel, and will go to Buffalo as soon as a tug arrives to tow her.

Buoy No. 9, which was temporarily removed from the west bank at the turn into Livingstone Channel during the progress of dredging and blasting operations, which are widening the channel approach, has been replaced in its former position. When the work at the head of the channel is completed there is a possibility that the buoy will be replaced with a permanent light, according to Edward L. Woodruff, inspector of the Eleventh Lighthouse District.

The second concrete crib being built in the Livingstone Channel by the United States War Department was placed Monday afternoon by the tug *Trotter* and the lighthouse steamer *Aspen*. The U.S. Lighthouse Department has chartered Capt. H.W. Baker's big lighter *Eleanora* and she came down from Detroit Sunday and went out Tuesday morning to assist in the work of filling the cribs. About twenty local men are employed on the *Eleanora*. The work will last about six weeks longer.

The steamer *B.F. Berry*, upbound Sunday, ran aground and swung across the head of the Livingstone Channel in the mud. A lively race between the tugs *Harding* and *Trotter* took place to the stranded steamer and she was released by them in a couple of hours.

DREDGE ABERNATHY BURNS.-The dredge *Abernathy*, owned by John Fraser of Amherstburg, was almost completely destroyed by fire at Pelee Island Thursday night of last week. The dredge had been working for some months on a contract in the Curry marsh, but for three weeks past was idle, waiting until the new pumphouse was built before completing the removal of the dam and digging herself out. She was in charge of Arthur Healey of Amherstburg, who with Mrs. Healey was aboard. Thursday night she was awakened near midnight by the smell of smoke and so far had the flames advanced by that time that they had just time to escape without being able to secure any more clothing than they had immediately at hand. Mr. Healey made a dash back in an attempt to save Mrs. Healey's clothing and was followed by his dog. To show how far the fire had progressed, he finally made his way out, but his dog was burned to death. The alarm brought people from far and near but nothing could be done but watch the dredge burn to the water's edge. It buckled up after the flames had licked up everything inflammable and sank to the bottom of the canal, where the hulk lies in four or five feet of water. The machinery received such a baptism of fire that it is thought to be spoiled. Mr. Fraser was over Saturday and inspected the wreck. The dredge was built at Amherstburg in 1912 and cost in the neighborhood of \$20,000. She carried an insurance of \$15,000

in the New York Boiler and Casualty Insurance Co.

October 9, 1914

The steamer *Eleanora*, a sand and gravel carrier owned by Capt. W.H. Baker of Detroit, was sunk early Sunday morning in the Livingstone Channel west of Bois Blanc Island and a \$10,000 derrick aboard her was ruined when the vessel crashed against a stone dike forming the base of a new stationary light being built there, and stove a huge hole in her side. Three men were aboard the *Eleanora* when she went against the rock. They attempted to patch up the hole, but the vessel took water so rapidly that they were forced to abandon their efforts and flee. They had been off only a few minutes when she sank. The *Eleanora* had four anchors out, two at each end, when the steamer *H. Pierpont Morgan* passed. The big 10-ton "whirley" which operated on a 150-foot track aboard the *Eleanora* was knocked overboard and broken to pieces. The *Eleanora* was built in 1904 and is valued at \$17,000. Capt. Baker went out to inspect her Sunday, taking his tug, the *E.B. McNaughton*. Men were put to work at once, preparing for the task of raising her. The ship lies just off the east bank between the stone dikes and Bois Blanc Island. The *Eleanora* was under charter to the U.S. Government to build two crib lights in Livingstone Channel.

The tug *Alva B.* left Sunday morning with drillboat *No. 1* of the Empire Engineering Co.'s fleet for Buffalo, after working for two years on the intersection of the Livingstone Channel. Capt. Wm. Blanke, who had charge of the drill, will be greatly missed by the town boys, as he was a favorite among them. Capt. Edward Keoppel, superintendent of this company, was also well-liked by the townspeople. As the fleet pulled away from the dock, a salute started by the river craft and did not end until the fleet was almost out of sight.

October 16, 1914

A dredge belonging to the Lakeside Dredging Co. was taken to Rondeau harbor last week by the tug *Trotter*.

Mrs. James T. McCarthy has returned from a trip up the lakes with her husband on the steamer *A.E. Stewart*.

Gordon Ferriss of the tug *Welcome* at Wyandotte spent the weekend with his daughter, Mrs. Hilland Pettypiece.

Arthur Burns left Friday for a trip up the lakes with his brother-in-law, Capt. James T. McCarthy, on the str. *A.E. Stewart*.

Claire Ferriss of the Great Lakes D. & D. Co. has returned from Buffalo and is the guest of his sister, Mrs. W.G.H. Pettypiece.

The tug *Sonora*, flagship of the Empire Engineering Corporation, has been in port for several days having boiler repairs made.

A report circulated in town Thursday evening of last week that a drillboat with its crew, belonging to the M. Sullivan Dredging Co., at work in Buffalo harbor, was blown up and that three Amherstburg boys were seriously injured. However, when the wires got busy, the report proved untrue.

E.N. Woodruff, inspector of the 11th Lighthouse District, has started work on the building of two permanent foundations for lights No. 16 and No. 18A on the east bank of Livingstone Channel opposite head of Bois Blanc Island. The inspector requests that vessels bound down through Livingstone Channel proceed under check and endeavor to avoid damage to the work in progress.

Capt. H.W. Baker successfully raised his lighter *Eleanora* with the wrecker *T.W. Snook*, which sank while lying alongside a light foundation which she had been working on. The *Eleanora* was taken to Detroit and will be repaired. The derrick will have to undergo sundry repairs before it can be used again.

The United States War Department steamer *Surveyor* has made Amherstburg her headquarters until she finished the survey work on river improvements in this vicinity. The *Surveyor* will be here for about six weeks.

Supt. Keeney of the Empire Engineering Corporation was kept on the jump Saturday and Sunday

rushing the work of repairing the broken swinging crane of dredge *No. 1* at work on the Livingstone Channel. The Amherstburg Iron Works worked all day Sunday on a big steel casting which was required for the repair job.

The Canadian Department of Marine and Fisheries have put their electric storm signal into commission at the waterworks for night service, although all steamers go down back of Bois Blanc Island. The Department has initiated a service which arrives here and is put on daily after nine o'clock each night.

The big Canadian steamer *George A. Graham* coaled at Mullen's coal dock Tuesday and, as she was light, she stayed in port all night.

Friday morning the people of Amherstburg received a distinct shock for the second time within a week by a sudden and unexpected death, that of Henry Hamilton, well-known marine diver and mason contractor. Mr. Hamilton was sitting in his chair when his family retired on Thursday night and when Mrs. Hamilton arose Friday morning she was almost prostrated by the shock she received on finding him lying dead on the floor of the sitting room, where he had apparently lain down to sleep....Mr. Hamilton was of Scotch parentage and was born in England 41 years ago....He came to this country with the family and settled in Malden, where he married Miss Goodchild, daughter of John R. Goodchild, 17 years ago....When dredging was active on the lower Detroit River he was employed as diver by the U.S. Government, which occupation he followed for many years....

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October 23, 1914

The str. *Peter Reiss* ran aground at Bar Point Saturday morning and it took the tugs *Harding* and *Trotter* too long to get to her and she released herself from the mud.

The tug *W.B. Aldrich*, formerly the Detroit River buoy boat, but laid up all summer, is again in commission and looks very natural. She is in command of Capt. Hackett and is at work on the lighthouse cribs for the U.S. Government.

Quite a number of contractors have inspected plans and specifications for the new lighthouse which the Canadian Department of Marine and Fisheries proposes to build at the head of Livingstone Channel, marking its intersection with the Amherstburg channel. It is anticipated the contract may be let soon.

Albert Flint, fireman on the tug *Squaw*, met with a serious accident about 1 o'clock Wednesday morning, in which he nearly lost both feet. He was on the Empire Engineering Corporation dredge, talking to the runner, when unwittingly he moved near the steel cable which hoists the bucket and as it let out, both feet were under the cable. One instep was badly lacerated and the other scraped and bruised, and it was feared at first that he was crippled for life. He was hurried to Amherstburg by tug, taken to Dr. Teeter's, who dressed his injuries, and he will not be permanently disabled.

The old steam barge *Energy*, which John Fraser removed the boiler from for his dredge, is being torn to pieces by Thomas Kemp at the rear of Mr. Fraser's residence, who will make a lighter out of the hull after the engine is taken out.

The big dredge has nearly completed its contract on the Richmond drain and there will be no danger of a flood when next winter's freshets come.

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November 6, 1914

Mrs. David Kett and family have moved from the Panama Canal and taken up housekeeping in the Allen house, Gore Street.

The steamer *Wm. C. Wente* (Capt. George C. Burns) stopped at this port Sunday for weather, which gave him a chance to call on relatives in town. The steamer was loaded with lath.

American Government engineers have a number of men employed sweeping the river from Fighting Island to Ballard's Reef. The tug *Trotter* is engaged towing the raft and appliances.

Capt. Harry T. Cook, Capt. Harry Brault, James Bainbridge and Dennis Dube arrived home this week from Alpena to spend the winter with their families, after working all season for Dunbar & Sullivan.

Lloyd Pillon raised the famous sail yacht *Minx*, in front of Mrs. Jean Hackett's, and took it down

to his own beach in Malden Township. A heavy sea since broke up the yacht and it washed ashore in pieces.

Albert Flint, who was so badly injured a few weeks ago aboard the Empire Engineering Corporation dredge *No. 1*, is able to be out on crutches. Only one of his feet is paining him and he will be all right in another month.

The str. *Morden*, Canada's largest steamer and one of the longest on the chain of lakes, grounded midstream inside Bar Point while proceeding up the river laden with coal Sunday. She released herself when the water rose. The *Morden* is 625 feet long.

Capt. Bert Bailey has arrived home from sailing on the str. *E.L. Wallace*, which laid up at Detroit. He shipped Monday on the str. *Alaska*.

Capt. J.T. Hutton was in town a few days this week looking over his company's lighter, the *McWilliams*, and has arranged to have a crew on watch night and day. The lighter has two fast clam rigs aboard and will work with despatch.

The steamer *Alaska* discharged a big cargo of $\frac{3}{4}$ lump coal for the Mullen Coal Co. at this port Monday.

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November 13, 1914

The ferry steamer *Garland* was down at Bois Blanc with supplies on Tuesday.

James Bainbridge has shipped as second engineer on the tug *A.C. Harding*.

Fay Jones, wheelsman on the str. *G.J. Grammar* all season, has arrived to town to spend the winter, after laying up the steamer in Chicago.

Capt. Melville A. Bezaire has arrived home to spend the winter with his wife, after sailing all season as mate on the steamer *G.J. Grammar*, which is laid up in Chicago.

A.T.C. McMaster of Toronto has been awarded the contract for the construction of a lighthouse at the entrance to the Livingstone Channel of the Detroit River. The figure is \$14,500.

Capt. Edward Tobin has laid up his steamer of the Pittsburgh Steamship Co.'s fleet and is spending a couple of weeks with his wife, who has been the guest of his parents in town.

The Great Lakes, which a year ago Monday and Tuesday were lashed into the most terrific storm in their known history, taking the lives of 270 sailors and sending 14 ships to the bottom, were calm and quiet on the anniversary. The storm signals were out on Saturday, just as they had been for a day preceding the big gale of last year, but they were taken down Sunday and no storm is immediately anticipated. It will be remembered that the greatest freighters sailing on fresh water, which were thought capable of weathering any storm that could blow on the lakes, were capsized like canoes in the gale, and not one of the crews was left to tell the story of "Black Sunday," November 9th, 1913, as it became known. The bodies of more than half those who perished still lie in the lakes. The storm centred in Lake Huron and there the most life was lost. Until nearly Christmas last year the shoreline of Lake Huron from Tobermory to Sarnia was patrolled daily and the lake country underwent one of the most distressing periods in its history. Tuesday was a sad anniversary for Collingwood, which lost about 70 of its citizens in the storm. This year not a life has been lost in the wrecking of ships.

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November 20, 1914

All the small pleasure craft along the riverfront are being out into winter quarters.

Alfred Hamilton, employed as foreman on a derrick scow at Chicago, Ill., for the Great Lakes D. & D. Co. all season, has arrived home to spend the winter with his family.

Earl Lawler of the Dunbar & Sullivan Dredging Co., Troy, N.Y., is home for the winter.

Albert Flynn has taken his berth on the tug *Squaw*. His feet, which were badly injured in a recent accident, are healing rapidly.

Charles Kemp of the Great Lakes Dredge and Dock Co., Boston, Mass., arrived home Monday to spend the winter with his parents, Mr. and Mrs. Arthur Kemp, after two years' absence. Capt. James M.

Kelley, mate, and Walter Callam, wheelsman, returned home this week to spend the winter after laying up the steamer *Fitzgerald*, which has a cargo of storage grain in Buffalo harbor.

Men of the Sullivan fleet home for the winter are Frank Harmon, Frank Ong, James Allen, Orville Fox, John Healey Sr., John Healey Jr., Ed. Dornan, Robert Ryan, Randall Girardin, Parker Girardin, Walter Sherrill and Harold Thomas.

Work has been suspended until spring on the lighthouses being built in the Livingstone Channel by the U.S. Government. All the rough work has been completed and the bad weather would not permit the finishing touches being put on them.

The water level of the river went down three or four feet, two or three times this week and the riverbed was dry out to the channel bank, giving relic hunters a chance to pick up relics, and some were lucky enough to pick up some treasures worthwhile.

William Livingstone, president of the Lake Carriers' Association, testifying before the International Joint Waterways Commission at Detroit on Tuesday, declared Lake Erie is more polluted than any other of the Great Lakes and for that reason few steamers take water for drinking purposes directly from that lake.

John Bernard has torn to pieces the old Ballard's Reef lightship "*Relief*" at the Government supply depot lower dock and has taken it to his home to convert into firewood.

On account of so much stormy weather, the dredge *Tipperary Boy* and tug *Shaughraun* have been laid up at Alpena until next spring, and all the crews have returned home.

The Great Lakes D. & D. Co. dredge No. 7, at work on the Fighting Island channel, lost a big shive⁸ from a spud Saturday morning and a diver and diving outfit from the wrecker *Mills* were secured and recovered it.

The Dunbar & Sullivan dredge *Brian Boru* and the tug *Shaun Rhue* are still at work on the spoils bank of the Livingstone Channel and will continue until the River Rouge, where the co.'s stone crusher is situated, freezes over. A big hole has been dug in the stone pile this season, which shows that their crushed stone is in demand throughout Wayne County.

Last season U.S. and Michigan State authorities succeeded in obtaining 120,000,000 whitefish spawn from the Detroit River. Chief Deputy David Jones is authority for the statement that this year the number will not be in excess of 50,000,000 and there is a possibility of the Federal and State authorities having to get permission to fish in the inland lakes of the State where quantities of whitefish are known to be. Deputy Jones says that the dredging of the Detroit River for the Livingstone Channel is to blame for a great part in the inability to secure the fish spawn this year, the seining grounds used in former years having been almost if not totally destroyed. The Michigan Fish Commission, which has the authority to allow the Federal authorities to fish in the inland lakes of the state, has been asked by the Federal authorities for the right to resume their fishing for spawn in certain lakes after the twentieth of the present month and it is thought that this will be allowed. Last season the State Game Department netted the State several thousand dollars from the sale of whitefish taken from the Detroit River after the spawn had been turned over to the Federal authorities for hatching purposes. This year, from present indications, the amount will be far less than last year, owing to the inability to secure the fish.

ADRIFT ON LAKE ERIE.-After drifting about in Lake Erie for nearly two days without anything to eat, four businessmen of Toledo - A. Peters, D. Gould, F. Foyt and W. Blesshe - were picked up at the Dummy light, nine miles southeast of Kingsville, at noon on Tuesday, nearly dead from hunger and exposure. They had a most terrifying trip, having been blown about in the big gale that had swept Lake Erie for the past two days, and many times thought that the little boat was doomed. The party left Toledo on Sunday evening to go to West Sister Bay, near Toledo, for a day's fishing. They had not gone far when a stiff gale sprang up and soon after their sails were blown away. About four o'clock on Monday morning

⁸ sheave - a wheel with a grooved rim, for transmitting force to a cable

they lost their anchor when they threw it out in an effort to moor their craft. They then rigged up another sail and made for Detroit light at the mouth of the Detroit River. Before they could effect a landing, their sail again blew away and they drifted until picked up at the Dummy light Tuesday by A. Brown's fish tug. They had been since Sunday night without food and were nearly perished with cold and wet. They were brought to Kingsville and taken to the Grovedale Hotel and taken care of. Considering the terrific storm on the lakes and the distance - they drifted some 27 miles - it is a miracle that they lived to tell the tale.

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November 27, 1914

Subject to confirmation of the United States District Court, the libelled steamer *Bulgaria* was sold by United States Marshal Behrendt Wednesday of last week to F.H. Hackett, on the latter's bid of \$525. The sale was to satisfy a \$7000 claim for salvage by the Hackett Wrecking Co. The vessel's cargo of 2800 tons of coal was released under bond several days ago. The *Bulgaria* was libelled October 29th after the tug *Francis B. Hackett* brought her to Detroit from Pigeon Bay, below Point Pelee, where she had been beached in a sinking condition.

The steamer *Colonial*, that grounded on a sand bar several yards from the shore of Lake Erie during a heavy gale on the morning of Friday, November 13th, went to pieces on Sunday and now only a smokestack marks the place where the vessel rests in about 18 feet of water. The heavy sea running Sunday accomplished the destruction of the boat and piece by piece the upperworks were torn away until only the hull under water remained. The 13 of the crew, who managed to reach shore after being thrown into the water when the lifeboats capsized, are still at farmhouses in the vicinity. The wrecking tug *Manistique* is nearby waiting for favorable weather. She will attempt to salvage the cargo of coal with which the *Colonial* was loaded and will also endeavor to recover some of the machinery. The *Colonial* will be a total loss.

Improvements to navigation in the Detroit River eventually will result in closing the fish hatchery at Detroit. Many million whitefish eggs have been developed there annually by the United States Bureau of Fisheries. In 1905 the bureau developed 253,000,000 whitefish eggs and about 50,000,000 pike perch, but the digging of the Livingstone Channel has practically destroyed the spawning grounds in the Detroit River. Therefore officials of the Fisheries Bureau are advocating the establishment of a hatchery in the Saginaw Bay district and the closing of the Detroit hatchery. "We have been notified," said Commissioner Hugh M. Smith of the Federal Fisheries Bureau, "that our spawning houses and other buildings on Grassy Island will have to be destroyed because the engineers have decided that a ship channel must be dug across it." The digging of the channel will destroy the spawning grounds between Grassy Island and the old channel. The destruction of the spawning grounds will make it impossible for us to get whitefish there and this year our only operation in the Detroit River will be along Belle Isle, where we catch the whitefish on their way to the spawning grounds."

The tug *Trotter* had two steamers aground all to herself Friday night, the *M.A. Bradley*, bound up, and the *W.H. Wolfe*, bound down, at Bar Point. Both masters were brought into town to telephone their owners and the steamers were released same night.

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December 4, 1914

Capt. Edward Gatfield of the str. *Hanna* is home for the winter.

The tug *John E. Monk* brought in the Grubbe gas buoy this week, leaving a stake for the winter.

Capt. A.C. Callam, master of the str. *Fitzgerald*, has arrived home for the winter after laying up his steamer at Buffalo.

Capt. John T. Hutton brought down the str. *Bulgaria* from Detroit last week and laid her up at Woods' lumber dock for the winter. Capt. Hutton may sail the steamer *Bulgaria* next season.

The tug *Brookes* took out a few tons of soft coal to the lightship *Falken* at the Southeast Shoal for the harbormaster Saturday.

The fish tug *Dalton McCarthy*, owned by Goodchild Bros., has had an electric light plant installed to enable them to lift their nets at night.

President Livingstone of the Lake Carriers' Association announces that aids to navigation will be kept in service in the 11th District as long as can be consistently done, weather conditions permitting. Already an order has been issued for the principal lights in Lake Superior to remain in commission two days longer than last year, the first discontinuance taking place on December 7th. Arrangements have also been made to have the large gas and bell buoy maintained on Hoe Reef until December 5th and the gas buoys at the mouth of St. Mary's River until December 13th. In all instances these dates of withdrawal are later than heretofore. Conditions, of course, in all localities depend upon the rapidity with which ice forms. The lighthouse tender *Amaranth* is now at Sault Ste. Marie, having completed gathering up the floating aids to navigation along the west shore of Lake Huron. Buoys in St. Clair and Detroit Rivers will remain out until ice threatens.

The shipping season closed officially at 12 o'clock Monday night when insurance expired and some of the grain and coal carriers had to hustle to get out in time. There was no rush of business, however, and the finish was the tamest for many years. Carrying charges for the last trip were the lowest in years and tonnage demand was light. The last ore and coal cargoes were moved at the same rates that were paid all season. Practically all the freight that will be loaded in December will be taken by uninsured vessels, as no arrangements have been made for extensions by local insurance agents. It is the first time in 20 years that insurance extensions were not sought. Steamers could not pay the extra insurance and break even at the rates paid for carrying grain in December. Only one grain charter was reported Monday.

The patrol tug *Dispatch*, in charge of Capt. Biddlecome all season for the Lake Carriers' Association at the Livingstone Channel, has been hoisted up on the dock at the foot of Richmond Street and put into winter quarters. Capt. and Mrs. Biddlecome and family have made their residence in Amherstburg and were found to be useful citizens, taking part in everything for the welfare of the town. The *Dispatch* has rendered very valuable services at the Livingstone Channel and not an accident of any kind occurred there during the season.

The Maytham interests will operate towing branches at every big port upon the lakes next year, in opposition to the Tug Trust.

Capt. Thomas Johnson, general manager of the Great Lakes Towing Company of Cleveland, Ohio, was in town Friday looking over his fleet here.

The Dunbar & Sullivan Dredging Co.'s dredge *Brian Boru* and tug *Shaun Rhue* have left the spoil banks, where they have been working all season, and have gone to the River Rouge, Detroit, to lay up, and the following crews have returned home:- Capt. Ed. Munn, Alex. Anderson, Clevis Martin, John Sullivan, E.H. Hebert, George Mongeau, Wm. Cox. Tug - Clyde Tobin, Wm. Shewfelt, Albert Smith, Frank Eisenhaeur, Paul Desjardin.

The two big steamers *Boston* and *Rochester* of the New York Central line lay at this port Tuesday night on account of the thick fog. The boats resembled a great white way in a city with their numerous electric lights.

Heavy fog which fell over Detroit River about 5 o'clock Monday afternoon and remained throughout Tuesday, Tuesday night and Wednesday, with scarcely a momentary lifting, brought navigation through the river practically to a standstill. Only three vessels passed Detroit upbound during the 24 hours preceding 8 o'clock Tuesday night and no vessel was reported passing down. Tuesday night a considerable fleet of freighters upbound was reported lying at anchor outside Bar Point, their pilots unwilling to risk navigation in the river during the fog. Three downbound steamers were anchored above the head of Livingstone Channel, where they had been all day, and other boats were lying between Detroit and Amherstburg. The steamers *Boston* and *Rochester* of the Western Transit Company were reported moored at Amherstburg. The only accident in the vicinity of Detroit attributed to the fog was the standing of the dredge-tending tug *Squaw* on a rock pile near Lime-Kiln Crossing. The tug's master is said to have mistaken lights on the rock pile for shore lights. The *Squaw* was released by the tug *Marion E. Trotter* of the Trotter Towing & Wrecking Co., Amherstburg. She was brought Wednesday to Walter H. Oades' shipyard, Detroit, for repairs.

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December 11, 1914

Amherstburg sailors are arriving home to occupy their winter berths. Among the latest arrivals are James Kirtley from Cleveland; Wm. Kaake of the str. *Ireland*; Edward Burns, mate of the str. *Dimmick*; Lloyd Smith of the *Kirby*.

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December 18, 1914

The river blocked on Tuesday night. Quite a number of gas buoys are still out.

Navigation in local waters can never be said to close until the Southeast Shoal lightship *Falken* is safe in the harbor at Amherstburg and every year the crew runs more or less risk remaining at their station awaiting the passage of the last belated steamer. This year was no exception. Capt. S.A. McCormick and crew didn't get orders to lift anchor for the winter until Monday morning and their fight to gain the mouth of the river in the teeth of a zero blizzard reads like a romance. Ice floes were numerous; huge waves rolled over their boat or broke in icy spray all about them, covering the *Falken* deep with ice and retarding her speed. It was dark when they reached Amherstburg. Every member of the crew who had in any way been exposed having his clothing frozen stiff, several with frostbites in different parts of their body, all exhausted and mighty glad to be home safe and sound. Capt. Eugene McCormick was so worn out that he had to take the car to his home on Sandwich Street.

The Trust tug *Michigan*, Capt. Hawkes, stopped at this port Saturday on her way from Port Huron to Buffalo, where she will be employed breaking ice for the winter.

The dredge *Pocantico* and tug *Squaw* and flagship *Sonora* of the Empire Engineering Corporation, at work on the head of Livingstone Channel, pulled in Monday and have been laid up at the foot of Murray Street.

The season of navigation on the Great Lakes for 1914 has virtually closed, although two more vessels may come down. The steamers *Griffin* and *Lasalle* slipped quietly down the river on Sunday afternoon and out into Lake Erie. Due to low rates and scarcity of business, this year witnessed as early a closing as has been experienced in many years. It is also the first season in some time that there has been an ice-bound fleet in the upper lakes.

The *Chatham News* says: "The ice-crusher *Leroy Brooks*, Capt. McQueen of Amherstburg, owner and skipper, is laid up at the mouth of the Thames. This was the pleasing announcement received this morning by men who have been active in the agitation to secure the boat this year. A week ago there was considerable question about the boat being in service, as the owner and the Government has not been able to agree on the price. Ex.-Ald. Charles Lister and some others got busy and the next information they had was the fact that the tug had arrived at the mouth of the river last evening. Last year there was not much chance to learn just how valuable the tug will be because there was no very high water, but at that the tug did a lot of good. Chatham people believe that the tug will save many times what it will cost to keep her there."

The steamer *Papoose* has gone to Detroit to go into winter quarters.

Capt. Thomas Cooper of the tug *Squaw* left this week for Detroit to spend the winter with his wife. Henry Banks and Norman Wilson, chefs on the str. *Barlum*, have returned to spend the winter here.

~~~~~  
December 25, 1914

Albert Fox, the well-known liveryman, will start in a few days, as soon as the ice is stronger, with a gang of men cutting out the Lime-Kiln Crossing gas buoy, which is embedded in the ice back of S.O. Johnson's. Mr. Fox will also tackle the job of rescuing a gas buoy frozen fast in the rushes at the mouth of the Canard.

An oiler from the lighthouse tender *Amaranth* slipped and fell off a ladder into the river Tuesday night. His cries soon brought help and he was brought uptown to thaw out, after which he was taken aboard his ship. He is said to have cracked two ribs by striking the dock when he fell from the ladder leading



down to the *Bulgaria*.

Ice has interrupted the ferry service between Windsor and Detroit and Windsorites were compelled to shop at home for once....

The tug *Francis B. Hackett* is reaping a harvest all by herself this week. She took the U.S. lighthouse tenders to Colchester Friday, returning Saturday with six gas buoys recovered from the ice. The *Hackett* went to Sandusky Sunday to get the lighthouse tender *Crocus*, but the steamer could not stand the trip and had to turn back to lay up. The *Hackett* came back Tuesday and took the lighthouse tenders which have been lying here to Detroit. Both tenders are badly damaged by getting squeezed in the ice. It is not known if the Bar Point lightship will be taken to Detroit or not.

Capt. George Blalock took the hull of the steam barge *Energy* down in front of his residence last week and will use it for a dock.

Mrs. William Grubling, who has spent the summer with her husband, engineer on the tug *Abner C. Harding*, has gone to Toledo for the winter.

Capt. Charles Kelley has laid up Westcott's marine office at the Livingstone Channel for the season and taken up his residence on Sandwich St.

The tug *W.B. Aldrich*, which Capt. Charles R. Hackett used for several seasons as [an] all-round tug, is being dismantled by Capt. McQueen. The boiler and engine are being taken out and the hull will be put in some boneyard.

The Great Lakes fleet at work on the Fighting Island channel improvement got caught in the ice last Wednesday morning and it took the four tugs *Allcott*, *Milwaukee*, *Welcome* and *Casidy* till Saturday night to take the three dredges No. 7, No. 9 and *Pan-American* to the Great Lakes Engineering Works, Detroit, to lay up. It was necessary for the tug *Welcome* to go into dry-dock Monday after going through the ice.

Pollution of the Great Lakes and tributary rivers is becoming a serious menace to health, according to the annual report of Surgeon-General Rupert Blue of the U.S. Public Health Service. He points out that about 16,000,000 passengers are carried each year over the Great Lakes and that more than 1600 vessels use these waters. "It becomes apparent, therefore," Dr. Blue declares, "that these inland vessels play an important role in the maintenance of the high typhoid fever rate in the United States. The pollution of the Great Lakes and rivers contributory thereto is becoming a serious question. These large bodies of water are constantly becoming more polluted, thus lessening their value as a source of water supply. Virtually all of these vessels obtain water used aboard for all purposes by pumping from the lake." It is recommended that water so taken be purified before using [it] for drinking purposes.

Capt. Fred. J. Trotter has put the tug *Marion E. Trotter* and wrecker *J.E. Mills* into winter quarters.

Capt. Joseph E. Mahon, master on the steamer *Alaska*, is home for the winter. He has had a busy season.

Henry Maguire, who has been employed on harbor work in Chicago all summer, has arrived home for the winter.

Arthur Kiyoshk, marine diver off the wrecker *Mills*, left last week for his home at Chippewa Hill to spend the winter.

The lighter *McWilliams* has gone into winter quarters at Woods' lumber dock and the steamer *Bulgaria* is laid up at the foot of Richmond Street.

Orin Ong, chef on the tug *Harding*, which will break ice for the car boats at Port Huron this winter, is home for a few days' visit with his family in town.

Charles Fortier, Paul Ryan and Lewis Mero of the Empire Engineering Corporation, Buffalo, N.Y., are eating Christmas turkey with their families in town today.

Capt. James McCarthy of the str. *A.E. Stewart* arrived in Detroit to spend the winter. Wm. H. Bush and Ruddy McDowell, chefs, have also arrived home for the winter.

Many of the crafts laid up at this harbor are leaking more or less, and some will sink during the winter months, making an expensive wrecking job, if they are not properly looked after.

Capt. Bert Bailey of the steamer *A.E. Shores Jr.* has arrived home to spend the winter with his

family. Capt. Bert has been passing out the cigars on the arrival of a daughter at his home.

Albemi Ouellette of the dredge *Toledo*, New York City, is spending the holidays with his family in town.

Capt. John McQueen and crew of the tug *Leroy Brooks*, breaking ice in the River Thames, are spending Christmas Day at their homes in town.

**LIGHTSHIP ARRIVES ENCASED IN ICE.**-After remaining at her station on Southeast Shoal, Lake Erie, until the last steamer passed down, the Canadian lightship, formerly the Norwegian whaler *Falken*, was brought to Amherstburg by Capt. S.A. McCormick through a gale and blizzard that covered the vessel with a heavy armor of ice. Several windows were broken by the heavy seas.

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