

Echo SOUNDINGS

MARINE NEWS of 1900-1901

Excerpts from the
Amherstburg Echo



Volume V, Number 2
Summer 2002

Mars *quarterly publication of the Marsh Collection Society, Amherstburg, Ontario*

MAR

Echo **SOUNDINGS**

MARINE NEWS of 1900-1901

Excerpts from the
Amherstburg Echo



Volume V, Number 2
Summer 2002

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

Copyright © 2002
Marsh Collection Society
235A Dalhousie Street
Amherstburg, Ontario
N9V 1W6 (519) 736-9191

Articles herein are reprinted with the permission of the *Amherstburg Echo* and Bowes Publishers Ltd.

This book, or parts thereof, may not be reproduced in any form without the written permission of the Marsh Collection Society and the *Amherstburg Echo*, except by a reviewer who wishes to quote brief passages for inclusion in a review.

ISSN 1480-6444

First printing 2002

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

Introduction

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

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

A large part of the Marsh Collection is books, files and photographs relating to the marine history of Amherstburg and the Great Lakes system. These items form the nucleus of a future marine museum. The *Amherstburg Echo* and Bowes Publishing Ltd. have graciously allowed us to reprint the "Marine News" columns and other relevant articles which appeared regularly in the newspaper from its first issue in November, 1874. The *Echo* is still in publication today, having operated continuously for 127 years, and occupies the building constructed for the *Echo* in 1915.

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

August 3, 1900

Several hundred dollars worth of silverware stolen from the steamer *North Land* two years ago was found last Saturday in Buffalo.

Capt. McKay of the Lake Carriers' Association will have the west side of the river opposite Amherstburg marked with lights on floats during the time the dredges are working at that point.

James Corrigan of Cleveland requests masters and crews of vessels passing through Lake Erie to keep a sharp watch out for the bodies of his daughter and niece, drowned when the sail yacht *Idler* capsized some weeks ago.

Capt. John Cornwall, who had contracted to buy the tug *Marion Teller* and had made several payments prior to her foundering in Lake St. Clair, is said to have given up all title to her, and it is reported her former owners, the Beaubien Ice Co. and Captain Anthime Moisan, are negotiating with a view to having the tug raised.

Owing to the frequent collisions in the narrow channels, it may become necessary in the course of time to buoy the channels through the centre and then to compel all craft to pass well to the right of the buoys. Such a course would compel greater caution in handling steam craft and it would oblige most of them to reduce speed in the narrow channels. The necessity has not yet arrived for such a radical change and so the lake craft will continue to jostle each other into the dry-docks for some time to come. If lake traffic continues to increase during the next ten years as rapidly as it has in the past decade, the Government may be compelled to mark the narrow channels more carefully than heretofore.

Edward Haines, the sailor on the schooner *Sage* who escaped from the forecastle after the recent collision, has been taken to the marine hospital in Detroit. He was sleeping in a bunk in the forecastle on the side that was struck by the steamer *Chicago*. The bow of the *Chicago* shattered his bunk, breaking his arm, dislocating his shoulder and crushing his side. He was nearly to his neck in the rushing water before he was finally liberated through the hole made by the *Chicago*. The body of Oliver Obrey, the drowned sailor, cannot be recovered until the *Sage* is partly raised, it is said. He was 55 years old and left a wife and one son at Monitowoc. He had no chance to save himself.

At 1:35 o'clock Wednesday morning the schooner *J.S. Richards* was run

into and almost instantly sunk by the steel steamer *John W. Moore* about 500 feet off the Walkerville dock, and two sailors asleep in the forecastle were sent down to death with their boat. They were John Ives, sailor, Sandusky, 32 years old, wife and two children; John Kelly, sailor, Rochester, N.Y., 40 years old, unmarried. The *Richards* and the *Lake Forest* were being towed down the lakes to southern ports on Lake Erie by the tug *Cressell*, in charge of Capt. Harndon. The *Richards* was in the middle with a long tow line connecting her with the tug and the *Forest*. Upbound, close under the Canadian shore, was the steamer *Moore*, loaded with coal. So wide a space separated the boats that no whistles were blown. By continuing on her course, the *Moore* would pass several hundred feet to the east of her tow. Instead of so doing, something went wrong on the upbound boat, according to the statements of the men on the tow, and the *Moore* sheered far to port and headed straight for the tow. The tug *Cressell* passed her in safety but the *Richards*, coming up under the swift lead of the tug and the current, was struck a crushing blow by the big steamer on the port bow just at the timber heads and she went down in 50 feet of water. No man had time to grab his belongings. All but two of the six sailors on the schooner rushed for the rigging and clambored up the mast that was still standing. The *Cressell*, turning about, rescued the imperilled crew and landed the captain, Anthony T. May, the mate, A. Eason, cook Catherine Davis and seaman Peter Janson. The *J.S. Richards* is one of the old-time canal boats. She is of 259 tons burden, 138 feet long and was built in 1869. Capt. Anthony T. May has owned her for 12 years and valued her at \$6000. The *Moore* is owned in Cleveland by John W. Moore. She is built of steel, is rated at 1689 tons and is 246 feet long. She was built at Toledo in 1890 and is engaged in the ore and coal-carrying trade.

Last Saturday morning another marine disaster occurred at the Lime-Kilns. The Canadian schooner *M.L. Breck*, Captain D. Sutherland, owned by the John McGibbon Lumber Co., Sarnia, was bound down from Stokes Bay to Thorold with cedar and lumber. She was working against the wind down the Lime-Kiln cut, hugging close to the south lightship to give the steamer *C.B. Lockwood*, which was also coming downstream, room to go leeward. Capt. Sutherland states that the schooner *Breck* was so close to the lightship that there was no room left for a boat to pass between her and the lightship, the *Lockwood* having quite sufficient room to go east of the schooner, as all boats are doing since. Instead of veering eastward, Captain Gunderson of the *Lockwood* kept on heading his vessel further west, struck the *Breck* in the bow, carrying away her jib-boom and bowsprit, but went hard on the rocks herself and the *Breck* continued to Amherstburg, where she had repairs

made, leaving for her destination Tuesday afternoon. The *Lockwood* was so badly injured that her steam pumps were unable to keep the water down and she sank at 2 o'clock Saturday afternoon. Her stern was on the bottom of the twenty-foot channel and projected out into the passage, making it very difficult for passing steamers. There was a large hole in the hull forward and the boat rested on the west bank. The wrecker *Wales* got two pumps to work Saturday evening and worked until Sunday afternoon, when the *Saginaw* also was called in and pumped until Monday evening, when there was no appreciable change in the position, so it was decided to lighter the whole cargo and repair the boat from the inside. The steam pumps did so well in lowering the water that the steamer was released from the bottom of the channel on Wednesday. J.C. Gilchrist, owner of the stranded boat, was here looking after the wrecking operations. The schooner *Wilcox* was used as a lighter. The *Lockwood* was taken to Detroit.

~~~~~  
August 3, 1900

**THE PELEE PASSAGE LIGHTHOUSE.-Col. Anderson and Engineer Noble Here to Go On With The Work.**-Col. Anderson, engineer of the Marine Department, accompanied by W.H. Noble, engineer, made a trip on the Dominion steamer *Petrel* to the middle ground between Pelee Point and Pelee Island Saturday and located the spot where the new Pelee Passage lighthouse is to be erected. The colonel returned on the *Petrel* to the middle ground on Monday, accompanied by Capt. McKay, secretary of the Lake Carriers' Association, to take some more soundings there. He returned to Ottawa on Monday night and Mr. Noble remained here to prepare plans, assemble material and get things in working order to proceed with the construction. The new lighthouse will be placed on the northern part of the middle ground where there is a solid level rock formation specially suitable for a foundation. The bottom or base of the erection will consist of grill work of timbers 12 inches square, laid crosswise 6 inches apart, two depths and bolted firmly together in a platform 65 feet in diameter with 14 or 16 sides. On this will be erected a steel cylinder of 3/8-inch plate, 40 feet in diameter and 16 feet high. A similar steel cylinder, 28 feet in diameter, will be placed inside this which forms a space for the walls 6 feet thick. This space will be filled with concrete, carried up from the grilled platform and form the base of the wall of the tower. Around this cylinder will be formed cribwork composed of 12-inch hardwood timber 14 feet wide, enclosing the whole cylinders, carried up 18 feet high or four feet above the water level. The whole of this cribwork will be filled with stone. It has not yet been

decided what sort of upper structure will be built, but it is expected that the tower will be steel plate casing, filled in with concrete, in order to form fireproof upper works. An improved siren and also improved flashlight will be placed in the tower. W.H. Noble, who is in charge of the work here, is an engineer of nearly forty years' experience in this and the old country. He has had charge of building both ocean lighthouses and those on the inland lakes. As much of the wood, iron and mason work as possible will be done at the M.C.R. yards and docks here. The bottom part of the lighthouse will be constructed there to a depth of 12 or 14 feet and then be towed out to the middle ground and ballasted. Mr. Noble thinks it will take until October 1st to get this done. As soon as the base is put in position a light will be erected and work on the tower continue until as late as possible, the whole to be completed next spring. An effort will be made to rush the work to completion. This will be the third lighthouse cribwork constructed here - the Colchester Reef and Detroit River lighthouses were both put together at this point.<sup>1</sup>

~~~~~  
August 3, 1900

At the Globe Shipbuilding yards, Cleveland, the *Rensselaer* was launched last week. She is one of the Pittsburg Steamship Co.'s boats and a duplicate of the *Harvard*.

At Bay City the schooner *Pretoria*, the biggest wooden boat ever built, was launched all ready to sail last week. She is 360 feet long and will carry 6000 tons of iron ore or 300,000 bushels of oats.

The steam yacht *Roberta* was totally destroyed by fire Friday afternoon a few miles off Put-in-Bay. She was owned by C.H. Lawrence of Detroit and had been at Put-in-Bay for several days attending the interlake regatta. She was in charge of Capt. Jarrett. Friday morning she started for Monroe to tow several of the yachts back to Detroit. How the fire originated is not known. The flames spread so rapidly that the stream of water had no effect. But for the timely arrival of the steamer *Ogontia*, all the crew would have been lost. Their injuries were only slight.

Captain James Corrigan, millionaire, owner of the yacht *Idler*, which was wrecked in a squall twenty miles from Cleveland on July 7th, has equipped a remarkable boat with which to search the bottom of the lake for the bodies of his

¹ The Colchester Reef Lighthouse and the Detroit River Lighthouse (aka Bar Point Lighthouse) were both constructed in 1885. (See Vol. II(3).)

two daughters, Ida and Jane, who were drowned when the yacht went down. The bodies of the mother, sister, baby, nephew and aunt, drowned at the same time, have been recovered. Captain Corrigan has had a scow built with circular plates of glass placed in holes cut through the bottom. These windows have been made watertight, so that as the boat is towed through the water by a tug it is possible to see the bottom of the lake for a considerable distance in all directions. The craft has been equipped with electric lighting apparatus, so that lights can be suspended below the bottom to illuminate the bed of the lake.

As the result of a collision opposite Algonac at an early hour Monday morning, the barge *Sage* lies at the bottom of the river with the body of a deckhand in the forecastle. The *Queen of the West*, bound up for Chicago, was towing the *Sage*. When opposite Russell's Island the steamer took a sheer, crashing into the *Sage* without a moment's warning and sending her to the bottom. The *Queen of the West* was commanded by Capt. Dubeau, while the *Sage* was sailed by Capt. Laughlin of Buffalo. The wheelsman of the *Queen of the West* claims that the rudder chains parted and she took a sheer before she could be got under control. Ed. Hines of Cadillac, one of the men on the *Sage*, had his arm broken, but was rescued from the sinking vessel. The *Sage* lies close to the channel bank but will not seriously interfere with navigation. The tow barge *Sage* is owned by John Kilderhouse of Buffalo. She was 203 feet [long], net tonnage 805 and was built in 1875. The *Queen of the West* is owned by J.T. Hutchinson of Cleveland, O. She was built in 1881, is 215 feet long, 32 feet beam, net tonnage 625.

The big Bessemer steam barge *James Watt* crashed into the Minnesota steam barge *Maruba* in the Detroit River just east of the Grassy Island light at 9:45 o'clock last Friday night, tearing a hole in the port side of the *Maruba* just ahead of the boiler room and smashing in her own bows down to the water line. The *Maruba* was bound up, light, with the *Manda* in tow. The *Watt* was bound down, loaded. About all that could be learned was that as they were passing, each one going to port, the *Watt* took a sudden sheer toward the Fighting Island shore. In a few seconds she struck the Minnesota boat. As she struck, the folding anchor on her port bow caught in the hole torn in the *Maruba*'s side, and there was a narrow, jagged hole torn in the *Watt*'s plating back from her bow 50 feet, where the heavy anchor chain had torn through it like so much paper before it finally snapped. The crash tore a hole six feet wide by 10 feet long in the *Maruba*'s side, while the plating on the *Watt*'s bows was crushed in almost down to the waterline and the plates pushed back and rivets broken for 25 or 30 feet back from the stem. With her

anchor caught, the *Watt* pushed right alongside of the *Maruba* until finally, when the chain snapped, leaving the anchor on board the *Maruba*, the *Watt* swung around the *Maruba*'s stern, across her towline and stuck in the mud lightly on the Canadian side of the channel. After a short time the *Watt* worked herself off the bank and out into deep water, when she dropped the anchor she had left, and the Minnesota boat got anchors down, too. Canvas was placed over the hole in the *Watt*'s bows down near the waterline to keep the water from coming in and the wreckage on board the *Maruba* was cleared up preparatory to a start for Detroit for repairs. She proceeded on her way Saturday afternoon. Having lightered a portion of her cargo of ore, the *Watt* started Sunday for Ashtabula, where she will probably unload preparatory to going into dry-dock. An unsuccessful attempt was made Sunday to recover her starboard anchor off the bottom of the river near the scene of the disaster. It appears now as if the Lehigh Valley freighter *Tacoma* may be to blame for getting too close to the *Watt* and swerving her out of her course.

~~~~~

August 10, 1900

Diver Duff Fecteau of Walkerville will go up to Lake St. Clair to commence the work of raising the tug *Marion Teller*, which foundered near the Grosse Pointe lightship several weeks ago and on which John Kirk was sailing. The tug was owned by the Beaubien Ice Co. and Capt. Anthime Moisan, whose son was drowned when the tug sank.

By the bursting of a steam pipe on the steam yacht *Wacouta* on Lake Superior, two firemen were killed. They were standing nearby when the explosion occurred and both were scalded to death. The *Wacouta* is a large ocean-going steam yacht and was recently purchased and brought to the lakes by James J. Hill, president of the Great Northern Railroad.

Capt. Corrigan of Cleveland is still searching for the bodies of his two daughters drowned at the time the yacht *Idler* capsized in Lake Erie off Cleveland several weeks ago. All his efforts have so far failed, although almost every hour of his time since the disaster has been devoted to the search. He started out of Sandusky with a tug Tuesday morning to search the lake off that point.

The schooner *Kingfisher*, a consort of the steamer *Samuel Marshall*, collided with the wreck of the schooner *Fontana* in the channel at Fort Gratiot and went aground on it. The *Fontana*'s foremast and maintop were carried away by the *Kingfisher* and much other damage was done. The *Kingfisher* was released by the tug *Brockway* and the *Marshall* after several hours' work and left in tow of the

steamer, apparently little damaged. The *Kingfisher* was the second barge of the tow.

Misfortune seems to be right after the steamer *Alfred W. Mitchell*. First a stroke of lightning killed three of the workmen on her at St. Clair before she was launched. On her first trip she ran against the concrete crib at Bar Point after going through 10 feet of riprapping.<sup>2</sup> On her way to Toledo for repairs she ran aground in Maumee Bay and finally on her second trip coming down from Escanaba she collided with the *Choctaw*. The extent of the damage to her has not yet been learned.

As soon as the str. *Wyandotte* landed at Detroit on Wednesday evening, the mate and a number of deckhands left the boat and did not return when she was ready to go down. Capt. H. Phillip said he did not know what was the cause of the action of his men. They left the boat together as soon as she landed. The *Wyandotte* tied up until a substitute mate was procured. It is said that a spat of some kind occurred between the officers, which caused the mate to leave with several of the deckhands.

Some unknown vessel collided with the schooner *J.S. Richards*, sunk off Walkerville, and carried away the stump of her foremast and probably considerable of the *Richards'* upperworks near the bow. When the schooner went down, her foremast and a lot of wreckage were protruding above the water. A light was put on this after a tug had vainly tried to break it off and the boat that came in contact with the stick is lucky to have escaped harm. The cargo is of pig iron and will be very convenient for the wreckers to handle, far more so than ore or coal.

The steamship *Isaac Elwood* was chartered for 270,000 bushels of wheat from South Chicago to Buffalo. This makes a cargo of 8100 tons, by far the largest ever carried from Chicago. It was but a few years ago when cargoes of 100,000 bushels of corn excited wide comment as breaking all records. The *Elwood* is one of the steamers, 500 feet in length, turned out this season by the American Shipbuilding Co. for the Wire Trust. The freight on the cargo will exceed \$5000 and it will take some six days to handle it from the elevator at South Chicago to the elevator at Buffalo. This would be the production from 18,000 acres of land, yielding 15 bushels to the acre.

The U.S. House Committee of Rivers and Harbors junket trip up the lakes commenced Monday morning. The congressmen are making the tour as guests of the Lake Carriers' Association and the purpose of the trip is to show the legislators

<sup>2</sup> a foundation of stones thrown together irregularly

the situation in the lakes. The party visited Niagara Falls on Monday and was banqueted at Buffalo. On Tuesday they visited Cleveland. The revenue cutter *Fessenden* will be the congressmen's headquarters during the junket as far as Detroit, which was to be reached last (Thursday) evening. Today (Friday) the Lime-Kiln Crossing, St. Clair Flats and other points of interest in a marine way will be looked over. Saturday afternoon the party will transfer their belongings from the *Fessenden* to the *Northwest* and go to Mackinac.

The statistical report of the lake commerce passing through the American and Canadian ship canals at Sault Ste. Marie for the month of July show that the freight tonnage amounted to 410,165 tons, or 5837 tons less than the record for the month of June, which broke all previous records in the canal's history. The falling off is less than a single cargo of some of the large freighters and hence the month's business is a marvellous one, exceeding the traffic of July, 1899, by over 600,000 tons. There is an increase over June in registered tonnage of 77,719 tons and there were more passages through the locks, indicating that the smaller carriers are getting in their work, a condition attributable to the tie-up of the Rockefeller fleet.

~~~~~

August 10, 1900

Detroit Tribune:-The frequent collisions and strandings at the Lime-Kilns and in the narrow passages of the St. Clair River have called the attention of vesselmen to the need of closer supervision of the channels between Lake Huron and Lake Erie. The losses so far this season in these channels have been larger than the sum total of accidents on all the Great Lakes, including the narrow passages through St. Mary's River. This season the Government has a rigid system of supervision at the Soo, inaugurated because of the heavy losses last season due to the stranding of two Rockefeller vessels so that navigation was obstructed for several days during the busy season. Now vesselmen are beginning to believe a similar system would be of distinct benefit to vessel interests at the Lime-Kilns and other dangerous points in the Detroit and St. Clair Rivers.

After making temporary repairs in Detroit the steamer *C.B. Lockwood* started with three steam pumps aboard for Lorain, where her cargo of ore will be unloaded and the boat go into dry-dock. The schooner *Wilcox*, on which part of the *Lockwood's* cargo was lightered, was taken down in tow of the steamer. Speaking of the time taken in effecting the *Lockwood's* release at the Lime-Kilns, a local vesselman declares that in his opinion it might have been materially shortened and probably some damage saved the bottom of the boat if Capt. Gunderson, who was

directing the operation, had three or more steam pumps placed on the *Lockwood* at the time when the first one was taken down. As it was, the pumps were taken down one at a time on different days and meantime the *Lockwood* was kept pounding on the boulders by the swells of passing vessels.

~~~~~  
August 17, 1900

The steamer *Strathcona*, from Great Britain for Toronto, passed Montreal on her way up Tuesday.

The steamer *M.A. Hanna* struck an obstruction in the centre of the channel opposite here about 6 o'clock Monday morning and swung partly across the channel. She was released by the tug *Home Rule* five hours later without lightering. The water was down to 17 feet 7 inches when the *Hanna* tried to pass the Lime-Kilns, but the heavy storm of Sunday carried down the telephone lines and Duff & Gatfield could not report the stage of water to upriver points.

Frank E. Kirby of Wyandotte, the greatest marine designer on the lakes, now proposes to raise the water at the mouth of the Detroit River by constructing a system of dikes across both channels, so as to raise the water two feet, backing it up. He purposes to dump stone from the M.C.R. bridge between Grosse Île and the main (American) shore, thus forming a complete dam, then below Amherstburg he would build two dikes projecting out into the stream from the Canadian and Grosse Île shores so as to partially dam the river. Of course the scheme sounds well, but then the property owners along the shores have to be considered. If the water is raised two feet, thousands of acres of land would be flooded. Mr. Kirby should use his influence with the vessel owners to have them let up in constructing such large crafts. If the water was raised two feet, the big fellows would be loaded just two feet deeper.

The Minnesota Steamship Co.'s barge *Maida*, towed by the *Matoa*, went hard aground at Sailors' Encampment, St. Mary's River, between 3 and 4 o'clock Tuesday afternoon. The location is 30 miles from the "Soo" and near where the *Douglas Houghton* grounded last year. The *Maida* struck the rocks on the side of the cut with such force that her bow is stove in and her forepeak is full of water. Wrecking tugs are at work on her but it is thought now that it may be Saturday or Sunday before the blockade of the channel at Sailors' Encampment is removed. Divers are working patching up the stranded schooner. Two steam pumps were put into operation on the vessel. It is believed that the *Maida's* cargo of ore will have to be lightered before she can be taken out of the channel, and if this proves true it

will be several days before she can be released. The captain of the *Maida* says her bottom is torn from the stem to about 30 feet aft. Her forward water compartments are filled. There is also water in her forward freight hold, but not in the aft one. The wrecking of the *Maida* will probably be a more difficult job than anticipated. Boats drawing a trifle over 14 feet can now pass the wreck safely. The *Rappahannock* and *Pretoria* got over by drawing considerably more than that, but took great chances in doing so. It took three tugs to get the *Pretoria* over.

~~~~~  
August 17, 1900

Notice has been given that owing to the necessity for drills and dredges working in the vicinity of the Lime-Kiln Crossing North Light Vessel in the Detroit River, that vessel will be temporarily moved about 200 feet to the southward of her position on or about August 10th, 1900.

Deputy Sheriff Rumball of Sandwich seized the American steamer *Armenia* in mid-channel on Sunday and she came into the dock here, where she was tied up. The seizure was made at the instance of W.J. Pulling of Windsor, part owner in the boat, who demands an accounting of the vessel's business. The steamer was towing a schooner and both were loaded with pulp wood.

While going up through the Lime-Kiln Crossing Sunday morning in tow of the steamer *Fred Pabst*, the barge *Armenia*, with a cargo of coal, ran aground on the east bank within a couple of boat lengths of where she stuck a few weeks ago. The wrecking tug *Saginaw* and tug *Home Rule* released the barge late Sunday afternoon. There was apparently no injury sustained by the *Armenia*. One of her owners was on board and superintended the wrecking operations. Vesselmen are sorry the grounding did not take place when the House Committee on Rivers and Harbors was making its inspection of the Detroit River Saturday, as the members of the committee would then have had a practical exemplification of the need of better channels for the lower Detroit River.

What would have been the worst tragedy the Detroit River has seen in many years was averted last Thursday evening in a second of time through the promptness of Capt. Fred Jarvis of the Detroit & Windsor ferry steamer *Excelsior*. When he made his 11:10 p.m. trip he noticed something wrong with the steam barge *Myrtle M. Ross*, which lay at the coal dock just above the Windsor customs house, a short distance from the ferry landing. When the *Excelsior* reached Windsor again on her 11:30 trip he saw that the *Ross* was much deeper in the water, and as he looked again she gave a suspicious lurch. He realized that she was sinking rapidly. Seizing

his megaphone, he hailed the custom house and at once Capt. Hall of the *Ross*, who was sitting on the dock, ran to his vessel and awakened his crew. It was quick work but they were all gotten off before the vessel sank. The vessel carries a crew of seven. The engineer was not on board, nor the captain, but the other six, including the cook, were asleep on the boat between decks. They were aroused and rushed quickly on deck. They heard the crashing of the timbers of the staging that had been fixed to aid in unloading the coal and one man became confused and jumped into the river. He was promptly assisted, however, and saved. Everyone escaped, making a hurried light to land, just as the water rushed over the deck. In three minutes after the warning the *Ross* was under water, except for the top of her cabin and her spars. The lights upon her spars close to the surface of the water marked her position all night. The *Myrtle M. Ross* was a small vessel, built in 1890 at South Haven. She was 126 feet long overall, width 20 feet, depth 7 feet and had a gross tonnage of 156. She was classed as A 2½. Her master was Capt. William R. Hall of Mt. Clemens. She arrived in Windsor that afternoon, loaded with coal from Toledo. She had discharged none of her cargo when the accident occurred. Capt. Hall gave as his theory of the accident that the vessel had stove her bottom on some short piles entirely covered with water, which there are many along the Windsor waterfront, when coming in and had thereafter filled with water so gradually that her sinking escaped notice until she reached the lurching point. The crew was as follows: Capt. Wm. E. Hall, Mt. Clemens; engineer John Brown, Detroit; fireman D. Semore, U.S.; fireman Fred Rose, Toledo; sailor Wm. Quinn, residence unknown; cook Mrs. W.J. Greer, Huron. Harry Leslie Greer, her son, aged 10 years, was also aboard.

~~~~~  
August 24, 1900

Capt. McKay of the steamer *City of Cleveland* reported the gas buoy at the Southeast Shoal carried away Monday. This leaves the shoal without light. It cost the last boat that damaged the buoy \$600 to repair it.

The steamer *Empire State* has been fined \$200 by Collector of Customs Hamilton of Kingston for landing a passenger at Brophey's Point when the customs officer was not there to examine his baggage.

At daylight on Saturday the blockade to Lake Superior navigation by the stranding of the barge *Maida*, directly across the deep water channel in St. Mary's River, was lifted. It had lasted 80 hours and it is estimated the losses entailed by delay to shipping will approach \$200,000. The first of the fleet held up passed here

on Sunday. The *Waldo* led the way.

The Canadian steamer *Armenia* is still tied up at the dock here. W.J. Pulling, lumber dealer, of Windsor claims that he put money into the boat. When registry was made he does not appear as having any interest in the concern. It is at his insistence the boat is tied up and she will remain here until the matter can be adjusted to his satisfaction. The three owners claim they borrowed the money from Pulling and he has no interest in the boat. The *Home Rule* took her consort, the *Wabaunash*, to Lake Erie Saturday evening.

According to the *Wyandotte Herald*, Congressman Henry C. Smith has "fallen down" on the All-American route from Wyandotte to the sea and has now modified his views. He says: "I think you may safely say to your people that sufficient dredging will be done so that boats can run around by the shipyard and alkali works into the other channel, and enough blasting at the south end so that small boats can pass directly through." There is only one highway to the sea and that is via Amherstburg, and after mingling with broad-minded men like Congressman Burton and Col. Lydecker, Congressman Smith has also taken a tumble to himself.

The Republic Iron Co.'s steamer *Specular*, loaded with 2300 tons iron ore, collided with the steamer *Denver* two miles and a half west of the southeast shoal off Point Pelee and sank in 30 feet of water. Without waiting to ascertain the amount of damage done the *Specular*, or if her services were required to save the lives of the latter vessel's crew, the *Denver* hurried on up the channel. Within six minutes after the collision, which occurred shortly after two o'clock Wednesday morning, the *Specular* had filled and gone down. Her crew of 17 men all escaped, some of them by getting into the yawl and others by climbing into the rigging. About four hours later they were picked up by the steamer *Maritana* of the Minnesota Steamship Line and taken to Detroit.

~~~~~  
August 31, 1900

In the eyes of some American newspapers the Canadian Government is responsible for all the collisions and blockades on the chain of lakes. All because the Dummy light was not rebuilt in a few days or months. If the officers of the crafts would show less "hog," use a little more horse sense by acting a little more liberal to each other, there would be less mishaps to record. Not one accident has happened on account of the Dummy lighthouse being destroyed and we have it on the authority of Chief Engineer Anderson that a first-class light will be displayed

from the new crib on the middle ground as soon as located and it will be located before bad weather sets in. The light will be left burning until it burns out.

~~~~~  
August 31, 1900

The order of the Canadian Government for thirty-five gas buoys for the lakes has been augmented by ten more to be stationed at different points on the St. Lawrence between Montreal and Quebec.

Here is a specimen of the smallness of some U.S. Customs officers:-"Four children who came to Chicago from Kingston, Lake Ontario, on the Canadian steamer *Myles* had their trip cut short by the Customs authorities. The *Myles* was without a permit to carry passengers and the children were sent back by train Thursday afternoon. They belonged to the families of the owner and captain of the boat." This is about on par with the ferrets in the shape of Customs officers in Detroit, who hunt the closets for old clothes bought in Canada.

*Marine Review*:-"The long-heralded tour of the Committee on Rivers and Harbors of the House of Representatives and of the Committee on Commerce of the Senate, though to tell the truth, only one member of the last-named committee took the trip, is at an end. The party disbanded at Chicago on Tuesday of last week and found their several ways home to think about it. It is a fortunate thing that the chairman of the Committee on Rivers and Harbors is a lake man. The members of the committee were wine and dined and then shot through the various ports as from a catapult. They had about as much time to assimilate what they saw as though they made the trip astride a cannonball. Everywhere they went they were surrounded by committees on reception which were almost regimental in size; brass bands led the march through rolling mills and added their brazen notes to the general din; every craft in the harbor that had a pound of steam up blew itself black in the face in honor of the committee and meanwhile the members were making their review at full tilt. The result is that they have a realistic and undying comprehension of the magnitude of the lakes and its commerce; but no details whatever. It is for this very reason that it is rare good fortune that a lake man is at the head of the committee. The average member did not bother himself much about details. He left all that to Burton. The lake trip will doubtless be far-reaching in its results. It has served to give the inland member an impressionistic picture of lake commerce, which is all the more striking owing to its lack of detail. The lake business is so vast that it bewilders, and it comes upon him who takes the trip so suddenly as to completely overwhelm."

~~~~~  
September 7, 1900

Capt. P. Larkin of St. Catharines, a prominent contractor, is dead.

The new Canadian steamer *Ottawa* of the Canada-Atlantic line passed up Saturday for Chicago on her first trip. She will take on a load of grain and package freight for Depot Harbor. The *Ottawa* was built at Toronto and is full canal size.

The steamer *City of London* went hard aground at Bar Point Wednesday morning as she was bound up, coal-laden. Part of her cargo had to be lightered onto the *Wales* and *Saginaw*. The *Home Rule* succeeded in getting her off at 4 o'clock the same afternoon and she was brought here.

All but 100 tons of the pig iron constituting the cargo of the sunken schooner *J.S. Richards* of Walkerville has been removed. It is said he is now considering the plan of hitching the powerful tug *Champion* to the wreck to see if the schooner can be dragged up into shoal water at the foot of Belle Isle.

It is said that several lake vessels will go to the coast after the close of lake navigation to enter the coal-carrying trade from the United States to Mediterranean ports. The little schooner *Olga* of 308 tons is already on her way to the Gulf of Mexico from Chicago and will leave a cargo of oats at Montreal en route.

Pilot Malcolm McLachlan of the D. & C. steamer *City of Detroit* was the first man to discover the body of Ida Corrigan, which was picked up in Lake Erie by the *City of Detroit* on Wednesday of last week. Capt. James Corrigan of Cleveland, owner of the yacht *Idler*, which capsized on July 7th, and the father of Miss Corrigan, presented Capt. McKay with \$100. Pilot McLachlan, the first mate and the two men who manned the small boat to pick up the body were given each \$50.

Midway between the upper end of Grosse Île Mammy Judy [Mamajuda] light, the str. *Monohansett*, upbound with a cargo of coal for Detour, was struck on her port bow just aft of the forerigging about 2:30 o'clock Wednesday morning by some downbound steamer, whose identity has not yet been definitely learned. After striking the *Monohansett*, the downbound steamer passed on her way without stopping to investigate the extent of the damage inflicted on the other vessel.

On Tuesday last the steamer *J.W. Moore*, which sank the schooner *Richards* off Walkerville last month, by which two men were drowned, was seized while going down the river by Deputy Sheriff Rumball. The steamer anchored at Bar Point and the captain came in on the *Scotia*, where he met the solicitor, and the *Moore* was bonded for \$25,000, the amount of the suit, and went on her voyage.

The collision having occurred in Canadian waters, the case will be tried by Judge McDougall of the Admiralty Court at Windsor unless settled.

~~~~~  
September 7, 1900

**LIGHTS ON LAKE ERIE.-Letter from Col. Anderson, Chief Engineer of Dominion Government, to the *Marine Review*.**-Since the intention of the Canadian Government to build a lighthouse on the middle ground, Pelee Passage, Lake Erie, instead of rebuilding the Dummy lighthouse, was published, a good deal of criticism of the proposal has reached me from various quarters. Possibly a few words of explanation in your columns may satisfy mariners that the Canadian Government has taken the best course possible under the circumstances in choosing the middle ground as the site for the new lighthouse.

Everybody will acknowledge that the old lighthouse on the Dummy was not well located to suit the needs of the deep-draught boats now navigating Lake Erie; it was built when vessels of only 12 to 14 feet draught were used, and for them it was undoubtedly in the best position, but the fact that Grubb Reef and Southeast Shoal lie outside, each with more than 14 but with much less than 20 ft. of water on it, rendered the site unsuitable when vessels of 18 ft. draught came to be used. When we contemplated building a new lighthouse my proposition was to place it on the middle ground, but before finally determining the site we asked lake mariners to give us their views upon the proposed change. A great many of them warmly recommended the middle ground; many others suggested that Southeast Shoal would be a preferable site. If built on Southeast Shoal, a lighthouse would undoubtedly guide up the lake from all points, clear of all outlying dangers; but it would not be so well located to guide vessels after passing it or when coming from the westward. On the other hand the lighthouse on the middle ground is in much the best location for vessels coming from the westward, as there is a clear course from Colchester Reef. It is also in the best location for all vessels bound up the lake from Cleveland or any port to the westward of that point, but for ports to the eastward it would suit better if on the Southeast Shoal.

Another consideration in determining the position of the lighthouse is that all vessels downward bound are heavy laden and a light on the middle ground is absolute security to them. Many vessels upward bound are light and can pass over the Southeast Shoal in safety. Light [draft] vessels from Buffalo will be able to shape a course for the middle ground lighthouse as soon as they pick it up, without having to round the Southeast Shoal. The next factors in determining between these

two rival sites were the questions of stability and expense. The north end of the middle ground is a flat rock with only 14 feet of water on it, an ideal foundation for a pier. A pier on the Southeast Shoal would have to be sunk in 24 feet of water on a shifting sand and would be an extremely expensive structure. Indeed, to insure stability on such a bottom, very large and expensive works would have to be built all round the pier, and it is doubtful if the Canadian Parliament would have granted the very much larger vote necessary to provide a permanent lighthouse on so insecure a foundation; while the questionable advantage in site would have been dearly purchased at the greatly increased cost and decreased security.

It is proposed to place in the middle ground lighthouse the strongest modern quick-flashing light and in all weather, except the very thickest, this should be picked up far outside of all dangers. By bringing it on a compass bearing, there should be no difficulty in clearing the Southeast Shoal. I may now summarize what the Department proposes doing to improve aids to navigation in this vicinity.

First-To place a quick-flashing light with a first-order fog siren on a permanent pier on the north extremity of the middle ground.

Second-As soon as the pier is sunk, which I hope will be early in October, and a temporary light is exhibited from it, it is proposed to remove the gas buoy from the middle ground to the south point of Grubb Reef. The temporary light to be shown from the middle ground pier will be an occulting gas light.

Third-To show vessels how close they can run to the lighthouse it is proposed to place three black spar buoys in 20 ft. of water on the northeast, north and northwest edges of the shoal.

Fourth-The light in the gas buoy on the Southeast Shoal will be changed from a fixed light to a flashing light.

Fifth-The lights on the Dummy and on Pelee Island will be discontinued as soon as a good light is shown from the middle ground, but probably not before the close of navigation this year.

I would draw the attention of masters to the fact that they can make a better course from Detroit River lighthouse to the open lake by passing closer to Colchester Reef than they now do and also by passing quite close to the middle ground gas buoy, which is moored in 35 ft. of water.

When the permanent lighthouse on the middle ground is in operation such an improvement, of course, would save them a couple of miles on the way to Cleveland or Buffalo.

September 7, 1900

The ore carrier *Specular*, which was sunk by the steamer *Denver* in Lake Erie some days ago, was documented last Friday. The Marquette Customs office has just received Capt. Ed. Mooney's wreck report. He tells the story of the disaster which sent his ship to the bottom in the following laconic statement:-"We were on his (Capt. P. Christenson's) starboard beam and blew one blast, repeating it twice. The *Denver* answered but did not swing soon enough to clear us. The steamer *Montana* picked up our crew and took it to Detroit."

~~~~~

September 14, 1900

A dangerous obstruction in Lake Erie was reported by Capt. English of the steamer *V.H. Ketchum* Monday. The *Ketchum* passed a piece of breakwater about 30 by 20 feet in size adrift in the lake. It was then about fifty miles east of Southeast Shoal and right in the track of ships bound from Detroit to Ashtabula.

One night last week some steamer collided with the steam barge *Monohansett*, laden with coal for Detour, below Sandwich. The steamer ran away and it is not known what craft it was, but is supposed to be the *Pasadena*. The *Monohansett* is badly injured and after unloading her cargo at Amherstburg and Sandwich was sent on dry-dock at Detroit.

The steamer *John B. Lyon* foundered in the storm on Lake Erie near Guard, Pa., last Tuesday night. Heavy seas broke over the steamer amidships and she sank immediately. Eleven people were drowned, while three men and two women drifted to shore on wreckage. The *Lyon* was loaded with a cargo of iron ore and was going to Cleveland after dropping her consort, the schooner *F.A. Georger*, at Ashtabula. She is owned by J.C. Gilchrist of Cleveland and is not insured. The steamer is valued at \$60,000.

The schooner *Magnet* foundered in the storm near Middle Island Tuesday night. The steamer *Frank E. Kirby* put about and picked off the crew just before the schooner went down. Capt. A.J. Fox is receiving many expressions of commendation, as this is not the first time he has saved life. The trip was all the more eventful from the fact that just before reaching Detroit a man jumped overboard and, though the boat was stopped, the body could not be recovered. She arrived at Detroit at 2:30 the next morning.

On account of the low water in the river caused by the heavy blow on Lake Erie, the steamer *W.B. Morley* went aground on the banks of the Lime-Kiln Crossing last Tuesday night. She lost her wheel and rudder on the rocks and the stern

September 21, 1900

The summer passenger and excursion business on the lakes is practically over. The *Northland* and *Northwest* have tied up at Buffalo.

Repairs to the steamer *W.B. Morley*, which struck on the bank at the Lime-Kilns last week, will cost about \$4000 and require about a week. Her rudder, shoe and forefoot are broken and bottom damaged. She went into dry-dock at Cleveland Monday.

The expense of repairing the Anchor Line steamer *Mahoning*, which went on at the Lime-Kiln Crossing several weeks ago, is estimated to have been about \$14,000. Several frames and a large number of plates had to be removed.

~~~~~

September 21, 1900

A submerged wreck has been sighted about 50 miles east-northeast of Point Pelee light. It is evidently a small barge.

Some time ago the Dominion Government advertised for tenders for the work of dredging Sarnia bay. The *Observer* learns that the contract for the work has been awarded and that James O'Leary of Port Lambton is the successful tenderer.

The Canadian schooner *Lulu Beatrice* was wrecked on the shore near the Port Burwell harbor entrance on Sunday and the wife of the captain was drowned. The schooner was coal-laden from Conneaut. She was caught in the blow which prevailed on Lake Erie and tried to put in here. She missed the piers and went on the beach. The captain's wife was drowned despite the efforts of the men to save her life. The rest of the crew escaped. The boat and cargo are likely to be a total loss.

The steamer *Frank E. Kirby* was crippled by an accident on her up run last Saturday night. As the boat was making the landing at Middle Bass Island, Capt. Fox discovered that her paddles were not working properly. Investigation showed that the jenny casting of her port wheel was badly cracked. As it would be dangerous to proceed, Capt. Fox immediately tied up the *Kirby* and transferred passengers and freight to the steamer *Arrow*. The *Arrow* arrived at the *Kirby's* dock at the foot of First Street at 2 o'clock Sunday morning. Ashley & Duston, managers of the *Kirby*, sent the wrecking tug *Wales* to Middle Bass early Sunday morning to tow the *Kirby* to Detroit. She arrived Sunday afternoon. The steamer *City of the Straits*, which was recently taken off the Toledo-Put-in-Bay run by the D. & C. Line, was chartered to make the *Kirby's* regular run Sunday.

~~~~~

bearings are leaking. The steamer was out two feet forward and was lightered off at 4 o'clock Wednesday afternoon by the wreckers *Wales* and *Home Rule*. She was brought in to the dock here leaking badly. A steam pump and diver were sent down on the wrecking tug *Wales* from Detroit to the assistance of the *Morley*. She was towed to Ashtabula by the *Wales*.

The schooner *Dundee*, owned by the Minch Transit Co., in tow of the steamer *John N. Glidden*, foundered about 11 miles west of Cleveland at an early hour Wednesday morning. The boats were bound for Ashtabula with ore. The *Dundee* lost her rudder and a large sea boarded her and carried away her forward hatch. The crew all took to the rigging, with the exception of Kate Hoffman, the cook, who was drowned. The men were in the rigging for about half an hour before the boat foundered and were picked up by the steamer *C.T. Tower Jr.* of the Wilson fleet, which started for Cleveland with them, but put them aboard the tug *Alva B.*

Now the Lake Carriers' Association have asked the Marine Department of Canada to place a telephone in the lighthouse at Long Point, Lake Erie, as great numbers of vessels seek shelter from fall gales and a telephone at the lighthouse would be very serviceable. At present there is no means of communication with the mainland. They also want the Canadian Government to take charge of the Association's private lights in Canadian territory in the Soo River and Col. Anderson thinks so seriously of the matter that he has gone to the Soo to look into it. Gentlemen, if there is anything else you want and don't see it, just ask for it; but don't ask for everything all at once. Just wait till the Pelee Island Passage lighthouse is completed and the telephone to Pelee Passage and Pelee Island is reconstructed and then trot out your requests. Don't ask for the sun, moon and stars all in the same breath. If the Canadian Government assumes the private lights in the Sault River, why not in the Detroit and St. Clair Rivers? Also the numerous floats in the Detroit River and Lake St. Clair? Why not assume the St. Clair Flats Canal, which is admitted to be in Canadian waters? Why not construct a barb-wire fence around the earth and assume it? Go slow with your requests.

~~~~~

September 14, 1900

A fleet of freighters that will ply from Lake Erie ports via the Welland Canal and the Gulf of St. Lawrence across the Atlantic, to cost \$3,500,000, is being constructed by order of Pittsburg iron exporters.

~~~~~


September 21, 1900

The summer passenger and excursion business on the lakes is practically over. The *Northland* and *Northwest* have tied up at Buffalo.

Repairs to the steamer *W.B. Morley*, which struck on the bank at the Lime-Kilns last week, will cost about \$4000 and require about a week. Her rudder, shoe and forefoot are broken and bottom damaged. She went into dry-dock at Cleveland Monday.

The expense of repairing the Anchor Line steamer *Mahoning*, which went on at the Lime-Kiln Crossing several weeks ago, is estimated to have been about \$14,000. Several frames and a large number of plates had to be removed.

~~~~~

September 21, 1900

A submerged wreck has been sighted about 50 miles east-northeast of Point Pelee light. It is evidently a small barge.

Some time ago the Dominion Government advertised for tenders for the work of dredging Sarnia bay. The *Observer* learns that the contract for the work has been awarded and that James O'Leary of Port Lambton is the successful tenderer.

The Canadian schooner *Lulu Beatrice* was wrecked on the shore near the Port Burwell harbor entrance on Sunday and the wife of the captain was drowned. The schooner was coal-laden from Conneaut. She was caught in the blow which prevailed on Lake Erie and tried to put in here. She missed the piers and went on the beach. The captain's wife was drowned despite the efforts of the men to save her life. The rest of the crew escaped. The boat and cargo are likely to be a total loss.

The steamer *Frank E. Kirby* was crippled by an accident on her up run last Saturday night. As the boat was making the landing at Middle Bass Island, Capt. Fox discovered that her paddles were not working properly. Investigation showed that the jenny casting of her port wheel was badly cracked. As it would be dangerous to proceed, Capt. Fox immediately tied up the *Kirby* and transferred passengers and freight to the steamer *Arrow*. The *Arrow* arrived at the *Kirby*'s dock at the foot of First Street at 2 o'clock Sunday morning. Ashley & Duston, managers of the *Kirby*, sent the wrecking tug *Wales* to Middle Bass early Sunday morning to tow the *Kirby* to Detroit. She arrived Sunday afternoon. The steamer *City of the Straits*, which was recently taken off the Toledo-Put-in-Bay run by the D. & C. Line, was chartered to make the *Kirby*'s regular run Sunday.

~~~~~

to be spaced approximately 5 feet apart, having holes bored for their reception with 3/4-inch augers. Cross-ties and longitudinals of the same sizes and description as face timbers shall be placed as indicated in the several drawings and each one to be fastened to the one below at intersections with spikes as described hereinafter. The corners of the cribs are to be protected with angle pieces of white oak and to be securely spiked to cribs. The submerged cribs shall be placed and sunk in line as laid out by the Assistant Engineer and as shown on plan, figs. Nos. 1 and 2. Straight alignment will be insisted on, as well as cribs butting up closely to each other. These cribs shall be sunk in position with stone and allowed to thoroughly settle (for two weeks if thought necessary by the Chief Engineer) when they will be levelled off to within one foot below surface of low water before any superstructure be built thereon; the levelling to be done either by dubbing off or building up, as thought best in the opinion of the Chief Engineer. Before the sinking of the cribs is begun the contractor shall provide and have on hand such a quantity of stone ballast as will ensure the permanent placing of crib and prevent its being disturbed should a gale or storm arise at the time of sinking. If after sinking it is found that a crib is not in the required line or close up against the adjoining one, the contractor will be required to unload the ballast until the crib floats and then to place it in proper position, as it will be insisted upon that the dock shall be in straight line with cribs close to each other.

The first 30 feet from shoreline shall be built in and filled similarly to superstructure hereinafter described and the approach from shore embankment to east end of structure shall be built of round logs and filled with stone.

The whole of the superstructure shall be built of white pine of sound and good quality. For face work the timbers shall be 12 inches square, without wane edges over 1-inch on any corner and having two perfectly proud, square corners on the outward face. The face-timbers are not to be of less length than 20 feet except a few pieces to break joint in the outward wall face and shall be laid perfectly horizontal in even level courses. All corner joints of superstructure to be made with dovetail joints, cross-ties which shall be full width of structure shall dovetail to face timbers. Face-timbers shall be joined to butts with a 3-inch V-joint. Longitudinals shall run through face work and be joined thereto. Face-timbers shall be laid so as to break joint not less than 4 feet and to lap over the ends of cross-ties not less than 18 inches. Cross-ties and longitudinals shall be of not less than 12 inches across at smallest end; they may be square, round or flatted, but in no case shall the cross-ties be of less size than will allow it to be squared to 10 inches at ends to form a full

September 28, 1900

THE PELEE DOCK.-Plans and Specifications Out.-Tenders Asked.-To be Completed Before June 30th, 1900.-The plans and specifications are in the hands of the Collector of Customs at Amherstburg and the specification and tender forms can be seen at the Custom Houses at Amherstburg, Pelee Island, Kingsville, Leamington and Essex. Tenders are asked for the construction of the work, the same to be received up till Saturday, October 6th. The works are to be commenced immediately after the tender has been accepted and a contract entered into, and the work must be completed before 30th June, 1901, time being the essence of the contract. The specifications provide for a most substantial structure.

The work required consists of the construction of a dock at the west shore of Pelee Island at a point approximately 460 feet north of the Connolly dock; including all material, labour, tools and plant required to build the dock, in a workmanlike and satisfactory manner, in accordance with these specifications and the drawings exhibited in connection therewith.

The dock shall project out westward into the lake 420 feet from the shoreline and to a depth of 14½ feet of water. There are to be eight submerged cribs 30 feet long by 20 feet wide and seven cribs 30 feet long by 16 feet wide. They shall be placed and built to such heights as are required in their several positions to reach from the bottom of the lake to within one foot below the surface of low water. The remaining height of dock shall reach from one foot below the surface of low water to five feet above: in all, a height of six feet above the submerged cribs.

The submerged cribs are to be built of round logs of timber consisting of ash, elm, maple, white oak or such other timber as may be approved of by the Chief Engineer or his assistant. The logs shall not be less than 12 inches across at the small end; to be straight, sound and in good condition. Where the butts or other parts of logs are over 12 inches across, they shall be hewed or sawed off on two sides of log so that there may be a lengthened solid bearing for one log upon another without leaving chinks or openings of over one inch anywhere in side or end faces of cribs. All logs shall be full length and breadth of crib respectively, without joints, and are to be sawn off square at each end and shall not project more than six inches beyond faces. The timbers for cribs shall be flattened where necessary to form courses of 12-inch thickness and shall be connected at corners and cross-ties by box joints. The floors of cribs are to consist of round spars 8 inches across, being of required lengths to ensue solid and firm bearing on floor ties. Each course of face timbers shall be fastened to the one below it with 7/8-inch round iron spikes; spikes

to be spaced approximately 5 feet apart, having holes bored for their reception with 3/4-inch augers. Cross-ties and longitudinals of the same sizes and description as face timbers shall be placed as indicated in the several drawings and each one to be fastened to the one below at intersections with spikes as described hereinafter. The corners of the cribs are to be protected with angle pieces of white oak and to be securely spiked to cribs. The submerged cribs shall be placed and sunk in line as laid out by the Assistant Engineer and as shown on plan, figs. Nos. 1 and 2. Straight alignment will be insisted on, as well as cribs butting up closely to each other. These cribs shall be sunk in position with stone and allowed to thoroughly settle (for two weeks if thought necessary by the Chief Engineer) when they will be levelled off to within one foot below surface of low water before any superstructure be built thereon; the levelling to be done either by dubbing off or building up, as thought best in the opinion of the Chief Engineer. Before the sinking of the cribs is begun the contractor shall provide and have on hand such a quantity of stone ballast as will ensure the permanent placing of crib and prevent its being disturbed should a gale or storm arise at the time of sinking. If after sinking it is found that a crib is not in the required line or close up against the adjoining one, the contractor will be required to unload the ballast until the crib floats and then to place it in proper position, as it will be insisted upon that the dock shall be in straight line with cribs close to each other.

The first 30 feet from shoreline shall be built in and filled similarly to superstructure hereinafter described and the approach from shore embankment to east end of structure shall be built of round logs and filled with stone.

The whole of the superstructure shall be built of white pine of sound and good quality. For face work the timbers shall be 12 inches square, without wane edges over 1-inch on any corner and having two perfectly proud, square corners on the outward face. The face-timbers are not to be of less length than 20 feet except a few pieces to break joint in the outward wall face and shall be laid perfectly horizontal in even level courses. All corner joints of superstructure to be made with dovetail joints, cross-ties which shall be full width of structure shall dovetail to face timbers. Face-timbers shall be joined to butts with a 3-inch V-joint. Longitudinals shall run through face work and be joined thereto. Face-timbers shall be laid so as to break joint not less than 4 feet and to lap over the ends of cross-ties not less than 18 inches. Cross-ties and longitudinals shall be of not less than 12 inches across at smallest end; they may be square, round or flatted, but in no case shall the cross-ties be of less size than will allow it to be squared to 10 inches at ends to form a full



tight dovetail joint to face work. Cross-ties shall be full width of the superstructure and spaced 10 feet apart from centre to centre. The longitudinals shall not be less than 22 feet long, resting on two crossties and overlapping same. Each course of face-timbers, of which there are six, shall be spiked to the timber below and to submerged cribs with 7/8-inch round iron spikes hereafter described. Spikes to be spaced 5 feet apart and driven in holes made with 3/4-inch auger. The intersections of all cross-ties and longitudinals shall be spiked in a similar manner. Iron spikes shall be of Canadian or English 7/8-inch round iron 24 inches long, upset at heads and properly pointed. This applies to spikes for both superstructure and submerged work. The whole of the work, both superstructure and submerged cribs, shall be filled from flooring up to within one foot of top with stone, of good sound durable quality. No stone to exceed 2 cub. feet or be smaller than 1/2 cub. foot in size. Over the stone shall be deposited 6 inches in depth and 10 feet in width of beach-gravel to form a road-bed the whole length of dock and round the outer L-block.

A boardwalk shall be laid from shoreline out the whole length of dock and along two sides of outer block. This walk shall be 32 inches wide, made of three 10-inch planks spaced 1-inch apart and laid lengthwise of dock; the end joints shall be broken, alternately resting on top course of ties and intermediate 6 x 6-inch sleepers and shall be securely fastened with 5-inch wire spikes.

The northwest and southwest outer corner of superstructure shall be protected from ice &c with 3-inch white oak plank 6 feet long, secured, spiked and reinforced with two iron corner bands on each corner; iron to be 1/2-inch thick by 3 inches wide; both plank and iron to lap corners each way by three feet.

The labor conditions and fair wages schedule are attached. The contractor cannot sub-let, all workmen employed upon the work shall be residents of Canada. The "fair wages schedule" provides that no workman employed upon the work shall be paid less than the minimum rates for 10 hours' works: -Foreman, \$2.50; foreman carpenter, \$2.50; carpenters, \$2; carpenters' helpers, \$1.50; blacksmiths, \$2; blacksmiths' helpers, \$1.50; ordinary laborers, \$1.50; teamsters, \$1.50; driver, two horses and wagon, \$3; driver with one horse, \$2; timekeeper, \$1.25

~~~~~

September 28, 1900

The American iron steamer *Cuba* went on the middle ground near Point Pelee on Friday morning. She was out 18 inches. The wreckers *Saginaw* and *Home Rule* went to her.

The steamer *Argo*, upbound with a consort, went aground on the middle



ground near Point Pelee Wednesday night of last week. She was released and passed here, apparently uninjured.

After being out on strike for about eight hours, the firemen on the tugs of the Great Lakes Towing Co. at Tonawanda were granted \$50 a month and board. The men had been receiving from \$5 to \$10 dollars a month less.

Since the pig iron was hoisted from the wreck of the schooner *Richards*, opposite Walkerville, the wreck has floated downstream a little distance and threatens to become a dangerous wreck for navigators to dodge.

The body of Charles A. Stewart, who was drowned off the steamer *Windsor* a few days ago, was picked up in the river at Port Huron. Stewart lived in Winnipeg and was 24 years old. He was not married. He was buried at Sarnia.

The gas buoy on Southeast Shoal has not been lighted for a week. Capt. George P. McKay, for the Lake Carriers, has been unable to get a message to Capt. Dunn of the cruiser *Petrel*, who has charge of the light. The Canadian Government will place three red spar buoys on the east side of Lime-Kiln Crossing cut during the present week.

Capt. Watts of the wrecker *Saginaw* secured the water-logged yacht which he discovered floating in Lake St. Clair. The yacht was tied up at the Windsor docks and will be held for salvage. It is a single cat, painted white and has no name visible on the hull. A white pennant with black square centre was flying from the masthead.

The crew of the Canadian steamer *St. Andrew* were brought to Port Arthur by the tug *Georgina*, the steamer having been wrecked on Blanchard Island near Black Bay. The *St. Andrew* was bound to Port Arthur from Jack Fish without cargo. After stranding on the island, the vessel quickly filled and slid off the rocks into deep water. The crew did not even save their clothes, so swiftly came the end after the steamer struck the rocks. The lost boat was formerly the Canadian steamer *W.B. Hall*, which was wrecked in Georgian Bay several years ago<sup>3</sup> and then rebuilt. She was owned by Playfair & Co. of Midland. She was commanded by Capt. Featherstonehaugh, who has an interest in the ship. Since being rebuilt, the *St. Andrew* has traded regularly to Port Arthur, carrying coal and taking grain. She had a capacity of 40,000 bushels of wheat and was worth about \$50,000.

---

<sup>3</sup> The *W.B. Hall* was wrecked on Manitoulin Island in October, 1895. (See Vol. IV(3), pg. 22.)

The steel straightback *Yuma* at 8 o'clock Friday night crashed into the barge *John Martin*, in tow of the steamer *Maurice P. Grover*, and the *Martin* sank in 30 seconds, carrying down three men and a woman with her. The accident occurred in the rapids just below the *Fontana* wreck at Port Huron and the channel is completely blocked, stopping navigation. The *Grover* and *Martin* were bound down, loaded with iron ore, and the *Yuma* was bound up. Just as the *Martin* had nicely cleared the *Fontana* wreck, the *Yuma*, which had evidently slowed up, took a sheer and struck the *Martin* about midships. The steel prow of the *Yuma* cut halfway through the *Martin*. The crew of the steamer *Yuma* managed to rescue two of the *Martin*'s crew. They were on deck at the time of the collision and their names are Walter Mendel and Rudolph Lee, both of Cleveland. This makes four rescued out of a crew of eight. The missing are Capt. John Lawless of Lorain; William Ross, mate, of Toledo; Mrs. Bacon, cook; and an unknown Swedish sailor. Vesselmen say that the two wrecks place a complete embargo on commerce. Coming at this point, it bids fair to eclipse the historic blockade of the St. Mary's River in 1899 and this summer when the *Douglas Houghton* and the *Maida* were across the channel. In both cases, only the traffic from Lake Superior was affected, but this will shut off all of the through business on the lakes for Chicago, Milwaukee and all Lake Michigan and Lake Huron craft must pass Port Huron, as well as the ships that trade to Lake Superior.

~~~~~

October 5, 1900

Col. Anderson had three spars placed to mark the east bank of the Lime-Kiln Crossing. Next morning one was gone. It is only a waste of time and money placing spars and buoys in the Canadian channels, as some masters delight in running them down.

M. Sullivan has received the contract to remove the schooner *Fontana* from the entrance to the St. Clair River above Port Huron. The tug *Columbia* took the big new dredge *Gladiator*, divers and a wrecking outfit up on Wednesday. The wreck will be blown up. This is a very difficult job, as the current is very swift and owing to the G.T.R.⁴ shops at Point Edward being so near, only a limited charge of dynamite can be used.

~~~~~

---

<sup>4</sup> Grand Trunk Railroad

October 5, 1900

The body of Jane Corrigan, the last victim of the yacht *Idler* disaster, was recovered last Friday, being found on the beach a few miles east of Cleveland. The yacht, which was owned by John and James Corrigan, the wealthy vessel owner, foundered on Lake Erie during a heavy squall July 7. Six lives were lost.

A thing not universally known in connection with the *Richards'* wreck is that the Canadian Government compelled the underwriters to store all of the cargo of pig iron, 700 tons or more, in Walkerville warehouses, where it is to be held until the wreck is removed from Canadian waters. When the cargo was entirely removed from the vessel's hold the underwriters were anxious to get the hulk out of the way, as they could realize nothing from the iron until this had been accomplished. The wreck was pulled across into American waters.

Because of lack of patronage, the Dominion Government, it is said, will close the Canadian canal at the Soo. This, vesselmen think, would be an unwise move, especially if an accident should occur in the American canal. They will therefore endeavor to make more use of the Canadian canal. One of the grievances of the vesselmen is that letters and telegrams are forwarded via the American canal. This they can remedy. Canada has about as much use for a \$4,000,000 lock at the Soo as a pig has for two belts.

What is believed by vesselmen to be the long-sought wreck of the steamer *Dean Richmond* has been located by Frederick Dorler and two companions 500 feet off Battery Point, east of Dunkirk. The wreck lies in deep water and the site has been marked. The *Dean Richmond* foundered off Dunkirk Oct. 13, 1893, with the loss of all hands. The underwriters spent a good deal of money trying to find the ship, owing to her valuable cargo, but the expeditions which swept the bottom of the lake for many miles could find no trace of the boat. The finders expect a large sum for salvage.

The steamer *Specular*, which collided with the *Denver* and sunk below Pelee channel, has been abandoned. She had a cargo of iron ore and the wreck is in the course and in Canadian waters. It will cost a lot of money to remove the wreck, as her decks are gone, and if left for the ice to break the hulk up, which has only eight feet of water over it, another shoal may form at that dangerous point. It is said that the Southeast Shoal was formed by the wreck of an old vessel and then, other boats getting foul, iron ore was thrown overboard and an accumulation followed and the shoal was the result. The Canadian Government will be asked no doubt to remove a wreck owned by a company with a capital of millions of dollars. The Canadian

officials should call a halt right now. If the wreck and cargo will not pay the expense of removal the rich American Iron Company should be called upon to foot the bill.

~~~~~

October 12, 1900

The record for loading wheat was broken a few days ago at the Peavey Terminal elevator on Rice's Point, Duluth. One hundred thousand bushels were dropped into the hold of the steamer *Simon J. Murphy* in one hour.

The first contract assigned to Capt. Alex. McDougall's new steel shipbuilding plant at Collingwood is to be a 3000-ton passenger propeller for Mr. Beatty, the Sarnia ship owner, and to run in conjunction with the *Monarch* and *United Empire* on a route not yet made public. She will cost \$400,000.

The men engaged on the steam drills at Port Colborne struck on Tuesday of last week. It seems that it became necessary either to lay up the drills altogether or dock the men for lost time during rough weather, hence the trouble. The men, however, were offered the option of working on the crib work during the time the drills were laid up and in this way they would lose no time. It is said that the drilling is well advanced for this season and that the drills, at least, will not run many weeks longer.

~~~~~

October 19, 1900

The *Frank E. Kirby* has made her last Sunday trip.

The steamer *F.E. Spinner* was sunk by collision with the steamer *H.D. Coffinberry* in St. Mary's River at noon Monday. The crew of the *Spinner* all escaped. Their ship was bound down loaded with lumber. The *Coffinberry* continued on her course and was apparently uninjured by the collision.

~~~~~

October 26, 1900

Hogan, MacDonell & Company and their men have come to terms and all drills and dredges have resumed work on the Port Colborne harbor improvements here.

The new steamer *Maccamawa*, which was on her way from the shipyard at Toledo to the sea coast, struck the footgates of the lock as she was entering the Welland Canal. The accident occurred through a misunderstanding of signals by the engineer and the accident necessitated a delay in the canal of about two days.

M. Sullivan, the contractor at work on the schooner *Fontana*, has blown the

wreck to pieces considerably, but has to lengthen the spuds to the dredge before he can use the dredge. It has become an everyday occurrence for boats to run down the lightship marking the wreck of the schooner *Martin*. During the past week the lightship has been carried away four times.

Passenger steamer *City of Parry Sound* burned at her wharf at Collingwood last week. The steamer had arrived from Sault Ste. Marie Wednesday night and most of her cargo had been removed. The fire started in the boiler room and was soon beyond control. When it was seen the vessel could not be saved, the burning hulk was towed out into the bay. The steamer was valued at \$30,000 and was insured for \$15,000.

A cablegram says:-"In an interview in London, Eng., Loftus Cuddy of the Cuddy-Mullen Coal Company, Cleveland, predicted that the Great Lakes shipyards would furnish a good share of the ocean coastwise steamers in the years to come. He told the English newspapermen about the interest now being taken on the lakes in sea-going boats, of the orders for such steamers recently placed, and predicted that because of the building of so many big freighters the smaller craft would have to be content with the coast trade."

The Carnegie Steel Co. has taken the first step toward the building up of all water transportation of export steel from Lake Erie to Europe in chartering four vessels to load with steel at Conneaut, O., and steam through via the Welland Canal and the St. Lawrence to Liverpool. Their capacity is about 2500 tons each on 18 feet of water. It is the intention to load each vessel with 1000 tons of steel at Conneaut and fill out at Montreal with 1500 tons of wood pulp. Going through the Welland Canal the vessels will draw only 12 feet of water, though 14 feet draught is possible.

A singular series of accidents occurred in the Mersey River, England. The Norwegian steamer *Veritas* collided with the Leyland Line steamer *Devonia*, from Boston, October 3. Unsuccessful efforts were made to beach the *Veritas* on the Cheshire shore, after which she was towed over to the Liverpool side, where she parted the cable and collided with the steamer *Earl of Powys*, causing the latter to break from her moorings. Thereupon both steamers drifted down the river and the *Veritas* crashed into two thick iron booms stretched from the pier head at St. George's landing stage. Everything above her deck was carried away and she is now a submerged wreck. The *Earl of Powys*, while drifting, smashed her boats, lost her propeller and her crew leaped upon the dock walls. The south end of the landing stage was extensively injured. The aggregate damage done will amount to

thousands of pounds.

~~~~~

November 2, 1900

The Sullivan Wrecking Company expect to have the *Fontana* entirely removed from the channel this week. The work is progressing in good shape and the southerly winds and warm weather have been a great help. The passing boats continue to hammer away at the lightship over the *John Martin*. It was torn away Monday morning and again Tuesday evening at 10 o'clock. This has become an everyday occurrence and necessitates large repairs to the scow cable and anchor.

The schooner *Martha* and the propeller *E.P. Wilbur* collided in the main channel at the lower end of the straight cut off Grosse Pointe about 10 o'clock Friday night. The *Martha*, heavily loaded with iron ore and in tow of the *Mariposa*, had a big hole cut in her bow and sank to the bottom of the channel. After the *Martha* sank the *Wilbur* rounded to and waited to see if members of the *Martha's* crew needed any assistance, but they say that the captain and crew all escaped. The *Wilbur* came back with the captain of the *Martha* on board and anchored at Hodge's dock. Capt. C.E. Fuller was in command of the *Wilbur*.

~~~~~

November 9, 1900

The tug *Protector* was in Tuesday morning through stress of weather. She was taking up a raft of boom logs.

Owing to the low stage of water on the Lime-Kilns Monday night the steamer *Kaliyuga* went hard aground on the east bank of the Lime-Kilns. There was only 17 feet 4 inches of water on the crossing at the time and she was drawing 18 feet aft. The wreckers *Saginaw* and *Wales* and the tug *Home Rule* worked at her until 3 a.m. Tuesday before releasing her, when she was brought in here and it was found her rudder post was broken off, her shoe badly twisted and her stern post shattered and she was leaking badly. Diver Woods of Windsor went down to ascertain the extent of her injuries. Her rudder was unshipped and temporary repairs were made before she proceeded on her way to Erie, where she was bound with iron ore.

~~~~~

November 16, 1900

The owners of the steamers *Frank E. Kirby* and *Tashmoo* are still blowing about the speed of their respective steamers and talking of a race next spring.

Edward Seymour, fireman and night watchman on the Detroit, Belle Isle &

Windsor ferry steamer *Victoria*, thinks the vessel is haunted by the ghost of its dead master, Capt. Foster, who died about two weeks ago.

The steamer *Iroquois* arrived at Ashtabula last week with a cargo of 2456 tons of brown hematite iron ore from the new Michipicoten field north of Lake Superior, Ontario. This is the first cargo from that field brought to a United States port.

Extensive alterations are being made on the big tug *Onaping* at Collingwood, Ont. Her hull is to receive an addition of 20 feet in length and be extended up two feet, thus giving the tug larger hold space. With the additional room thus secured she will be able to carry sufficient coal to make extended trips.

The steam barge *J.H. Outhwaite* arrived at Munising, Lake Superior, on Wednesday afternoon at about 3 o'clock and reported having lost her consort, the *A.H. Barr*, in a blinding snowstorm 25 miles northwest of Sable Point, the towline having parted. The *Outhwaite* turned to look for her consort, but could see nothing of her. The *Barr* is owned by W.C. Richardson of Cleveland and was coal-laden, bound for Marquette. She has a crew of seven men. John Eberlein is master. He is son-in-law of Capt. D. Nicholson of this place.

~~~~~  
November 23, 1900

The little steam barge *Myrtle M. Ross* sank Wednesday on Lake St. Clair below the canal. She was loaded with slack coal for Port Huron. This is the second time the *Ross* has sunk during the present season. The other time was on the night of Aug. 9 last while lying at the Detroit, Belle Isle & Windsor Ferry Co.'s Windsor dock waiting to unload a cargo of coal.

The worst fog blockade in several seasons began on the Detroit River Sunday afternoon and continued on Monday and Tuesday. During part of the time, navigation came to a standstill. It was a dense low-lying mass, obscuring objects at a distance of a few hundred feet. On Tuesday the steamer *Imperial* was unable to leave her dock. For the first time in the history of the company the D. & C. steamers were delayed 24 hours by fog. The steamer *City of Detroit*, which left Cleveland Monday night and was due to pass here 4 o'clock Tuesday morning, lay at anchor near Bar Point below the mouth of the river until Wednesday morning. The down-bound steamer *City of Cleveland*, which left her Detroit dock Monday night to go to Cleveland, got down a short distance below Smith's coal dock and came to anchor and did not get away until Wednesday morning. Not a freighter passed the Lime-Kiln Crossing down on Tuesday. The passenger steamer *Frank E.*

Kirby, on her way up on the final trip of the season, was compelled to tie up at Amherstburg for several hours. A fresh breeze at 3 o'clock Wednesday morning dispelled the fog and the delayed fleet commenced to move.

After three days' fog which caused navigation to be practically stopped, there was a thunderstorm in the early morning on Wednesday. The first thunder was noted at 5:15 a.m. The rain ceased at 8 a.m. after [?]/16 of an inch had fallen. There were some snow flakes flying for a short time at about 12:15 p.m. and there were other traces of precipitation at intervals. On Wednesday morning this was followed with thunderstorms and very high winds which reached a velocity of over 50 miles an hour. The water at this point went down very low, the Lime-Kilns signals showing less than 16 feet on the crossing. Of course all deep crafts had to come to a standstill, many of them bringing up on the bottom, where they had to remain until the water came up. The beach clear out to the channel bank was dry. The steamer *H.F. Pickands* on Tuesday struck the dredge *Old Glory*, smashing a yawl boat and the bow of the scow and breaking a large anchor on the dredge. The steamer had her bulwarks and fenders damaged. The captain of the *Pickands* claims he was forced over on the dredge by the *Australasia*, which is now aground near the dredge. It is expected she will float when the water comes up.

~~~~~  
November 23, 1900

Col. G.J. Lydecker says the field work of the new survey of the Trenton channel, Detroit River, is almost completed, but that it will take until the middle of winter, probably, for the field notes to be worked up, and the charts and profiles made. There have been borings taken and all data collected necessary for determining the cost of building a channel down the west side of Grosse Île to Lake Erie. Col. Lydecker's first guess was \$10,000,000 for this improvement. It was reported unofficially that the lime ridge that has been such an expensive obstacle in the eastern channel at the Lime-Kiln Crossing dips on the western side and will not prove so troublesome. Col. Lydecker says that while this may be true, there will be considerable rock cutting for the channel and a great deal of hard pan, boulders and heavy gravel to be moved.

~~~~~  
November 30, 1900

The steamer *Persia* was damaged by fire at Toronto Tuesday night. The loss is about \$15,000. Insured.

The *David Z. Norton*, in tow of the steamer *Sitka*, took a sheer yesterday

(Thursday) afternoon and went hard on at the lower Lime-Kiln.

The deepening of the channel in the lower Detroit River and the general improvement of the channel between Lakes Huron and Erie are said to be among the most pressing projects for U.S. Congressional appropriation.

The carrying barges *Nos. 3 and 4*, which were recently lost in Lake Erie, had on 2300 cords of pulpwood. Nothing has been heard of them since they broke away from the tug *Fisher* and it is therefore reasonably certain that they foundered.

The most violent continuous gale known on Lake Erie in years lashed the waters all day Saturday, Sunday and Monday, pounding boats and shoreline protections until several piers gave way. Numerous boats were caught out and to one at least the end came, with all the crew. Sunday an unknown schooner was discovered sunk on the middle ground and half a dozen sailors were seen lashed to the rigging, for the masts were above water. Word was sent to Capt. F.B. Hackett here and he at once made for the spot with the *Home Rule* and full crew. The sea was running so high it was impossible for him to get near the middle ground, drawing as much water as she does, and the captain put into Leamington for shelter Sunday night. Monday the storm subsided somewhat and they reached the place, but the only signs they found of a wreck was floating debris. The boat had evidently been broken to pieces and all her crew carried away by the waves. The schooner is supposed to have been the *Maumee Valley*, bound from Buffalo to Toledo with a cargo of coal. She left Buffalo Thursday with a fair wind, the schooner *Arthur* having preceded her. She was sighted in Lake Erie Friday, sailing on her course. The *Arthur* reached Toledo in due time but nothing of the *Maumee* has been reported and vesselmen are reasonably certain it is she that has been lost. Capt. Declute of the steamer *Louise* reported a portion of the wreck coming ashore with the "*Maumee Valley*" painted thereon. The schooner *Reuben Dowd*, owned by J. & T. Hurley of Detroit, left Buffalo Friday with coal for Toledo. She reached Pelee Passage Saturday night and lay to at anchor east of Pelee Island and Monday morning the northeast gale drove her landward and, dragging her anchors, she was landed upon the rocks on the east shore of Pelee, where she now lies in comparative safety, though it will be necessary to lighten her before she can be released. Captain Estell and crew escaped to the land and captain and mate came up on the *Home Rule* Tuesday night. They say there is no doubt but that it was the *Maumee Valley* that was wrecked.

The *Maumee Valley* carried 7 of a crew. They consisted of Captain Harry Scanlan of Toledo, mate William Smith, J. Harry Spaen and four others who were

shipped at Detroit. Captain Scanlan was 55 years old, had sailed the lakes for 30 years and was known as a careful navigator. He owned the boat, having purchased her a year ago for \$4000.

Brave Captain Frank.-The wreck of the schooner *Maumee Valley* has created a great interest in this vicinity, not only for the awful loss of life but because the only attempt at rescuing seven souls was made from Amherstburg by Capt. F.B. Hackett. Word first came here from Mr. Grubbe of Pelee Point Friday night that a schooner was aground and flying a flag of distress. The message was telephoned to Capt. Hackett, who had the *Home Rule* in the Detroit Dry-dock at the time, but he was unable to get here until Saturday night and it was Sunday morning before a start was made. They reached Point Pelee at 12 p.m. Monday but by that time the schooner had drifted 5 miles to the middle ground, where she lay filled with water. Her spars could be plainly seen. The captain whistled at the life-saving station, getting no response. He then ran up along near Mr. Grubbe's house and whistled, but again no response. They headed for Leamington and after a time he managed to get ashore and, calling Mr. Grubbe up on the phone, asked why the life-boat had not been launched. Mr. Grubbe replied that it was unfit for service. They remained anchored off Leamington Sunday night and Monday forenoon. When the wind shifted he ran for Kingsville, where he again called Mr. Grubbe up and received the same reply. Moreover, Mr. Grubbe said he could see men in the rigging. The *Home Rule* left for Point Pelee that evening and remained there all night, but could find no trace of the schooner. Tuesday morning the weather cleared up for an hour and they saw a schooner on Pelee East and, thinking it was the wreck, started for there when the fog came down and shut out everything. This turned out to be the *Dowd*. The efforts of Captain Hackett to rescue the crew of the shipwrecked vessel in the teeth of such a gale will go down in the marine history as one of the bravest attempts ever made on the lakes. He is receiving great praise through the Detroit papers.

Detroit Tribune:-"A number of the local vesselmen are in favor of petitioning Congress for a medal for Capt. Frank B. Hackett of the tug *Home Rule*, which tried to succor the schooner *Maumee Valley* off Point Pelee in the recent gale. Although the captain's efforts were unsuccessful, he risked his life and all the property he owns in the world in the heroic attempts he made. One man has suggested that a subscription be taken for the captain."

A year ago last August, the life-boat was brought over from Pelee Island to Point Pelee by the *Petrel* and given in charge of the lighthouse keeper at the Dummy and a new boathouse was erected. It was found that the life-boat was out of repair

and upon a careful examination it was condemned by Capt. Dunn and nothing more was done towards forming a life-saving crew. The life-boat for several years was never called out while on Pelee Island. In 1896 she was repaired. The distress in which several vessels on the lakes have been thrown by recent storms brings the fact prominently to the front that there is no efficient life-saving service on this side of the lakes. On the south side our neighbors have done very well, for at various points life-saving stations are permanently established. It is true that their marine interests are very much greater than ours, but as the power situated on one of the shores of these great waters we should be prepared to take up our clear responsibilities and it should be done at once.

~~~~~  
*November 30, 1900*

An unknown vessel went down near Port Maitland in the storm.

Buffalo received 15,000,000 bushels less grain by water this year than last. The new Canadian routes are beginning to tell.

The barge *Rover* foundered on her way from Kingston to Washburn to lay up for the season. One of Capt. Smith's children was drowned.

While lightering the cargo of the stranded steamer *Isaac Ellwood* in Mud Lake Sunday morning, the forward boiler of the lighter *Stewart* blew up, killing three men and injuring several others.

During the 80-mile an hour blow last week, the water at the mouth of the Detroit River dropped five or six feet. There was not water enough in the All-American route - on the west side of Grosse Île - to float a canoe.

The D. & C. line will make its final down trip of the season to Cleveland, leaving Detroit Friday, Dec. 7. The *City of Mackinac* made her last trip up shore, leaving Detroit Monday last. The steamer *Frank E. Kirby* has gone into her winter quarters.

~~~~~  
December 7, 1900

The Richelieu & Ontario Navigation Co. has given the contract for its new steel steamer, to replace the "*Montreal*" on the Montreal and Quebec route, to the Bertram Engine Works Co. of Toronto. She is to be not less than 340 ft. long, fully up-to-date in all her appointments and is to be delivered in Sorel by May, 1902.

Since the opening of the Parry Sound Railway the tolls of the Welland Canal have fallen. For the months of April to October in 1897 the tolls amounted to \$119,423. The railway commenced competition in July, 1898, and the tolls for the

same period, 1899, were \$72,844. For the same period this year it is expected that the tolls will be even a little less. The returns in July '97 were \$21,000, in '98 \$19,000, in '99 \$12,000 and in 1900 but \$10,000.

~~~~~

*December 14, 1900*

The steamer *Rappahannock* passed down on Monday with a full cargo of oats for Buffalo. She was covered with ice.

The largest freight carriers of canal dimensions in existence will ply through the Montreal port to the upper lakes next season, according to William Peterson of the firm of William Peterson, Ltd., of Newcastle-on-Tyne, which firm will place a few of their turret steamers on the upper lakes general trade next year. These boats will steam about thirteen miles an hour and will be the largest vessels of canal dimensions in the world. They are of 3250 gross tons dead weight capacity on an 18-foot fore draft and 2000 tons on a 14-foot draft, fresh water. This would give a capacity of about 75,000 bus. of wheat.

~~~~~

December 14, 1900

U.S. Congressman Henry C. Smith has introduced a Bill appropriating \$8500 for a dwelling for the lighthouse keeper at Grosse Île.

Vesselmen here express gratification owing to a circular received from J.S. Weller, the new superintending engineer of the Welland Canal, asking vessel owners and captains to send to him a concise statement of any impediments to the navigation of the canal that they may have encountered. There are a number of sharp curves and other obstacles to successful navigation that they say can be removed with little difficulty. This would, it is thought here, tend to greatly increase the popularity of the Welland route.

The list of the dead on the lakes during the season just closed is longer than any previous year of the decade. In all 118 people were lost, against 100 in 1899, 95 in 1898, 68 in 1897 and 66 in 1896. The single item of lost overboard accounted for 25, ships that foundered carried 35 down, collisions 9, accidents with machinery 6, explosions 5, falling into holds 5, killed by lightning 3, committed suicide 3, by falling from aloft 1. All the casualties occurred between Lake Huron and Lake Erie. In point of number lost the steamer *John B. Lyon* was the most important of the season, nine members of the crew going down with their boat. The loss of the *Idler* on Lake Erie by capsizing in a squall was the most pathetic, the victims being penned up in the cabin under water. The fate of the crew of the *Maumee Valley*,

which sank at anchorage at the head of Lake Erie, furnished a shipwreck story like those in novels. The schooner *Picton* annihilated an entire family - father, mother and children - when it foundered on Lake Ontario July 2; while the *Charles Foster*, Sunday, carried down with her a crew of 8.

The reports of Lieut.-Col. Lydecker of Detroit for improvements to cost about \$9,000,000 on the channel between Lakes Huron and Superior was submitted to the House at Washington last week by the Secretary of War. It calls for a continuous 21-foot channel. The distance between the lakes is 64 miles. Two projects for improvements are reported by Lydecker. The first is to remove the shoals between the canal and the upper entrance of the Hay Lake channel to provide a channel 1000 feet wide for about two miles; also to widen Little Rapids cut, Hay Lake; Middle Neebish, Little Mud Lake, Sailors' Encampment and Mud Lake, so as to have a channel at least 100 feet wide. Estimated cost of this plan is \$6,250,000. The second is to remove shoals in St. Mary's Falls canal and the upper entrance to Hay Lake, so as to give at least a width of 600 feet; also to provide a new outlet for the channel of Hay Lake to Mud Lake, via West Neebish, giving a least width of 300 feet and to deepen the old channel between Hay Lake and Mud Lake via Middle Neebish to 21 feet, width to remain unchanged, cost according to this plan estimated \$5,750,000. Recommendation also asks that Wetzel lock, St. Mary's Canal, be rebuilt and that canal be widened above locks. It is believed, says Col. Lydecker, that no less radical improvement will meet the demands of St. Mary's River commerce.

The estimates now before the U.S. River and Harbor Committee for the improvements of channels and harbors of the lakes are not to have the unanimous support of the Michigan delegation. Congressman Corliss is opposed to recommendations for improvements so far as these recommendations provide for dredging to make deeper channels. He believes that the plan of George Y. Wisner of Detroit for damming the foot of the Niagara River is a better way to provide a deeper channel on the Great Lakes. Wisner is one of the engineers of the International Deep Waterway Commission. It will be in the end a cheaper way to do it. In order to dam the Niagara River it will be necessary to get the consent of Canada and Congressman Corliss says he will soon introduce a Bill for a commission to negotiate for such consent. Certain members of the River and Harbor Committee, so it is asserted by advocates of the proposition to dam the Niagara River instead of dredge the channels, are inclined to Wisner's idea. A dam at Niagara, according to Wisner's estimates, would raise the mean depth of the

water at the Lime-Kiln Crossing two to three feet. Rep. Sheldon, whose district comprises all the parts of Lake Superior touching Michigan for which appropriations are asked, takes issue with the damming proposition. Congressman Corliss assured him that the Niagara dam would raise the water so as to give the channels proposed in the engineer's report all the way up to Lake Superior. The dam at St. Mary's River would raise the water above this point for all the purposes of commerce.

~~~~~

December 14, 1900

**Schooner *Charles Foster* Lost.-She Goes to the Bottom of Lake Erie on Sunday Morning.-Eight Persons Drowned.**-In the midst of one of the most bitter gales that ever swept Lake Erie, the iron ore barge *Charles Foster*, in tow of the *Iron Duke*, went to the bottom at four o'clock Sunday morning ten miles off Erie and eight persons were drowned, as follows:-Capt. John Bridge of Cleveland; first mate, name unknown; second mate, name unknown; seamen Robert Wood and Wm. Kelly of Port Austin, Mich.; cook Mrs. May of Detroit; two unknown deckhands. The *Foster* was one of the fleet of James Corrigan of Cleveland and for two months had been running from Duluth to Erie with iron ore. Her cargo consisted of 1500 tons of ore. Capt. Ashley of the *Iron Duke* made Erie in safety. In an interview he said:-"When we turned for the harbor a sea much heavier than any other experienced struck us. I ran to the stern. Just as I got there the *Foster* plunged in an awful sea and dove down nose first. There was not a cry from a soul of the crew of eight she carried. The storm was so heavy that I could not put about to hunt for anyone. There would not have been a particle of use, anyhow, because in those tremendous seas no one could have lived a minute, even if the water had not been icy cold. Had there been a cry for help I would have turned and risked my ship, but it was no use. I had all I could do to make port in safety myself." There had not been a single signal of distress from the *Foster* up to the time she sank. There is from 80 to 100 feet of water where the wreck occurred and there is little hope of ever being able to locate the place. The *Foster* was valued at \$19,000 but there was no insurance, as it elapsed Dec. 1. The cargo was not insured. The life-saving crew took a trip out but could find no traces of wreckage. Some years ago the *Foster* with the schooner *Page*, in tow of the steam barge *Wm. Edwards*, was caught in the ice at the Lime-Kilns and remained there for several days.

~~~~~

December 21, 1900

Of nearly 70,000,000 bushels of grain that were shipped from Chicago last year, 21,129,601 bushels were carried by rail and 48,632,930 bushels by boat.

The wreck of the *Charles Foster* has been located five miles out of Erie, in the path of vessels. Her mainmast and cross trees were found sticking out of the water.

Jack Frost has closed navigation and all marine business is practically at an end for 1900. It now remains to be seen if the great ice-crushing boat can make an open way for winter traffic.

The Standard Oil Co.'s steamer *A.D. Thompson*, which went to the coast some time ago, has taken on her first load of coal at Norfolk, Va., for New England ports. It is probable that ten more whalebacks will go to the coast next season.

The steamer *Energy* came over from Pelee Friday last with a load of stone and derricks for Sarnia and tobacco and pork for Amherstburg, also having the *Stone* in tow. She left Pelee about 1 o'clock Friday afternoon and found quite a lot of floating ice and when off Colchester light saw the *Home Rule* in the distance. Being loaded below the iron he [the captain of the *Energy*] was afraid that proceeding in so much ice would injure the boat, so the *Home Rule* was signalled and broke away into the 'Burg. The *Stone* will be brought to Wallaceburg for repairs this winter.

~~~~~  
December 28, 1900

Capt. Jas. Corrigan of Cleveland has met with much bad luck during the present season. On May 2nd his schooner *R. Halloran* sank in a gale eight miles off Stannard Rock. A few months later his yacht *Idler* foundered in a gale on Lake Erie, taking down with it Mrs. Corrigan and almost the entire Corrigan family. Within a few days of this time Mr. Corrigan lost a large amount of money, exceeding \$1,000,000, by the loss of a lawsuit against the Rockefeller interests. This was followed on Nov. 26 by the burning of the wooden steamer *St. Paul* on Lake Huron. The sinking of the *Foster* and the loss of eight lives is the latest in the current of events.

Manitowoc, Wis., Dec. 17-W.H. Shields and Wm. McCauly, lighthouse keepers on Squaw Island, and the bodies of Mrs. Shields and her niece, Mrs. Mary Davis, were brought to Manitowoc, Wis., last week on the steamer *Manhattan*. They were picked up Saturday afternoon in the lake, where they were found lashed to an overturned yawl. They had been thus exposed several days when they were

capsized by a squall while sailing from the island to the mainland. Lucien Morden of Montagne, Mich., was also an occupant of the boat when it capsized and was drowned before he could be lashed to the overturned craft. He went mad. The two rescued men were badly frozen and it is thought they may have to suffer amputation of their lower limbs. They were taken to the hospital. The party left the island in the yawl. They drifted until picked up.

At a meeting of the Quebec Board of Trade, which was attended by the Harbor Commissioners, Corporation of Pilots for above and below Quebec, all the consuls and consular agents in Quebec and others interested in matters pertaining to navigation, winter navigation was the subject under discussion and Capt. B.B. Inman of Duluth, Minn., presented elaborate plans showing the practicability of winter navigation on the Great Lakes and St. Lawrence River by the aid of ice breakers. A resolution was adopted declaring that "Winter navigation of the upper lakes and of the St. Lawrence by properly constructed steamers aided by harbor tugs or ice breakers is practicable and could be made commercially successful; that in view of the great importance of Canada continuing in winter the enormous water traffic of the upper lakes and of attracting it to Canadian ports, and considering the great advantages which would result to Canada were the St. Lawrence River kept open to commerce during the winter season, this meeting earnestly recommends the Government of Canada to offer such inducements by subsidy or otherwise as will secure the construction and operation of a line of properly built and equipped steamers to run in winter between ports on Lake Superior and Lake Michigan and a port or ports in the Province of Ontario on Lake Huron and also a line of steamers to navigate the St. Lawrence between some port or ports in the Province of Quebec and Europe."

~~~~~  
1901

January 11, 1901

The scheme of keeping the St. Lawrence open between Montreal and Quebec during the winter is to be given a determined trial in the near future, and it now looks as if the whole plan of winter navigation will be thoroughly tested before long. News has been received at Ottawa that a company has been successfully floated in London under the title of the St. Lawrence Navigation Co. of Canada,

Ltd., with a capital of \$2,500,000 to run steamers all winter between Montreal and Quebec. The steamers are to be of the Ermack type and will be built upon the latest designs of the celebrated firm of Armstrong & Co., the English shipbuilders. The company is said to have very strong backing and to be composed of both English and Canadian capitalists.

~~~~~  
*January 18, 1901*

John Gordon, well-known here and one of the pioneers in the lake transportation business, died very suddenly at Buffalo of heart failure. He had no previous illness and retired Wednesday night in the best of health. Early Thursday morning Mrs. Gordon noticed her husband's troubled breathing and sent for a doctor. Mr. Gordon was dead before the physician's arrival. John Gordon was born in Detroit Aug. 1, 1841, and at the age of 18 years entered the employ of the Michigan Central Railroad.

Capt. Daniel Miesel, a man well-known to vessel owners and sailors on the Great Lakes, especially during the decades preceding 1890, died on Thursday of last week at his home, 283 Morrell Street, Detroit. In spite of the fact that the ex-sailor was in his eighty-first year, he had always enjoyed the best of health, having never experienced a day's illness in his life, his friends say, until about three weeks ago. At that time he had a severe attack of diabetes, but had so far recovered that he came out and took breakfast with the rest of the household on the morning before he died. After that he became rapidly worse again and nothing could be done to relieve him. Capt. Miesel was born in Germany, coming to America when about eleven years of age. He liked a nautical life from his boyhood and soon after his marriage went on the lakes, where he remained for 43 years. After working his way up he became the owner of the side-wheeler *Canada*, which he commanded for a considerable period. Afterward he successively built and commanded the steamer *Albion* and the tug *J.P. Clark*. He quit the lakes about 12 years ago. For many years he lived at Texas Landing at Anderdon, where he ran a wood dock. He is said to have accumulated considerable property during his long career on the lakes. His wife died eight years ago and his only relatives in this country are nephews and nieces.

Capt. J.W. Moore, a well-known lake captain, is dead in Chicago.

A company is being formed at Duluth to operate lines of ice-crushing freight steamships between Duluth and Swedish, Norwegian and Russian ports. Contracts have been made for part of the route between Quebec and North Sea ports. Other contracts will be made for those to ply between Duluth and Parry Sound on the

lakes. Capt. Ingram of Duluth and representatives of Mardin & Co. of France are parties to the contracts already made. Two 10,000-ton ships will be used from the St. Lawrence to European ports.

~~~~~  
February 15, 1901

At the Bell Engine Works, Buffalo, there is being built for Horace T. Dunbar of the firm of Dunbar & Sullivan, contractors, a tug that will be of steel throughout, the houses included. The tug is to be 75 feet long and 17 feet beam and will draw 7½ feet of water. The equipment will consist of a fore-and-aft compound engine with cylinders 12½ and 32 inches in diameter and 24 inches stroke; two water-tube boilers of the Roberts type; steam steering gear, steam towing winch and extra tanks for salt water. The tug is intended for service on the Hudson River.

~~~~~  
*February 22, 1901*

Secretary Gage of the Treasury Department has issued copies of the proceedings of the Board of Supervising Inspectors of Steamboats, which met in Washington recently. A change in the rules allows inspectors to issue licenses to the engineers of fishing steamboats without three years' experience. Another change permits men who have been masters of consorts on the Great Lakes for three years and who hold a first-class pilot's license to be licensed as masters of steam vessels. Certificates of inspection of steam, gas, naphtha or electric boats are to show that these vessels are provided with all the crew and officers necessary to handle the boat at all times. This will effect a number of the small yachts and pleasure craft around Detroit. The amendment asked for by the Shipmasters' Association and others providing that captains in continual service need not undergo examinations has been approved.

~~~~~  
March 29, 1901

Officials at Washington have made public the appointment of Capt. Joseph P. Cottrell to the position of Local Inspector of Hulls, to fill the vacancy created by the resignation of Sidney J. Millen. Capt. Joseph P. Cottrell is now between 45 and 50 years of age and has sailed the lakes ever since he was about 15 years of age. He was born at Marine City, Mich., and made that town his home until about four years ago, when he sought relief from a severe attack of asthma by locating at Redlands, San Joaquin County, Cal. The appointment meets with general approval.

April 12, 1901

LIFE-SAVING STATION.-One is Being Erected by United States Government.-Work was recently begun on the United States life-saving station upon the grounds of the Pan-American Exposition at Buffalo, N.Y. The site of the station is on the north side of the lake in Delaware Park, in one of the most beautiful portions of the Exposition grounds.

The life-saving station will be fully equipped with apparatus and men and will be a most attractive as well as novel exhibit. Life-saving exhibitions will be given every day during the progress of the Exposition. The apparatus in use by the Government for this purpose will be shown and a crew of ten picked men will be employed in giving the exhibitions. The station is to be modelled after one of the regular stations along the coast of the United States.

~~~~~

April 12, 1901

James Playfair of Midland has organized the Midland Navigation Co. and is building a steel freighter of Canadian canal dimensions in Dundee, Scotland. The steamer will come over here early in the season and will ply out of Midland, Ont.

The schooner *Reuben Doud* has been sold by Timothy Hurley to Capt. Alex Ure, to be used as a coal carrier on Lake Ontario. The *Doud* has been thoroughly overhauled since her pounding on Pelee Island last fall and is said to be in good shape.

Capt. B.B. Inman, the Duluth tug man, says that the contract has been let to build two 10,000-ton ice crushers. Norden Bros., famous steamboat builders and engineers of France, are to be the builders. The steamers will operate between Quebec and European ports carrying grain for the Great Northern Railway elevators at Quebec. It is intended to open Montreal as an all-year-round port within another year. Three boats 435 feet long will be built to operate between Chicago and Duluth to Parry Sound.

Commander A. Dunlap of Buffalo, lighthouse inspector of the Tenth District, has sent out the following notice regarding Bar Point Shoal light vessel No. 59 in the Detroit River:-Notice is hereby given that the boiler of Bar Point Shoal light vessel No. 59 has been disabled and that when the vessel is placed on her station and until further notice, the fog bell will be used in place of the steam whistle, in the following characteristic manner, viz.: Rung continuously by hand for 10 seconds with silent intervals of 30 seconds. This notice affects the list of beacons, buoys and day marks, northern lakes and rivers, 1901, page 46; and the list

of lights and fog signals on the northern lakes and rivers, 1900, page 32.

~~~~~

April 19, 1901

Forty sailors employed on coal schooners running out of Toronto struck for \$1.25 a day and got it.

Capt. Gavin of the Government dredge "*Ontario*," arrived at Rond Eau to fit out the dredge in order to commence operations at once. The channel into Rond Eau harbor will be deepened. The crew were notified to report for duty last week.

~~~~~

April 19, 1901

**G.T.R. Ferry Sank.**-The Grand Trunk car ferry *Huron* is aground at the upper Windsor slip with fully 10 feet of water in her bow. A leak was sprung Sunday morning and despite efforts to keep the boat afloat she settled Sunday night, being listed fully two feet on the port side. The low water level was responsible for the *Huron* striking a boulder while swinging into the Wabash dock at Detroit at 5 o'clock Sunday morning. A heavy jarring to the boat was felt then by the deckhands, but Capt. Michael Bensette of Windsor, the wheelsman, paid little attention to that. After unloading some freight cars the *Huron* made another trip to the Brush Street slip and ferried a passenger train across. Excitement reigned on the car ferry when it was discovered in the middle of the river that there was a dangerous leak in the bow. Capt. Bensette put on all speed, reached the Windsor slip, made connections with the rails on the dock with great difficulty and landed the train in safety. The boat began to settle immediately. The steam siphons were put at work in the bow, but they proved utterly inadequate. A hand water pump was next set up and two men were kept busy all day. Thousands of gallons were pumped out, but the inrush of water was much greater. A huge steam pump was brought over from Detroit about 6 o'clock, but even this machinery could not keep pace with the inflow. Capt. McGregor, commodore of the G.T.R. boat, ordered Capt. Isaac Watt to take charge of the job of raising the *Huron* and got the boat afloat Monday and she was taken to the dry-dock of the Detroit Shipbuilding Co. The *Huron* was brought to Windsor from Sarnia about three years ago and is said to have been in service for over 30 years.

The steamer *Frank E. Kirby* made her first trip to Put-in-Bay and Sandusky on Monday, carrying about 30 passengers and a good load of freight. She is now making regular daily trips.

The ice blockade in St. Clair River last week caused the water to rise about



four feet above that point. In Lake St. Clair and Detroit River the water went down about three feet. Never before was so much beach shown on Lake St. Clair. In some places the water was out two miles from the shore.

Capt. J.S. McQueen has sold the steamer *Energy* to Horne & Co., Fort William. Consideration \$3150 cash. She is at Wallaceburg for repairs. She will be used in the passenger carrying business on Lake Superior.

The Detroit papers, owing to the accident to the G.T.R. car ferry *Huron* on Sunday, are discussing a bridge across Detroit River. This is bound to become a live subject and it is an acknowledged fact that the only point on Detroit River where a bridge would not be an obstruction to navigation is across the narrow channel at the Lime-Kiln Crossing. The channel is only 600 feet wide with solid limestone foundation for piers.

Capt. F.B. Hackett has been confined to the house for nearly a week with a complication of his old severe diseases. A steamboat crossing the Lime-Kilns yesterday (Thursday) gave four shrill whistles and in less time than it takes to tell it, Capt. Frank was uptown ready to board the tug *Home Rule* and go to the relief of the craft in distress. Rumor says it was a put-up job to pull the captain out.

~~~~~

April 26, 1901

Welland Canal opened on Tuesday.

Fourteen steamers are stuck fast in the ice at the entrance to St. Clair River in Lake Huron. The steamer *Gordon Campbell* has been crowded near the shore and unless the ice bridge soon breaks she will be beached.

Options have been given to the Great Lakes Towing Co. by the owners of the wrecking tugs *Favorite* and *Saginaw* by which those two boats are in a fair way to become the property of the Trust. The price for the *Favorite* is \$40,000 and for the *Saginaw* \$16,000, figures which President Newman of the Tug Trust considers fair. It is understood that the tugs will remain at their old stations, the *Saginaw* at Detroit and the *Favorite* at Cheboygan.

The striking marine engineers are still out. Although the tug firemen who are on strike will make no statement, they will probably join forces with the engineers in their fight against the Lake Carriers' Association. In case non-union engineers are employed the firemen and oilers will go on a sympathetic strike. It will be a hard battle, as vessel owners will not recognize the unions and independent vesselmen want the trouble to continue until better rates of freight are established.

The *City of Erie-Tashmoo* race is scheduled for June 3rd next, and the

course will be from a stake-boat off Cleveland to a stake-boat off Erie, 100 miles away. The boats will get a flying start and must keep one-half mile apart during the race. The judge chosen for the *Tashmoo* is Waldo A. Avery and special excursions will be given by the D. & C. and probably by other passenger lines out of Detroit on the date of the race. It is understood that the *Frank E. Kirby* will challenge the winner.

The steel freighter *Northwestern*, which left Chicago on Wednesday, bound for Liverpool, is one of four vessels built for the Counselman syndicate by the American Shipbuilding Co. at Chicago the past winter. The boats are 256 feet long, 42 feet beam and have a moulded depth of 26½ feet. They will have a cargo capacity of 3200 tons and are expected to make 15 knots an hour. On her maiden trip the *Northwestern* will carry a large quantity of harvesting machinery and agricultural implements, several carloads of flour and a large shipment of dressed beef. The boats are fitted with a special compartment in the bottom of the hull for the carrying of meats and expect to do a large trade in this commodity. She will carry 60,000 bushels of grain as far as Buffalo, where it will be unloaded in order to allow her to make the fourteen-foot draft in the Welland and other Canadian canals. At Montreal she will receive additional cargo. It is the intention of the line to run one boat a month between Chicago and Liverpool.

~~~~~

April 26, 1901

**CAPTAIN CHARLES GALE.-At the Age of 84 is Living in Sarnia.-**

Capt. F.B. Hackett received the following letter from Capt. Charles Gale, well-known to all the old residents of this vicinity. Captain Gale is now 84 years of age and lives in Sarnia. He recalls incidents of the early days, which will prove interesting to many readers of the *Echo*.

Sarnia, Ont., April 12th, 1901.

Dear friend of days gone by. I have a small paper sent to me called "*Pleasant Hours*" with the verses on the Heroine of Long Point, Mrs. Abigail Becker. It was she that saved your brother Henry and the crew of the *Conductor*. There must be some of the crew still living in Amherstburg. I send it to you, if any live there read it to them. That woman was my aunt. Henry sailed with me next spring after the *Conductor* was lost, in the brig *J.G. Deshler* only one trip. I got the vessel for him and Robert went mate with him. Mrs. Becker has two sons living at Wallaceburg, well off; one at Bay City, has been mayor of the town. She was a

powerful woman. She could lift a barrel of flour from the ground by the chimes<sup>5</sup> and put it in a wagon. She could swim a river. When I was sailing the *Comet* she was a girl then, she would come on board and would dive off the rail into Long Point Bay and bring up sand in 20 feet of water. She is living yet. Capt. Dorr of Buffalo, insurance agent, raised her \$1500 and that bought her a farm, house and barn at Port Rowan, Ont. Now, Frank, let me know what they are doing in your town, where in 1826 I ran bare-footed hauling wood to town to Louis Gordon and James Gordon. Your good father and yourself were loving friends, also Messrs. Cousins and Kemp and John Caldwell and Frank Caldwell. Is your brother Alexander, a twin to Henry, living? They blew up Bois Blanc light with powder that was left by the soldiers. It was lucky they were not both killed. Your brother Andrew and you I hear of through the *Marine Record*. Is Mrs. Henry Hackett living in Amherstburg or Manitoba? When I sailed for Park & Co. I lived in Colchester. I was in Jn. Park's store in the winter. The work was too much for me.....I saw James [Hackett] when he was doctor at Newmarket. That is how James came to be a doctor. Joseph Hackett sailed with me. He went to college in winter. They met such untimely deaths<sup>6</sup> and I am living 84 years and 2 months old.....Is Mrs. Anna Archer living yet? She was Anna Drake.....One of her sons died on the *Brown* on Lake Huron. I landed him at Robt. McGregor's. Frank, you do wrecking sometimes, if you were at the Dummy, Pelee Point, E.N.E. 6 miles from the light lies the schooner *Acorn* in 8 fathoms of water. She has two good anchors and chains, I run it by log. If you have a diver you can find her. The steamer *Kent* lies in 7 fathoms of water, halfway between [Rond] Eau Point and Pelee Island on S.W. course. Your brother Henry and I dived to her. I saw trunks in her cabin, but our wind was gone. She has a new boiler in her and her engine is good; her anchors are on her bow. Ask someone on shore if they can locate her. We made the *Rialto* fast to her mast in a calm and smooth water. Robert Hackett was with us. We went down four times but could do nothing. If you can find her it will pay you well. Send me an *Echo*.  
Yours truly,  
CHAS. GALE.

<sup>5</sup> the edge of a barrel, formed by the ends of the staves projecting beyond the head or bottom

<sup>6</sup> Joseph Hackett died in 1865 at the age of 32 and James in 1872 at the age of 43.

~~~~~  
May 3, 1901

The steamer *Hendrick S. Holden* cleared from South Chicago with what is probably the largest cargo from a point of bulk ever loaded on the lakes. It is 362,000 bushels of oats, or almost enough to fill a good-sized elevator. The cargo was shipped by the Merritt Elevator Company to Buffalo. The banner grain cargo from point of weight was loaded by the *Simon J. Murphy* last year. It was 269,000 bushels of corn weighing 8339 net tons, taken on at South Chicago.

~~~~~  
May 10, 1901

Mr. Rubidge, engineer of the Cornwall Canal, will be a passenger on one of the two ocean vessels which are making their first trip from Chicago to Liverpool through the Canadian canals. Both steamships draw 13½ feet of water and their passage will demonstrate whether there is anything in the doubts raised by some persons that the 14 feet of navigation in the St. Lawrence Canal cannot be taken advantage of because of shallow water at one or two points in the channel. Mr. Rubidge will make careful observations and report the result to the Government. The result is expected to fully substantiate the claim of the Government officials, that there is a clear 14-foot navigation available.

There have been more boats tied up along the docks at Detroit and lying in the stream or fast in the ice above and below the St. Clair River than there ever have been in the history of navigation on the Great Lakes. Fully 40 big boats were held up between Port Huron and Algonac. It has been figured out that every day that sees the fleet tied up by the ice and engineers' strike means a loss on freight of \$150,000. The jam broke early Tuesday morning, the ice running out of the St. Clair Canal and the great fleet of vessels which was held up started on their upward and downward way. The blockade had stopped navigation for just 22 days. The loss from the blockade in increased freight rates on iron ore, coal and grain for the season is said to be not less than \$3,000,000. The water in the Detroit River at as yet this point shows a very slight raise.

~~~~~  
May 10, 1901

The steamer *Bannockburn* came into a collision with the steamer *Kearsarge* in the ice in St. Clair River Saturday afternoon. The bulwarks and steering gear of the *Bannockburn* were carried away and the steamer has a broken wheel.

The steamer *A.A. Parker*, bound up, went aground in the fog between

Southwest Shoal and Pelee Island on Saturday night. The wreckers *Wales* and *Home Rule* were sent to her assistance but the *Parker* released herself before the tugs got there and passed up Sunday afternoon, apparently uninjured.

The House of Commons on Friday voted \$100,000 for widening and deepening the entrances to the Sault Ste. Marie canal. It is proposed to make the entrances to the Canadian canal side the same depth as those to the American. The estimated cost of the whole work is about \$45,000.

The steam yacht *Viola*, bound from Toronto to Owen Sound, arrived here on Monday evening in charge of Capt. G.W. Pearson. G.T. Kilbourn, Sec.-Treasurer [of the] Owen Sound Portland Cement Co., A.J. Creighton and D.M. Butchart were on board. The *Viola* is 105 feet long and can make 16 miles an hour. She will be used as a private pleasure yacht and when she gets her finishing touches will be the handsomest and speediest craft on Georgian Bay. She is owned by the North American Bent Chair Co. of Owen Sound and the Owen Sound Portland Cement Co.

The Detroit newspapers are again making a great fuss about the alleged smuggling going on at Sandwich. Last winter when the same cry was raised the car ferries were making trips up and down the river breaking up the ice and when the matter was investigated it was found that no person could possibly cross the river between the ferry slips and Fighting Island. Too much reliance should not be placed in the stories circulated by meddlesome persons who are looking for a soft job in His Majesty's Civil Service. No one doubts but smuggling is going on along the frontier, but it is doubtful if any more is done today than at any other time, and no more at Sandwich than above and below that point.

~~~~~  
May 17, 1901

A new dry-dock of sufficient length to take in the 500-footers is being talked of for Detroit or Wyandotte.

The steel steamship *Northwestern*, from Chicago to Liverpool, collided with a dredge between Galops' and Rapid Duplot [Rapide Plat] and went ashore.

The damage to the steamer *North Star* caused by her hitting a rock near Colchester consists of 29 frames and 9 plates broken. She will be in the dry-dock for at least a week, though 60 men are at work.

The whaleback steamer *A.D. Thompson* and the barges 110 and 127, which went to the ocean last fall, have started from Boston on their return trip to the lakes. The tow has been in the coal-carrying trade between Newport News and eastern

ports since last fall.

The Anchor Line steamer *Conestoga* went ashore on Bar Point about 2 o'clock Monday morning. She was out two feet all round, but as she was on a soft bottom no damage will result from her stranding. The wrecker *Saginaw* was sent to her assistance and lightened enough of her cargo to enable her to float off the bottom.

Hon. J.I. Tarte has intimated that developments may be expected in regard to the transportation problem. The Minister hinted that, in addition to the employment of grain carriers of the largest size on the upper lakes, a fleet of steel barges, each costing \$100,000, would be placed on the route between Port Colborne and Montreal before long.

~~~~~

May 17, 1901

The propellers *N.W. Oglebay* and *Gilchrist* collided at Grosse Point and both boats were badly damaged. It will cost about \$10,000 to repair the *Oglebay*.

The steamer *Monkshaven*, from Liverpool to Lake Superior, struck the upper gate of the Lachine lock, carrying it away. The damage was repaired in a few hours.

The passenger steamer *Mary*, known as the swiftest little boat on the St. Clair, has been sold for \$7500 to a New York man who will put the boat on the St. Lawrence route. She called here on her way down Friday.

The barges *Barlum* and *Barr*, recently purchased from F.H. Clergue, will be used as consorts for the Clyde-built steamer bought by Mr. Clergue. They will trade between Michipicoten harbor and the Clergue docks on Georgian Bay.

The passenger steamer *Bon Voyage* caught fire in Lake Superior on Friday night and was beached near the Portage ship canal. Four passengers, all women and members of the Altman family, were drowned. The rest of the passengers, all of them men, and the crew escaped in safety to the beach. The 60-year-old grandmother of the Altman family of Laurium, coming down from Duluth, jumped when the steamer was far out and was drowned, as were the mother, aged 50 [sic] years, and two daughters, one 5 and the other 12 years of age. The fourth daughter, a little girl, was picked up by the tug *Mariel*, hanging onto a fender of the burning steamer. The father is at Hancock awaiting the arrival of his family. He is lately settled in Laurium.

Without a moment's warning the barge *Fostoria*, with coal for the Soo, in tow of the steamer *Annie Laurie*, sank in St. Clair River on Friday night, and the rapids, which has been the scene of so many marine accidents, has scored another

fatality, Walter Strouble and William Schlett being drowned. Capt. Albert Lockhart, Anne Lockhart, his daughter, [and] Elmer Cronk of Sandusky, O., were picked up by the tug *Argyle*. All three were in an exhausted condition and their hands were stiffened from hanging onto the ice. Capt. Lockhart says: "The *Fostoria* struck a heavy cake of ice and immediately began to fill. I ran forward to throw off the towline but the boat was filling so fast that I gave orders to lower the yawl. The men let go of the tackle but the painter of the yawl caught and as the boat was plunging down I grabbed my daughter. We were in the water before I knew it and were carried under by the suction. When we came up, the cover of the wheelhouse was near us and we grabbed that and were picked up. I heard the other men yell and saw their heads near me, but they must have gone down."

The route of the proposed deep waterway known as the Georgian Bay Ship Canal is from Georgian Bay up the French River into Lake Nipissing, hence across a divide through some smaller lakes into the Mettawa River, and then down the Mettawa and Ottawa Rivers to Montreal. Its length will be 430 miles. It will rise from Lake Huron to Lake Nipissing 60 feet and then fall to the St. Lawrence at Montreal 621 feet. There will be 50 single locks, 500 feet long, 60 feet wide, with sills 20 feet deep, so placed that they can be duplicated easily as soon as the traffic warrants. The distance from Chicago to Montreal by this route will be 905 miles, the distance from Chicago to Buffalo being 900 miles. Navigation being of necessity slower in the waterway than in the open lakes, a vessel would need just one full day more time, 24 hours, to reach Montreal than Buffalo, or two days more on the round trip. It costs about 1¼ cents a bushel to transport grain from Chicago to Buffalo. It will cost 1½ cents to take it to Montreal.

A Bill to construct a bridge over the St. Mary's River at Sault Ste. Marie, connecting the Ontario and Michigan shores, was put through the House Railway Committee with amendments at Ottawa last week. None of the powers under the Bill are to be exercised until an Act of Congress or the Michigan Legislature authorizes the bridging of the American side, except in preliminary agreement of lands and so forth. This is to protect the Canadian side in case the American authorities refuse to allow the bridge to cross the canal on the American side. Clause 12 provides that if the State of Michigan or the United States at any time provided for the appointment of a commission for regulating the work of the bridge, the Governor in Council may join the appointment of the said commission on such terms as he thinks proper and appoint one or more persons as members thereof; the decision of the commission shall be first submitted to the Governor in Council and

if approved shall thereafter be final and conclusive to the extent to which they are final and conclusive by virtue of the provisions made by the State of Michigan or the United States.

The conditions of the race between the *Tashmoo* and *City of Erie*, as signed by General Manager Newman of the C. & B. [Cleveland & Buffalo Transit Co.] and President Parker of the White Star Line, allow the C. & B. line to race either the steamer *City of Erie* or the steamer *City of Buffalo*. The start will be made Tuesday, June 4 at 9:30 Central Standard Time, the steamers to prepare, lying abreast of each other and at a standstill, one-half mile west of the first stake-boat. The stake-boat is to be a tug stationed about two miles to the north of the northerly waterworks crib off Cleveland harbor and the start to be made at the sound of a gun fired from the stake-boat. The course to be followed is along the south shore of Lake Erie to abreast of Presque Isle light off Erie harbor. Each steamer must keep at least one-half mile distant from the other, abreast, on the course. There are to be three judges, one selected by each line and a third by the judges. Each owner shall select two timers and the four thus selected to select two more. The starting time shall be established by two timers in the first stake-boat, the time being recorded when each steamer pushes her stern in range between the crib and stake-boat. A third timer shall settle any dispute. There will be three searchers on each steamer to see that no rules of the race are violated and \$500 must be forfeited if there is any violation. Each steamer will carry one Government inspector or more. In case of bad weather the *Tashmoo* has the right to postpone the race if the decision is made one hour before the starting time. In case either party fails to carry out the agreement, the entire \$2000 stake money must be forfeited to the other boat. All expenses of providing judges and stake-boats shall be divided between the lines.

Talk about the perils of going to the Old Country in steamboats. In 1860 Capt. John Duncanson sailed the three-masted schooner *Thomas F. Park* from here to Liverpool and return without a mishap. The *Park* was a fine clipper barque of 280 tons register, owned by John McLeod of this town. She loaded square oak at Bear Creek and carried that cargo to Liverpool in June. Captain Duncanson carried with him a crew of 7 before the mast, besides a first and second mate. These were all from Amherstburg. The captain handed the *Echo* a card this week bearing the date Liverpool, July 17th, 1860, issued by Jno. S. de Wolf & Co., freight agents, advertising the return trip of that vessel. She carried back a general cargo for Montreal, Toronto and Detroit.

May 24, 1901

The schooner *Warriner* was released from the east bank of the Lime-Kiln Crossing Monday night about 6 o'clock by the wrecking tugs *Wales* and *Saginaw* after lightering about 300 tons of her cargo of coal. She was leaking slightly and was towed up to Detroit. A diver made an examination to ascertain the extent of her injuries.

The water signals kept by the Lake Carriers' Association at Stanley B. Smith's and the Pittsburg Company's coal docks will, until further orders, report the depth of water at the Lime-Kiln Crossing and vicinity up to 18 feet of water and no higher. Should communication between Duff & Gatfield and these stations be cut out at any time, all depth signals will be discontinued and during the nighttime two red lights, one five feet above the other, and during the day a red flag will be displayed in the place of the usual depth signals.

The steamer *S.J. Macy*, bound up, struck on a rock near Southeast Shoal Monday morning and sank in 17 feet of water. The tug *Wales*, with pump, has gone to her assistance. It is believed the steamer went on to a boulder that broke a large hole in the bottom planking, for she sank almost immediately. The *Macy* was built at Marine City in 1881 and is owned by the Inter-Lake Transportation Co. of Detroit. She is 165 feet long, 32 feet beam, 11 feet depth and measures 752 tons gross. She is loaded with coal and is bound from Buffalo to Green Bay. The tug *Wales* brought her in Thursday afternoon. She has a steam pump on board and may unload her cargo of hard coal here.

Toronto Globe says:—"Lieut.-Col. Anderson, chief engineer of the Marine Department, who has just returned to Ottawa from a tour of inspection on the upper lakes, reports that the water in Lake Erie is lower than was ever known before. This is due, he says, to a series of dry seasons, the drain made by the power development works at Niagara and the fact that dredging in Tonawanda canal has made it easier for water to escape from the lake. Col. Anderson thinks it is imperative upon the United States authorities to adopt some remedial measures at an early date, otherwise the lowness of the water will offer a serious obstacle to navigation. There are 10 big harbors on the United States side of Lake Erie and it will be difficult eventually for vessels of deep draft to enter and leave these harbors if the present state of affairs is allowed to continue." If Col. Anderson was on Lake Erie today he would find that the water in Lake Erie has returned to its usual level after the St. Clair ice blockade.

Colonel Anderson states to the *Globe's* Ottawa correspondent that owing to

shifting sands it has been found impracticable to place the proposed new lighthouse on the Southeast Shoal in Pelee Passage between Pelee Island and Pelee Point, Lake Erie, and the structure will therefore have to be placed on the middle ground as originally contemplated. The Dummy light was destroyed by fire a year ago last March and this dangerous and busy point is still without a light. This is not at all creditable to the Canadian Marine Department. The matter of location of this light was up in Parliament, when the statement was made that 90 per cent of the masters were in favor of the middle ground. Then it was proposed to place it on the Southeast Shoal, presumably to please the other ten per cent. Now it is to be located on the middle ground. Who is responsible for this vacillating policy is not learned, but it certainly is not in keeping with a progressive country like Canada. One thing we do know, not one of our Amherstburg captains who use this channel in deep-draft steamers will acknowledge that they were ever consulted on the location. With \$70,000 voted for this work, the light should be hustled along and placed someplace in the Pelee Passage so as to guide the mariner at one of the worst spots on the chain of lakes.

~~~~~

May 24, 1901

The schooner *Sage*, in tow of the steamer *Queen of the West*, went aground on the west bank of the Lime-Kilns early Sunday morning and was released a few hours later by the *Boynton*. She was leaking badly and had to be dry-docked.

The barge *Athens*, which grounded on the east bank of the Lime-Kiln Crossing Saturday night, was lightered of about 400 tons of coal by the wrecker *Saginaw* and tug *Boynton* Sunday, and was floated at 5 o'clock in the afternoon. She is leaking slightly and was taken up to Windsor for an examination. When the *Athen* took her sheer she collided with the lower lightship hard enough to break it loose from its moorings and the lightship drifted down the river, bringing up opposite town. The lightship is uninjured and was placed in position on Sunday.

The steamer *General O.M. Poe* of the Steel Trust fleet left Duluth Sunday afternoon with the big steel barges *Jenny* and *Fritz* in tow, all loaded with iron ore. At Two Harbors the barge *Smeaton* [was] picked up and the aggregate cargos of the four boats will be 27,300 gross tons of iron ore. This is the heaviest tow ever taken on the lakes. The previous record was in three vessels with 21,000 tons. The boats are all of the largest class and were formerly part of the Rockefeller fleet. The string is nearly a mile long and the progress down the lakes was necessarily slow. The bunching of so many barges behind one steamer is due to the long strike of the



marine engineers against the Steel Trust boats, which delayed the fitting out of the steamers. The barges were all put into commission and, relying on good weather, General Manager A.B. Wolvin decided to take chances with the big tow. When its ships are all in commission the Steel Trust has 69 steamers to 43 barges, so this tow is not likely to be duplicated again for a long time.

The tug *Saucy Jim* called here on her way from Collingwood to Port Stanley on Wednesday with a lightering scow and sail yacht.

Capt. J.S. McQueen has purchased the steamer *City of Mount Clemens* of Wallaceburg. She will be engaged in general freighting.

~~~~~

May 31, 1901

The old steamer *James Fisk* was sunk by collision with the steamer *O.C. Reynolds* on Tuesday night off Grosse Point.

The tug *Lorman* towed the injured steamer *Macy* to Detroit Tuesday, where she will go into dry-dock for repairs. She discharged her cargo of 1200 tons of hard coal purchased by Falls Bros. at the lower dock.

The barge *Ireland* called here Tuesday on the way to Leamington with a pile driver to be used on the harbor construction there. She then left for Chatham to bring a load of bricks for the electric light building here.

The tug *Shaugraun*, Capt. Mains, of Buffalo was here this week raising two scows belonging to the Sullivan fleet which had sunk in M.C.R. slip, Gordon. She started for Bay City with them Tuesday afternoon.

The derelict schooner which has been drifting about Lake Michigan since last Friday was sighted off Fox Point fifteen miles from the harbor and is proved to be the *H. Rand* of Racine. Four persons were drowned.

The whaleback steamer *Henry Cort* of the Pittsburg Steamship Co. grounded on the Boston shoal between Amherstburg and Bois Blanc Sunday night, her steering gear having gone wrong. She was released without lightering Monday morning by the *Wales*, *Home Rule* and *Saginaw*. She started for Detroit dry-dock when her steering gear again gave way at the Lime-Kiln and she had to be accompanied by the *Wales*.

The steamer *Grecian* of the Pittsburg Steamship Company went aground at the middle ground at Pelee Island on Tuesday morning. She was bound down with ore and loaded heavily. The tugs *Home Rule*, *Lutz* and *Wales* went to her and 30 men were put to work on her, lightering her cargo. A heavy sea prevented the tugs from rendering much assistance. She was released Thursday morning. The place

where she struck was just four boat lengths from the proposed location of the new lighthouse.

Capt. George King of the *Newsboy* wants to quit sailing soon, believing that over half a century on the lakes and rivers entitles him to a rest. He is probably best known among the resorters along the river, as he has run the little *Newsboy* on that route for many years past. He is probably one of the few lake captains that can boast of the fact that he was in command of a boat before he was old enough to vote. Capt. King wants to sell the *Newsboy* for \$10,000, but he will probably run her one more season between Toledo and Monroe. She will leave for Toledo tomorrow (Saturday) when the *Wyandotte* goes on the regular downriver route. Capt. King is a bachelor and is now 59 years of age.

~~~~~

May 31, 1901

**MARINE DISASTER.-After a Wild Night the Steamer *Baltimore* Foundered in Lake Huron, Drowning 13 Out of 16 of Her Crew.**-Death and disaster resulted from the gale which raged on the Great Lakes last Thursday and Friday. From Chicago to Ogdensburg, N.Y., the storm held sway and a score of vessels were sunk, wrecked or suffered serious damage. The reports received from ports on the lakes told only the disasters in their immediate vicinity and it is feared that other wrecks with fatalities occurred at isolated places along the shores.

The worst disaster reported was the wrecking of the steamer *City of Baltimore* off Fish Point 10 miles from East Tawas, Mich., in which 13 lives were lost.

The schooner *A. Bradley*, bound for Chicago, became water-logged off Milwaukee, hoisted signals of distress and was towed into the harbor for safety.

The schooner *H.D. Moore*, laden with hardwood, collided with the pier at Sheboygan, Wis. Masts and rigging were carried away and the crew was taken off. The vessel is at anchor but leaking and pounding hard.

Assistance has been sent from Port Huron, Mich., to the steamer *Frick*, stranded near the Flats. All vessels leaving that port in 24 hours were driven back to seek shelter from the gale.

The fishing tug *Constance* was cut in two and sunk in collision with the steamer *C.W. Moore* in the river near Menominee, Mich. The crew escaped.

The schooner *Montmorency* is ashore on Charity Island near Bay City, Mich., and may prove a total loss.

The schooner *George Davis* is high and dry on Winona Beach near Bay City.

The steamer *City of New Baltimore* was damaged in a collision with a tug at Bay City and the tug *Traveller* lost part of the raft it was bringing in.

The steamer *Pewaukee* is stranded on Bois Blanc Island near Cheboygan, Mich., with wheel broken. Assistance has been sent. The steamer *St. Louis* and two barges are aground on the head of Strawberry Island near Buffalo, N.Y. The schooner *Sailor* sank at the Buffalo docks.

The schooner *Acacia* collided with the coal chutes at Oswego, N.Y., and was badly damaged.

In all ports on the lakes many vessels put in for shelter. Many that had started out met the gale and turned back.

The storm was declared by marine men one of the worst in 15 years.

The propeller *Baltimore*, en route from Lorain to Sault Ste. Marie with a large scow and steam drill in tow, foundered in Lake Huron near Au Sable Thursday morning during the fierce northeast gale and 13 of her crew of 16 are supposed to be drowned. The second engineer, Thomas Murphy of Milwaukee, and George A. McGinnis, a deck-hand, were dashed about in the lake all day, lashed to a piece of wreckage of the after-cabin. McGinnis, the deckhand, lost his mind while the two were being dashed about at the mercy of the waves and tried to get Murphy off the wreckage. He tried particularly to tear himself free of his bindings so that he could drown. Though nearly dead the engineer succeeded in calming his companion and saved him in spite of himself. When nearly dead they were picked up by the tug *Columbia* of Detroit, Captain Marks, which was also bound for Sault Ste. Marie with a Government dredge and a loaded lighter. She was caught in the storm about the time the *Baltimore* foundered. The six-inch cable by which the tug was towing the dredge parted and both the lighter and dredge were lost in the storm with their crew of six men. It was while out searching for her tow that the *Columbia* sighted Murphy and McGinnis and brought them in to East Tawas. The *Columbia* went out again later and found the dredge making good weather. The men were taken off it and they were badly frightened, as the scow had neither boat nor life preservers. The scow was then towed into Tawas. The scow with timber on it was not recovered and it is thought it went ashore.

The list of dead are:-Martin H. Place, captain; Michael Brethren, first mate; Mrs. M.H. Place, steward; Edward Owen, wheelsman; C.W. Sears, wheelsman; George W. Scott, watchman; Herbert Wining, watchman; P. Marceaux, chief engineer; William M. Parker, fireman; F. Kraeger, fireman; August Anderson, deckhand; Louis Lafranier, ship carpenter; John Dolders, second steward. The

above were members of the crew of the steamer *Baltimore*. No tidings have been received of any of them since the two members of the crew who were saved left the vessel on an improvised raft.

Captain Place was known here, having at one time been mate with Captain Trotter.

Captain Marks of the tug *Columbia* is one of our best-known captains. He left Amherstburg with M. Sullivan's dredge and scow about two weeks ago. Part of his crew were from here.

~~~~~

May 31, 1901

As a result of taking a tow from a barge to save themselves a row down the river, Peter and Thomas Arthur of Detroit, two cousins, met with an accident which caused their boat to be badly smashed and resulted in the drowning of the former, while the latter narrowly escaped the same fate. The two men were bound on a pleasure tour to Stony Island, where they expected to meet a party which had already gone down the river in the yacht *Cypress*, owned by Barney Schultz. It was the intention of the Arthurs to join the yacht at Stony Island and sail back with the rest of the party, towing their boat. When opposite Grassy Island something went wrong with the barge's machinery and she stopped and began to back up, causing the small boat to run into her. Thos. Arthur jumped and swam clear, but Peter Arthur was drawn by the suction of the wheel and was drowned. The former swam back to the rowboat, which drifted clear and later made a thorough search of the place with the lighthouse people, but to no purpose.

The wreck of a three-masted schooner, its decks flush with water and apparently deserted, was sighted by Capt. McLeod of the steamer *Boston* on Lake Superior⁷ Sunday. The wreck was about 10 miles off shore and between Sheboygan and Milwaukee. The *Boston* passed within five miles of the wreck and the strong glasses of the officers failed to show the slightest sign of life on the decks or in the rigging of the boat. The *Boston* passed through quantities of slabs which extend for 20 miles in the lake. The slabs were 10 to 15 miles from shore, southeast of Sheboygan. It is believed that the water-logged schooner is the *C.H. Hackley* of Milwaukee and that her crew of captain and six men have been lost.

⁷ This probably should be Lake Michigan, as both Sheboygan and Milwaukee are on Lake Michigan.

~~~~~  
June 7, 1901

The fourth and last steamer of the Northwestern Steamship Co., the *North Town*, Capt. Petersen, has left the lakes for Europe. The vessel carries a cargo of agricultural machinery and provisions for Hamburg and oil cake for Antwerp.

The schooner *Hartnell* was released from the Lime-Kiln Crossing Friday morning and brought to Detroit by the tugs *Wales* and *Saginaw*. She was taken to Hodge's dock, where a diver made an examination, finding her little injured. Friday night she was still leaking slightly but as soon as the examination was completed continued on her way to Lake Superior in tow of the *S.R. Kirby*.

The visit of F.H. Clergue of Sault Ste. Marie to Quebec has given rise to the rumor that he intends to establish a fleet of six ocean steamers with Quebec as the terminus, and that they will be strong enough to use that port for ten months in the year, that is to say, they will start early in March and run until late in December. It is also reported that this enterprise will be undertaken by the new Franco-Canadian syndicate. The freight would come to a large extent from Mr. Clergue's enterprises at the "Soo" instead of going as now through the United States. He is also credited with a scheme for building steel vessels at Quebec.

Hon. J. Israel Tarte, Minister of Public Works, intimates that important developments are on foot in regard to the transportation problem. The Minister says that in addition to the employment of grain carriers of the largest size on the upper lakes, a fleet of steel barges, each costing \$100,000, will soon be placed on the route between Port Colborne and Montreal. Closely following the Minister's statements comes the important announcement of C.F. Desola, the Canadian representative of the Cockerell Works, Belgium, and of Swan & Hunter of Tyneside, Eng., who says that his companies are planning to put a big fleet of grain carriers on the Canadian canals as soon as two primary projects are definite undertakings. These projects are the equipping of Montreal with an elevator system and the fitting of Port Colborne for the handling of the grain. The Montreal project has already been made a reality, as the Dominion Government has decided to loan the Montreal Harbor Commissioners \$1,000,000 to carry it into effect. The Government also intends to at once thoroughly equip Port Colborne and has asked Parliament to grant an appropriation of \$470,000 for that purpose, so that both the required projects are now assured. Designs for the boats and barges have already been decided upon. It is intended to build steamers and barges in the proportion of one to two, two barges to be towed by each steamer or propeller. Their dimensions will be the same, but

the space in the steamer occupied by machinery makes the carrying capacity of it less than that of the barge. The boats will be about 160 feet long, 42 feet beam and will have a draft of 14 feet. Each of the steamers will have a capacity of 80,000 bushels and each of the barges will carry 100,000 bushels. Therefore each fleet, a steamer with two barges, will move 280,000 bushels. With a number of these fleets in the canals, grain can be transported from Port Colborne eastward at a rapid rate and very cheaply. There is no question as to the ability of the foreign firms to float a fleet in Canadian waters if they once undertake the enterprise. Swan & Hunter are far-famed British shipbuilders. The Cockerell works are in the Belgian syndicate. It is an organization or combine similar to the United States Steel Co. and employs 14,000 hands.

~~~~~  
June 7, 1901

The New Lighthouse.-Col. William P. Anderson, Chief Engineer of the Canadian Department of Marine, was here last week superintending the location of the new lighthouse crib on Pelee Passage. The crib was towed out on Friday by tug *Home Rule* and steamer *Owen* and on Saturday sunk on the middle ground. Diver Campbell found the rock as level as a table. Col. Anderson said it was impossible to build the new lighthouse on the Southeast Shoal as requested by the vessel masters of the lakes and that it had to be placed on Pelee middle ground. A survey was made of the Southeast Shoal; everywhere fine shifting sand was found. The crib for the new lighthouse was constructed at Amherstburg last summer and fall. The illuminating apparatus to be put into this new lighthouse will be modern, quick, double-flashing light with the following characteristic: Flash, .58 second; eclipse, .85 second; flash, .58 second; eclipse, 5.48 seconds; total period, 7.50 seconds. The crib was towed to its place Friday last, reaching there that night. Owing to the wind Saturday no effort was made to place it until evening; it was sunk and loaded with 30 cords of stone which was brought there from Pelee Island. The depth of water where the crib is placed is 13 feet and the rock is so perfectly smooth that it may be necessary to drill holes in it and stay the structure that there may be no danger of it shifting from ice pressure. The location is the north corner of the middle ground shoal. Work of constructing the tower will go on as soon as the cribwork is completed. The tower will be 80 feet high and the lighting apparatus alone is estimated to cost \$10,000, being the finest on the upper lakes.

J.C. Gilchrist added four large ships to his already immense fleet by purchasing the steel steamers *D.M. Whitney*, *E.W. Oglebay*, *Merida* and the wooden

steamer *Mecosta* from the Whitney estate of Detroit. This leaves the Whitney estate but the steamer *Nipigon* and consort *Melbourne* of its formerly large fleet. The price paid for the four ships was not given out.

The big steel freighter *Harvard*, Capt. Peterson, went aground at the head of Bois Blanc Saturday morning. The *Home Rule* worked at her all Sunday morning but failed to budge her, when the *Wales* and *Saginaw* were called in and about 200 tons of iron ore was lightered into the whaleback 202, Capt. Barron, before the *Harvard* moved. The water was very low until Sunday evening.

Joseph Ripley, assistant engineer in charge of the canals at Sault Ste. Marie, says of the draught of water in the channels of the Detroit River:—The section of shoalest water in the connecting waters of the lakes system last year was in the vicinity of Ballard's Reef and in the very narrow channel between Bois Blanc and Amherstburg, near the mouth of the Detroit River, where dredging has been going on at a large scale for several years. It is now reported from that section that the depth of the channel down from Ballard's Reef to the mouth of the river is fully equal, if not better, than it was last season, although the stage of water is about six inches lower. The increased depth is due to the progress with the dredging operations. The shoalest spot now between Detroit and Lake Erie is the Lime-Kiln cut. This cut is being widened to 600 feet and the Government engineers have located to the westward of it a channel of 300 feet width and 13 feet depth, which will shortly be buoyed for light draught vessels, thus relieving the congestion in the 21-foot channel.

The greatly-talked-about race between the two fastest steamers of the lakes, the *Tashmoo* of the White Star Line of Detroit and the *Erie* of Buffalo, was raced Tuesday and was won by the Buffalo boat by a very narrow margin. The time made for the 95 miles by the *Erie* was 4 hours, 19 minutes and 9 seconds, while the *Tashmoo* was 45 seconds longer. It is estimated that \$100,000 changed hands as the result.

~~~~~  
June 14, 1901

The following despatch comes from Ottawa:—"An examination of the Southeast Shoal off Point Pelee, Lake Erie, made by W.J. Stewart in the surveying steamer *Bayfield* and by the chief engineer of the Department of Marine, shows that throughout its extent it consists of firm, fine sand; no signs of rocky ground as marked on charts made from latest survey, or of loose stone, could be found. The shoal is also making slightly to the southwestward. The same officers find the

schooner *Specular*, sunk last year east of Pelee Island, has been broken up by the ice and no wreckage can be found within twenty feet of the surface. The wreck is in the same place as last year and the keel, with probably some frames at the bow and stern, remain. Until the locality can be tested by sweeping, the place is marked by a small black and white flag buoy."

Thursday night of last week the steamer *A.A. Parker*, Capt. J.T. Hutton, had a serious collision with the steamer *S.S. Curry*. The *Parker* was bound down from Escanaba to Erie with consort *W.B. Parker*, both heavily laden with iron ore. She was drawing 16 feet 6 inches of water and when at the head of Bois Blanc Island about 12 o'clock at night she met the *S.S. Curry* coming up, light. The *Curry* blew one whistle and the *Parker* answered, when the *Curry* blew a second and third time, the *Parker* answering each time, keeping as far as possible towards the left bank. They came together with a glancing blow on the port bow, damaging the *Parker* to a great extent. She proceeded as far as Bois Blanc light, where she left her consort, and returned to the dock here. Captain Quinn arrived from Detroit with the *Reliable* Friday morning and put a canvas patch over her forefoot and bow. The *Saginaw* put a steam pump aboard and she proceeded to Erie Saturday evening under her own power. The collision occurred near the *Curry* shoal.

The steamer *A.A. Parker*, which was in collision with the steamer *Curry* in the Detroit River, was docked at Cleveland. It will take about 10 days to repair her. The *Parker* is pretty badly damaged.

~~~~~

June 21, 1901

The Canadian steamer *Algonquin* was released from Point Pelee Saturday night by the *Boscobel*.

The Canadian steamer *Hero* was burned at Belleville, Ont. Several passengers who were asleep had narrow escapes.

The steamer *Hadley* and the whaleback barge 130 collided Sunday at Sault Ste. Marie, doing considerable damage.

The steam barge *Morris B. Grover* went aground at the Lime-Kiln Crossing Monday night. The *Saginaw* and *Home Rule* pulled her off without lightering her cargo.

When leaving the Canadian canal Sunday morning, the barge *Amazon* struck on a rock, breaking the bottom plates. The collision bulkhead space was filled with water, making it necessary to lighter some cargo.

The schooner *R.C. Broton* sailed on Thursday from Alpena, Mich., with a

cargo of lumber for John Piggott & Sons, Windsor. Friday evening the vessel was caught in a fog off Mooretown in the St. Clair River and during the delay Captain James H. Hanna fell overboard and was drowned.

At a meeting of the Lake Carriers' Association it was decided to place a lightship on Southeast Shoal. Capt. McKay, chairman of the committee, has secured the old schooner "*Smith and Post*" and she will be placed on the shoal. They announce that the Canadian Government will be asked to pay the expenses. This is quite nervy on the part of the Vessel Owners' Association. They make a dumping ground of this point and form a shoal, then their vessels get on, then dump over iron ore and a bad obstruction is formed. The Canadian Government places a gas buoy thereon, then they run into it and know that it is out of business. The only sensible thing to do would be to take a dredge and clean the shoal away. It is good betting that the *Smith and Post* will be knocked out before many moons.

~~~~~

June 28, 1901

The damage to steamer *Conger*, burned at Port Huron, Mich., Sunday night, is reported to United States Customs at \$15,000. Her machinery is ruined.

Notice is given that upon the completion of temporary repairs to the boiler in Bar Point Shoal light vessel No. 59 the use of the steam fog signal on that vessel has been resumed. The whistle now sounds thus: Blast, 10 secs.; silent interval, 30 secs.

The body of Captain H.M. Place of the wrecked steamer *City of Baltimore* was found floating in the lake about eight miles north of Oscoda on Tuesday, picked up by the crew of a fish tug and brought to Au Sable. It will be shipped to relatives in Cleveland.

The ferry steamer *Omar D. Conger* of Port Huron-Sarnia ferry line was destroyed by fire at her dock in Black River Saturday night. The fire started in the hull of the boat in some mysterious manner and quickly enveloped the entire vessel so that practically everything above the waterline was consumed. She will be rebuilt at once. The boat is owned by the Mills Transportation Co. of Port Huron.

The feasibility of the Georgian Bay canal, the proposed new waterway to connect the Great Lakes with Montreal and Ottawa, and the superior advantages it would afford are particularly emphasized by George Wismer, C.E., of Detroit, Mich., who is in Ottawa consulting with the local engineers of the canal company. Wismer is one of the greatest authorities on the continent on the subject of waterways and his unbiased opinion, which he freely expresses, goes far to

strengthen the claims put forward by the promoters of this big project of such national importance to the Dominion.

The Milwaukee branch of the Licensed Tugmen's Protective Association has ordered four medals for the crew of the tug *Columbia*, which rescued Thomas Murphy and George McGinnis, the second engineer and foreman, respectively, of the lost steamer *Baltimore* from a piece of wreckage in Lake Huron in the midst of a heavy gale. The men who receive the medals are Capt. Joseph Marks, Herbert Heckmott, William Cook and Peter Lemonde. The medals are to be of gold and when they are completed they will be sent with a letter to Detroit and there presented. The rescue of Murphy and McGinnis was one of the most courageous deeds ever noted on the lakes and the Milwaukee Lodge of Tugmen has set the initiative in recognizing acts of bravery among their fellows on the lakes.

The barge *Selkirk*, in tow of the Canadian steamer *Rosemount*, discharged at Mullen's lower dock Monday the new cable to be placed from Pelee Island to the mainland. The cable is in one piece 9 miles long and was not spooled as usual. It took eight hours to put it on board at Kingston and about the same time to unship it here. It was made in Germany and is supposed to be of the finest material. The sum of \$6000 was placed in the supplementary estimates by the Dominion Government for the removal of the old portion of the cable and re-laying the new nine miles. Superintendent Keeley is expected shortly to see to the laying of this coil.

~~~~~

July 5, 1901

The officers of the Canadian steamer *Bayfield* report that the wreck of the *Specular* near Pelee Island was broken up by the ice and no part of the vessel can be found within 20 feet of the surface. The wreck is marked by a small black and white flag buoy.

One of the heaviest gales of wind that ever swept over Lake Erie in the month of July was experienced by vessels last Monday night, but no serious mishaps are reported. The new lightship, *Smith and Post*, at the Southeast Shoal was exposed to the full brunt of the weather and rolled about in dangerous fashion. It is the opinion of vesselmen that the old schooner will not stand the late fall weather.

The first report of the season of Chief W.L. Moore of the weather bureau shows that 44 wrecks occurred on the Great Lakes between the opening of navigation, April 16, and May 31. Forty-three lives were lost. The damage to

vessels amounted to \$140,230 and the cargoes were damaged to the extent of \$18,000. The wreck of the *Baltimore* on Lake Huron with the loss of 15 lives and the burning of the *Bon Voyage* on Lake Superior with the loss of four lives were the greatest disasters.

The wrecking tug *Fern* of Algonac sank at her moorings over the wreck of the steamer *Colorado* on Eagle River Reef near Houghton, Mich., in Friday night's storm and her crew of five were drowned while asleep in their berths. The lost are as follows:-Capt. Arthur Hemenger, 65 years of age, of Algonac leaves family of five children; Engineer Frank Johnson, aged 35, of Eagle River, leaves a widow and three children; Fireman William Smith, aged 19, son of lightkeeper Norman Smith of the Manitou Islands; Diver Charles Bradley of the Soo; and a cook, name unknown, also from the Soo. The *Fern* lies in 25 feet of water with one spar visible. Capt. Hemenger, who went down on his tug, the *Fern*, was well-known in Amherstburg, having lived here three or four years ago, making his headquarters on the old barge *American Giant* on the bay below town. Since that time he has lived on his wrecking tug at the Soo, summer and winter.

The work of converting the schooner *Smith and Post* into a lightship for Southeast Shoal has been completed and Capt. McKay, representing the Lake Carriers' Association, had same placed on the shoal early Saturday morning. The lightship will carry a red light above a white one, about 10 feet apart. They will be suspended between the masts and will be 60 feet above the water.

Alex. Barron and Freeman McCaffery of the dredge *Ontario*, Port Stanley, were home Sunday and Monday last.

The steamer *Wyandotte* (Capt. A.H. Shafer) will leave Amherstburg every Sunday at 7:30 and 10:55 a.m. and 6:35 p.m. for Detroit. Returning, leaves Detroit at 9 a.m., 3:00 and 8 p.m., arriving at Amherstburg on the last trip about 9:30 pm. Fare from Amherstburg to Detroit, 25c single; round trip 35c. Returning from Detroit to Amherstburg Sunday evening, 35 cents one way, round trip 50c.

~~~~~

July 12, 1901

The passenger ferry *Algoma*, the first of the Sault Ste. Marie Ferry Co., was launched at the Polson Iron Works, Toronto, last Saturday.

The steamer *C.H. Ketcham* crashed into the Grand Trunk dock at Sarnia Saturday for 30 feet and went on afterwards, bound down, apparently uninjured.

The big freighter *L.C. Waldo*, bound up light, struck an obstruction near Amherstburg Friday morning, breaking a blade off her propeller, and she was taken

to Detroit for repairs.

The two Chicago freight steamers, the *Northwestern* and the *Northman*, have returned from European ports to Montreal after a most successful trip. They look to be in excellent condition. The *Northwestern* put 1000 tons of salt off at Montreal and left for Chicago.

Dredge No. 1 of the Buffalo Dredging Company is in Oades' shipyard, undergoing repairs. She had been working on Ballard's Reef dredging the channel and was strained and broke the steel mast supporting the crane while attempting to left a twenty-five-ton rock.

The barge *Twin Sisters*, in tow of the steamer *John Craig*, upbound with coal, sank at Bar Point Thursday night of last week in 18 feet of water. The storm blew the *Twin Sisters* into the stern of the *Craig* after the latter had gone aground and the barge quickly filled and sank. The crew of the barge got away in a small boat. The *Twin Sisters* will be immediately raised.

A despatch from Milwaukee says:-William E. Fitzgerald, vessel owner and head of the Milwaukee branch of the American Shipbuilding Co., died at his summer home at Nagowicka Lake Sunday morning from injuries received in an explosion of acetylene gas Saturday night. Before physicians could be summoned from Milwaukee, Mr. Fitzgerald had passed beyond their assistance. For the past two weeks Mr. Fitzgerald had been at his summer home when his presence was not required in his office. He arrived at his cottage Saturday evening and during the night an odor of escaping gas was noticed in the house. Calling the coachman, Mr. Fitzgerald descended to the basement to examine the acetylene gas plant, with which the house is lighted. The cellar was filled with gas and soon after the two men entered it there was a terrific explosion. Both men were thrown to the bottom of the stairway, badly burned and barely able to get to the first floor. Mr. Fitzgerald's condition was serious and physicians were summoned from the village of Hartland, nearby, but they were not able to save his life.

The new beacon lighthouse on Muskegon Lake burned to the water's edge last Saturday night. The Government ordered it built several weeks ago and a Government lighthouse boat has been here building it. It was just finished that day. It was to be filled with oil every seven days, furnishing light day and night. It is supposed the machinery being new it failed to work properly and caused the fire. Another lighthouse will probably be built at once.

While making a landing at the foot of First Street, Detroit, Sunday night, the big passenger steamer *North West* came in with too much headway on and crashed

into the Ashley & Dustin dock, which projects beyond the Northern Steamship Co.'s dock. The *North West* ploughed into the dock for about five feet, tearing the big beams apart as if they were paper. The *North West* was bound for Chicago and had a good load of passengers. She was uninjured by the accident but the dock was damaged to the extent of a couple of hundred dollars.

W.H. Noble, Government superintendent of the building of the lighthouse on middle ground reef, is making his headquarters with Mrs. Wardroper. He has Capt. Al. Henning with his steam tug *W.H. Stone* employed to take him and his men out to the works every day, also to tow barges of stone and gravel to the cribs. The work is said to be getting on nicely, though there is some difficulty in getting all the masons they want.

The Canadian steamer *Arabian*, in charge of Capt. O. Patenaude, arrived here Monday morning on her way up the lakes, supplying the Canadian lighthouses with oil and coal. She covers the route between Montreal and Fort William and will be two months on the trip.

Last Sunday morning, while rounding to to reach the dock, the steamer *Wyandotte* did not make enough allowance for the stiff western wind and crashed into the tug *Home Rule*, which was lying at the coal chutes outside of the steamer *Imperial*. The *Rule* was badly squeezed. Her rail was smashed from stem to stern, the bulwarks and stanchions on the port side were broken and her seams opened up. She was taken to Detroit Monday for repairs.

The lighthouse on Bois Blanc Island was struck by lightning on Thursday.

The steamer *Imperial* will not run her usual trip to Windsor today (Friday) as she has been chartered to carry the Orangemen from Pelee Island to Leamington.

During the storm Wednesday evening the sweepscow and derrick scow broke from their moorings at the Lime-Kiln Crossing and "Nitchie" Sawyer, the watchman, wakened the whole town blowing for a tug.

~~~~~  
July 19, 1901

THE PELEE CABLE.-The Work of Laying the New Cable Now Going On.-J.F. Richardson, the C.P.R. Electrical Expert, in Charge.-J.F. Richardson of Montreal, electrical engineer and inspector of the Canadian Pacific Railway's telegraph system, was in Leamington last Friday looking over the grounds to locate the safest place to land the Pelee cable. On Saturday J. McR. Selkirk, superintendent at Leamington, accompanied Mr. Richardson to Amherstburg, where the new 30-ton cable was unloaded on Mullen's lower dock by a Montreal steamer

a couple of weeks ago. The new cable is about nine miles long and is all in one piece. They arranged for the necessary outfit to successfully do the work. Mr. Richardson has been chosen by Hon. J. Israel Tarte, Minister of Public Works, to superintend the laying of the cable and has instructions to place it where he thinks the best crossing can be found, so the whole responsibility as to where it will be landed rests with him. An entirely new route will probably be chosen, one that will clear the rocks at the middle ground, be free from ice shoves and away from anchorage of the vessels taking shelter from late fall storms in Pigeon Bay. It will probably be laid from a short distance east of the new Leamington dock (on a sand beach) and the Pelee Island end [and] enter the North Bay and landed near the Scudder dock. This will be in deep water and pretty free from boulders. The situation of the present cable running from the end of Point Pelee to the old Dummy lighthouse to the neighborhood of Pelee lighthouse has caused it to be frequently broken, especially in the late fall by ships taking anchor and seeking shelter from storms. The Pelee Islanders then were cut off from communication with the mainland, as the lateness of the season precluded its being repaired until next spring. The work of raising the old cable and laying the new one will be done by Capt. John S. McQueen with the steamer *Mt. Clemens*. The old cable, half of which is only three years in use, will be picked up and repaired and enough of it added to the new to meet the demand. They fitted out the expedition here and left yesterday (Thursday) for Lake Erie. With good weather, it is expected to complete the work in a couple of weeks. Mr. Richardson was superintendent of the construction of the Dominion Government telegraph line in the Yukon from Bennet to Dawson, a work that was full of engineering difficulties. Owing to the fact that the cable has never given satisfaction, Mr. Richardson has been chosen to do the work and we expect that when he gets through the Pelee cable will be in better shape than ever and give the Islanders communication at all seasons. The line to Point Pelee will be maintained in the interest of marine, as will also the line to Pelee Lighthouse, and the Government docks at Pelee Island and Leamington connected. The whole cost of the work will be about \$6000, which amount was voted by Parliament through the exertions of M.K. Cowan, M.P.

~~~~~  
July 19, 1901

The schooner *Myron Butman*, in tow of the steamer *Baldwin*, was struck by an unknown steamer at Bar Point and sank shortly afterward in 20 feet of water Sunday morning last. The *Butman* was bound down with a cargo of lumber. The

steamer struck her forward, inflicting serious damage. The lumber held the boat up so that she sank slowly and the crew were able to escape in safety. It is believed the *Butman* was hit by the steamer *Harvard* of the Pittsburg Steamship Co.'s fleet, as the *Harvard* passed up at 5 o'clock Sunday morning with a couple of plates on her starboard bow badly damaged. The *Butman* was raised and taken to Toledo.

The captain of the steamer *Althea*, carrying an excursion from Ogdensburg to points up the river, has been summoned to answer the charge of breach of the law against Sunday excursions on account of having touched at Brockville on the way up.

~~~~~

July 19, 1901

F.H. Clergue has given a contract for a fine steamer to the steel works at Collingwood.

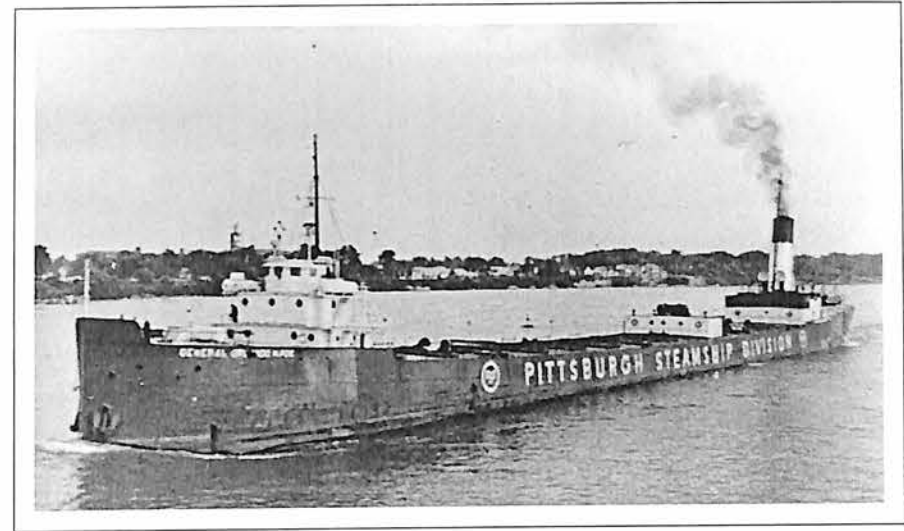
The Department of Customs has refused the request of Sarnia lumber companies for permission to use American tugs.

The steamer *Spokane*, Capt. Williams, picked up the body of Capt. A. Heminger of Algonac, Mich., captain and owner of the tug *Fern*, which foundered off Eagle River June 29.

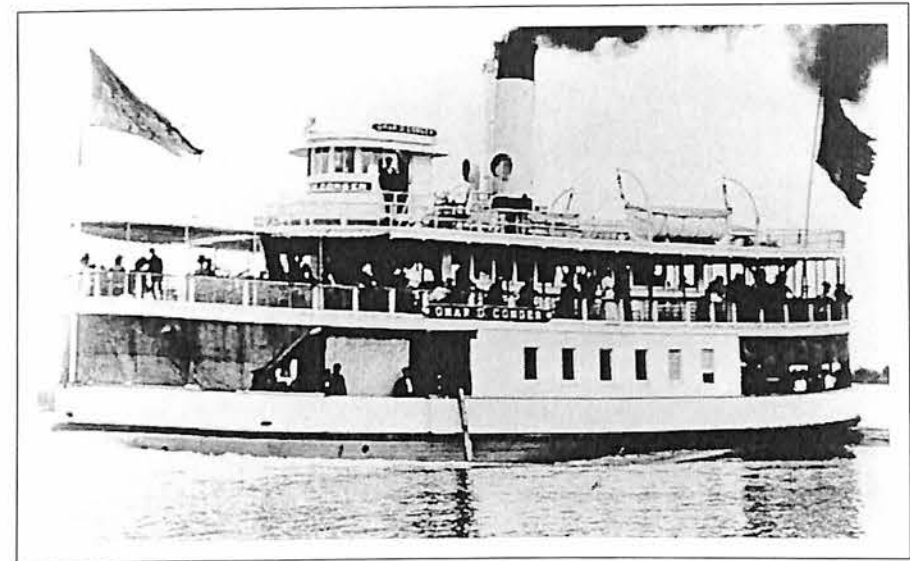
The report of the superintendent of the Canadian Sault Canal for May and June shows a considerable increase over the corresponding period of last year. The number of tons of freight passed through the Canadian canal was 1,235,053, against 294,681; vessel passages, 832 against 434; registered tonnage 850,678 as against 337,574.

In Frank E. Kirby's office at Detroit is a model of the ice crusher *Sainte Marie*. The model is 6½ feet long and is perfect, even to the smallest detail. The model was built for H.B. Ledyard, president of the Michigan Central Railway Company, and is to be sent to Germany when completed, as is also an 8-foot model of the side-wheel ferry *Michigan Central*. Both the models are specimens of the very finest workmanship.

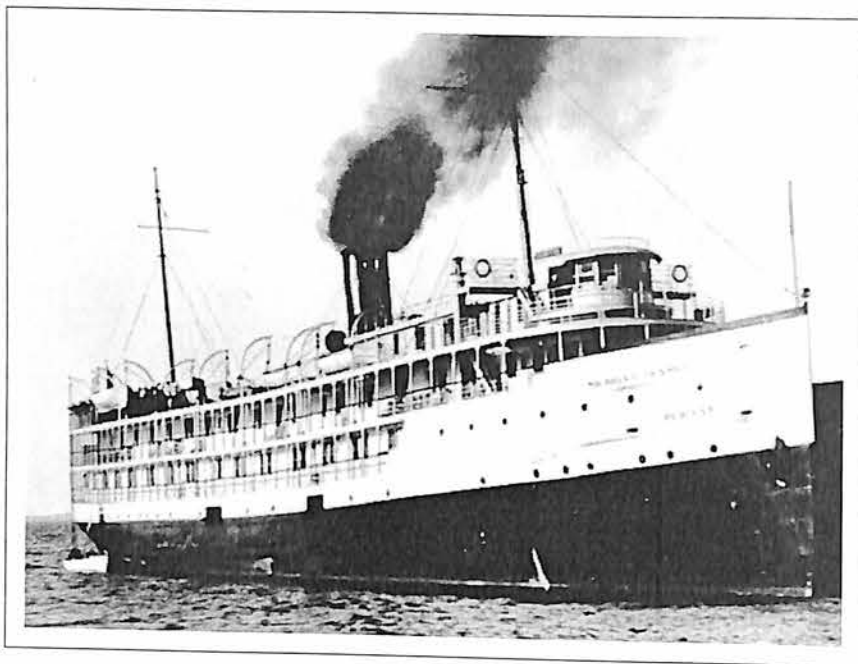
The new passenger ferry *Algoma*, designed and built by the Polson Iron Works for the Sault Ste. Marie Ferry Company, was launched at Toronto on Saturday last. The *Algoma* will ply between the Canadian and American Saults. Her bow plates are of extra heavy material to withstand the impact of ice floes in the winter and to allow of her crossing the river at all seasons of the year. The vessel is 104 feet long, 33 feet beam amidship and draws 9 feet of water. Her engines are of the fore-and-aft compound jet condensing variety and her cylinders are 18 and 36



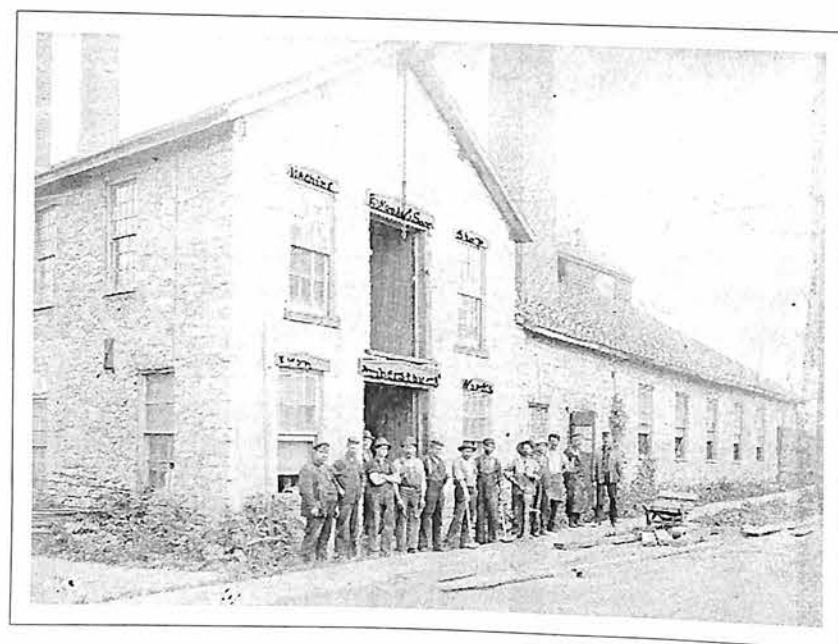
Steamer General Orlando M. Poe.
Dept. of Canadian Heritage: Fort Malden NHS



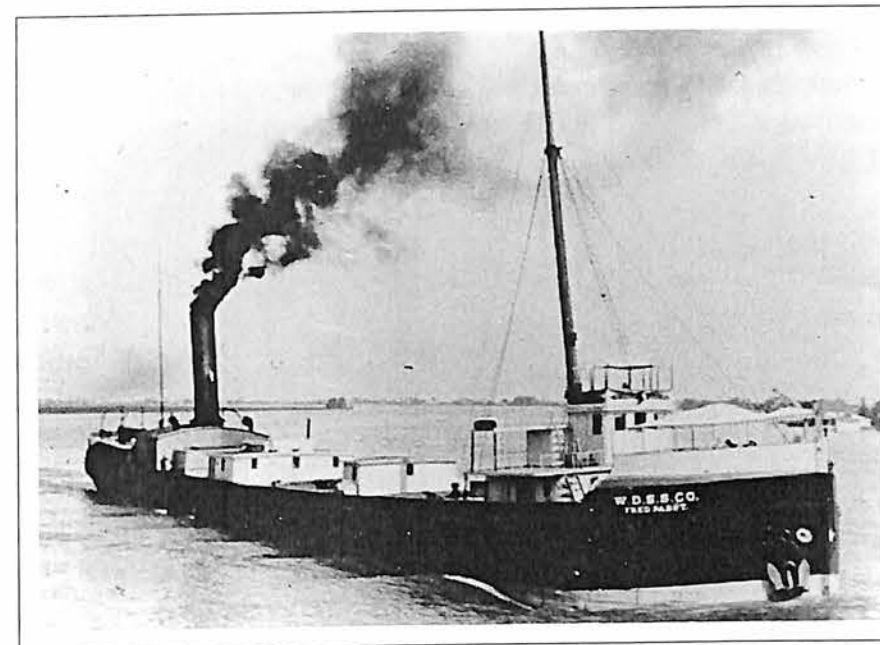
Steamer Omar D. Conger.
Dept. of Canadian Heritage: Fort Malden NHS



Steamer Puritan.
Dept. of Canadian Heritage: Fort Malden NHS



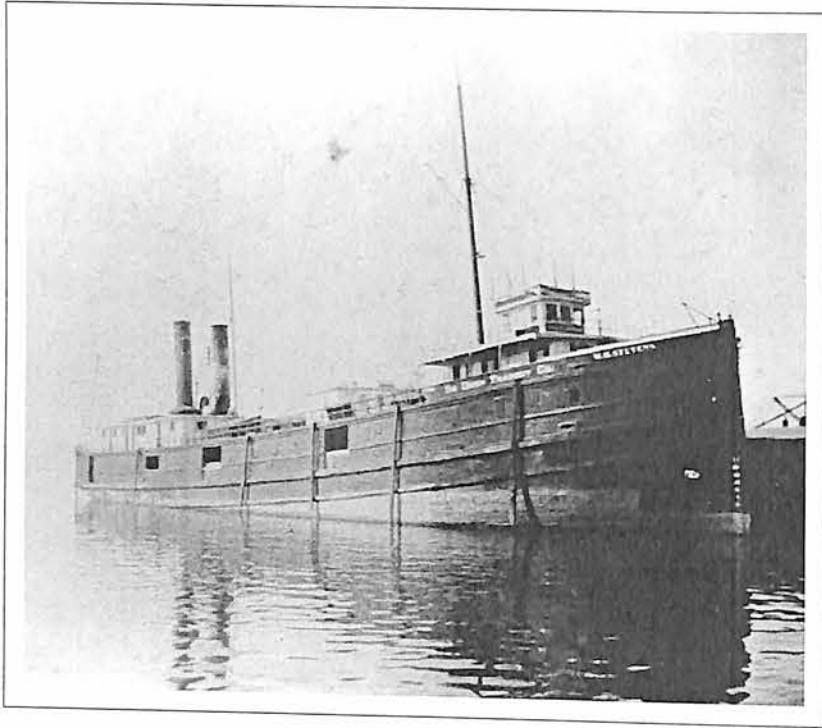
Woods Foundry, Amherstburg, circa 1900.
Marsh Collection Society



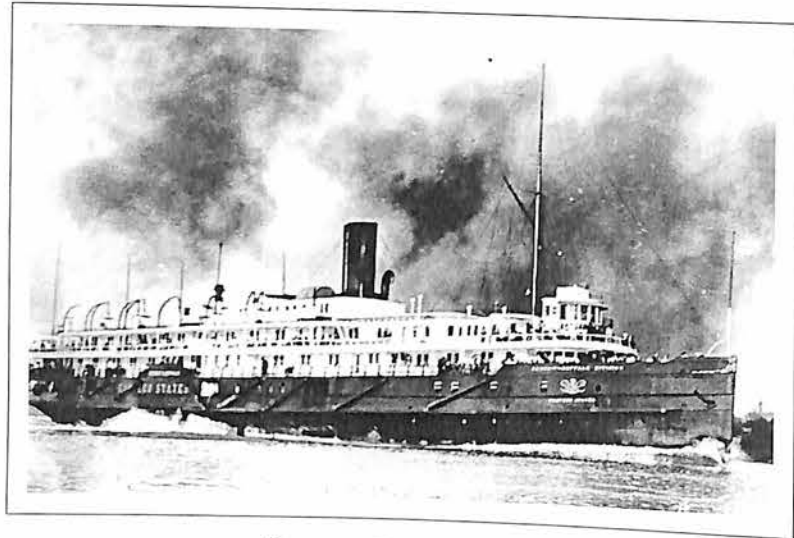
Steamer Fred Pabst.
Dept. of Canadian Heritage: Fort Malden NHS



Dredge Gladiator, circa 1900.
Marsh Collection Society



Steamer W.H. Stevens.
Dept. of Canadian Heritage: Fort Malden NHS



Steamer Eastern States.
Dept. of Canadian Heritage: Fort Malden NHS

inches by 24-inch stroke. She is equipped with Clyde boilers and two suspension furnaces. Her horsepower is about 600. She is a roomy, three-decked craft with accommodations for about 600 passengers. She will be fitted with electric lights throughout and when completed, which will be about August 1, will have cost \$50,000.

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

W.H. McEvoy is rebuilding the lower end of his dock at the waterworks.

Jacques Bernard Jr., who has been sailing on the *Jesse Farwell*, arrived home Tuesday night.

Ed. B. Nellis of Wyandotte left Port Huron Monday morning in a canoe at 6:40 o'clock and reached his home at Wyandotte by paddling 72 miles at 6:35 the same evening, making the distance in 11 hours and 55 minutes.

Mrs. Capt. Callam is taking a trip on the steamer *E.M. Peck*.

John Manson of the Colchester light was in town this week for a holiday. Gus attended the light in his absence.

The Dominion Government str. *Petrel* was in last Tuesday for coal. She reports very little fishing on Lake Erie this season on account of the warm weather.

Capt. J.S. McQueen has purchased the steamer *City of Mount Clemens* from D.A. Gordon of Wallaceburg. He will do a general freighting business this summer and next winter will give the boat a thorough rebuild.

The new Canadian lighthouse on Lake Erie is being rushed. The mason work on the crib is not yet completed. The weather this season has been exceptionally good for work of this kind, the men having lost only half a day so far.

The tug *Home Rule* arrived back Tuesday after undergoing an overhauling in the dry-dock at Detroit. New stanchions, rails, covering board and fenders were put in and now she is being repainted. The estimated expenditure is \$400.

Last summer, while fishing for logs in the Thames River near Chatham, two men came upon what they supposed to be an odd-shaped log crib. Upon investigation it proved to be a gunboat sunk in the river in 1812.⁸ As a result of this discovery the Tecumseh Historical Society of Chatham was formed and recently they had the boat raised and placed in Tecumseh Park along with numerous old cannonballs, flintlock muskets and other relics. Another gunboat has been located

⁸ This event would have occurred in 1813 after Procter's retreat from Amherstburg and the subsequent Battle of the Thames.

under the bank on the Thames and as, history informs us, Procter took four gunboats and a schooner from Amherstburg, there are still three more to find. Col. Cruickshank of Fort Erie furnishes the names of the two gunboats found as *Gen. Myers* and the *Eliza*. In Volume 15 of the *Michigan Pioneer and Historical Collections* is a certificate from General Procter stating that he had burned the schooner *Ellen* in the Thames and that she belonged to Richard Pattinson of Amherstburg. The boat raised is not of the model nor size of the schooner, so she is believed to be the gunboat *Gen. Myers*.

The steamer *Wyandotte* will call both morning and noon trip July 25th at Texas Landing⁹ for those who wish to take in the United Sunday Schools' excursion.

~~~~~

July 26, 1901

In Toronto this week three actions brought against captains of steamboats for running on Sunday were dismissed by the magistrate on the ground that it could not be proved that they were on excursions.

The new steamer *Puritan* of the Graham and Morton Line is the champion of Lake Michigan. She covered the distance between Chicago and St. Joseph in three hours, eleven minutes. The distance is 66 miles, the speed 20.7 miles per hour.

The Buffalo Dredging Co.'s drill *No. 1* is at Oades' shipyard, Detroit, for repairs caused by her being hit by the barge *Biwabik* on Saturday night. The *Biwabik* struck the drill on the starboard side with sufficient force to start the oakum and dislodge the boiler, besides other small damage. The drill began to settle and was towed into shallow water, where she sank. It will take about two weeks to repair the damage.

The steamer *Harvey Brown* made a call here Tuesday morning and the following from town embarked for a trip on the upper lakes:-Misses Susie Turville, Amy Leggatt, Mrs. Girardin, Guy Rondot and M. Keena.

It is said that a movement underway for a new car ferry service across Lake Erie for the purpose of providing better coal shipping facilities for the cities of lower Ontario is in the interest of either the Morris Garfield syndicate, that bought the

---

<sup>9</sup> Texas Landing is located at the end of Texas Road in Anderdon Township (just north of Amherstburg). Both were named for property owner Dallas Norvell, whose nickname was "Texas."

Alliance & Northern, or the Wheeling & Lake Erie. An effort is being made to create an impression that it is a private enterprise. At present all the coal going to the territory mentioned is shipped either via Buffalo or Toledo, and in each direction is subject to drastic Canadian arbitraries, that through Detroit [are] something like \$2 per ton. The new ferry, if established, is to carry 36 cars. At present the only like service on Lake Erie is that from Conneaut, which is conducted by the Bessemer and Lake Erie [Railroad].

~~~~~

August 2, 1901

Hydrographic survey on Lake Huron, which is being conducted by the Canadian Marine Department, will be completed this season. The work is under the direction of Fred Anderson, who is on board the steamer *Bayfield*. The last survey of Lake Huron was made sixty years ago, when the vessels on the inland waters did not draw more than 12 feet of water. It was done very hurriedly and the soundings were neither numerous nor complete.

The newspaper launch *News-Trib* got caught in the heavy blow at 6 o'clock Sunday night about two miles above the Grosse Pointe lightship and to the westward of the 20-foot channel and capsized and sank, carrying Miss Maud Randall of Detroit, one of the five people aboard, to the bottom with her. Miss Pearl Randall, William Shuler and Chas. Fay were the only three passengers, while Capt. Harley Farrington narrowly escaped meeting the same fate. The *News-Trib* was on her regular daily run back from the Flats and had been making good weather time until the heavy squall struck her, when Capt. Farrington pulled over out of the 20-foot channel in order to get nearer shore. The launch had been headed into the wind for about ten minutes and, though the seas were running very heavy, was making good weather, when just as the heaviest part of the blow came something went wrong with her steering apparatus and she fell off into the trough of the sea. In a second she had capsized. Capt. Farrington dived under the boat and after repeated efforts released Pearl Randall, but all efforts to remove Maud Randall's vise-like grip of the stanchions were unavailing. They all would have drowned but for the prompt action of Captain Wright of the steamer *Zenith City*, who had a boat lowered, taking off the half drowned people and bringing them to Detroit. It was the heaviest sea that has occurred on Lake St. Clair for many years.

~~~~~

August 2, 1901

The new passenger steamer *Iroquois* on her first trip became disabled at the

entrance to the Detroit River Saturday. The tug *Home Rule* towed her to Samuel F. Hodge & Co.'s works, Detroit. It was found on the way up that a small file had been left inside the cylinder and this was punched through the lower part of the cylinder. It took until Monday to complete repairs. The *Iroquois* has just been built at Toledo for the Arnold Line and is a sister ship to the *Chippewa*. She is a beautifully modelled boat, much the same build as the *North West*, is painted similar but has only two smokestacks.

The steel steamer *Huronie*, building at Collingwood, Ont., by the Collingwood Shipbuilding Co., Ltd., will be launched about Aug. 20 and will be the finest and largest ship ever built in Canada. She will be owned by the Northern Navigation Co. of Canada, Ltd., and will run between Windsor or Sarnia and Duluth via Mackinac, Sault Ste. Marie, Port Arthur and Fort William. It is expected that she will make 15½ miles an hour loaded and 17½ when running light. She was designed by Hugh Calderwood, manager of the Collingwood company, the plans being approved by Frank E. Kirby of Detroit, who is consulting engineer for the owners.

Capt. Chas. J. Holmes, late master of the ill-fated yacht *Idler*, who is lingering in the county jail charged with manslaughter, has prepared and sent to United States District Attorney Sullivan a series of accusations against Capt. James Corrigan concerning the management of certain vessel property owned by Capt. Corrigan. Capt. Holmes was in charge of the yacht *Idler* when it foundered a few miles off Cleveland in a terrific gale, drowning six members of Capt. Corrigan's family. Capt. Holmes was arrested immediately after the accident and charged with manslaughter under a United States statute. District Attorney Sullivan said Friday: "I haven't yet made up my mind what I shall do with the accusations. I may present them to the federal grand jury and may not."

In his annual report submitted to the Secretary of War, Col. G.J. Lydecker, in charge of the river and harbor improvements at Detroit, makes no additional recommendations for increasing the capacity of St. Clair Flats Canal, but refers to his previous report. The River and Harbor Bill, which failed to pass, contained authority for improvements along the line suggested by him. He reports progress upon the work to secure a 20-ft. channel under various contracts. The Lime-Kiln Crossing channel improvements are well under way. He thinks it should be completed by Dec. 1 when the channel will be 21 ft. deep. An estimate of \$136,500 to complete the present project for the improvement of the Detroit River is submitted for insertion in the next sundry civil bill. Maj. W.L. Fitch, in charge of

other river and harbor work in the Detroit district, submits the following estimates for work to be done in the next fiscal year: Cheboygan harbor, \$615,500; Saginaw River, \$50,000; Harbor Beach harbor of refuge, \$50,000; Black River improvements, \$20,000.

There remains only four more cribs of the Pelee Island dock to be sunk to complete the submerged work. The timber for the superstructure is expected to arrive this week, when more men will be put to work.

While the steamer *Mt. Clemens* was nearing the north end of [Pelee] Island last Tuesday, a flue in the boiler gave out and blew the fires out, making things interesting for a time. The Dominion Government steamer *Petrel* (Captain Dunn) went to her, took her line and towed her into the Scudder dock, where Capt. McQueen made the necessary repairs.

The work on the new Pelee Passage lighthouse is going steadily on, but it is not probable that it will be finished this fall. The masonry work is only completed to the top of the crib, which was constructed at Amherstburg and towed out a couple of months ago. Of course an immense amount of work has been done and a great amount will be necessary to complete it. The middle ground being in a very exposed position, great delay is experienced in getting the material and procuring the labor to handle it. Anyone who has visited the works is of the opinion that no storm or ice shove will ever move the lighthouse when finished.

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

Capt. McKay of the Lake Carriers' Association was here last week in connection with the local lights.

Mrs. Kevill, Mrs. McIntyre and daughter Rena left on the steamer *Melbourne* Monday for a trip to Montreal.

The tug *Columbia* went aground on the old dumping ground on Wednesday evening and had to have the *Home Rule* pull her off.

The steamer *Wyandotte* (Capt. A.H. Shafer) will leave Amherstburg every Sunday at 7:30 and 10:55 a.m. and 6:35 p.m. for Detroit. Returning, leaves Detroit at 9:30 a.m., 3 and 8:10 p.m., arriving at Amherstburg on the last trip about 9:30 p.m. Fare from Amherstburg to Detroit, 25c single; round trip 35c.

Capt. James Cuniff, who had his foot injured by being caught in the anchor chain on board the U.S. steamer *Hayes* this spring, had his leg amputated at St. Mary's Hospital, Detroit, last week. Capt. Cuniff's many friends will be glad to hear that he is doing well.

~~~~~  
August 9, 1901

The lightship *Smith & Post* at the Southeast Shoal caught fire Wednesday afternoon last from the boiler and burned to the water's edge. The crew had a narrow escape being taken off by the steamer *Codorus*.

The steamer *Shenandoah* and barge consort *Grenada*, upbound, took a sheer at 3 o'clock Tuesday morning and the barge went hard on the east bank of the Lime-Kiln Crossing. She was out about six inches forward and was released in the afternoon without lightering.

The steamer *Stimson* and barge *Bissell* have been fined \$1000 each at Duluth for going to Port Arthur, Ont., and failing to report their arrival within 24 hours after returning, as prescribed by the Government regulations when vessels arrive from a Canadian port.

The schooner *Taylor* is aground at Bar Point, loaded with lumber. She sprang a leak in Lake Erie Tuesday morning. The vessel was turned back and ran for the river, getting as far as Bar Point before settling to the bottom with ten feet of water in her. She was raised yesterday and will be brought in here.

The water signals at the Pittsburg and Stanley B. Smith's coal docks, maintained by the Lake Carriers' Association, will from this date show the depth of water at the Lime-Kiln Crossing up to 18 feet 6 inches. Masters are cautioned not to attempt to pass the crossing at any greater depth than shown by these signals.

Chas. Rutley, a laborer employed by the Watt Wrecking Co. of Windsor, was crossing the river Monday in a yawl in tow of the ferry *Excelsior* when the yawl suddenly capsized, throwing Rutley into the river. Rutley is a good swimmer. He caught the yawl, which was cut loose by the ferryboat crew and clung to her until picked up by Geo. Yates, a fellow employee.

The schooner *Theo. Voges* while sailing down the river on Tuesday just above the Lime-Kilns struck one of the scows that was lying at the side of the dredge. She sailed along all right for about a mile before the captain noticed that she was leaking. When just opposite the head of Bois Blanc Island her stern began to settle and the captain gave signals to the tug *Albany*, which was passing at the time, and towed her across the river just above the waterworks dock, where she sank in 20 minutes.

The laying of the new cable from Pelee Island to the mainland is progressing favorably. If nothing interferes, it is expected that the service will be opened the last of the week.

A striking contrast in the commerce of the Great Lakes or inland waters is to be seen in the following:-In the early seventies the barque *Maria Martin* was built in Cleveland by Messrs. Gail & Martin, shipbuilders, and owned by capitalists of that city. She was fitted out and commanded by Capt. David Trotter of Amherstburg, who sailed her for several years, and she was considered in those days the champion carrier of the lakes. While loading coal in Buffalo the captain, who was ever on the alert, noticed she was down to her marks and went to the shipping agent and told him he must stop, as he did not want to pay extra tow bill in and out of the creek. On figuring up it was found she had on 980 tons. The agent went to the captain and told him he would pay all extra expense for towing if he would let him make the cargo 1000 tons, as he wanted the credit of shipping the largest cargo on any one craft that ever left Buffalo. To this the captain consented and when finished loading it was found she had on 1003 tons, which were landed safely in Chicago. Compare today with 25 or 30 years ago and what do we find. It is almost an everyday occurrence for ships to leave Buffalo with from 6000 to 8000 tons of freight for upper lake ports, showing what wonderful strides commerce has made in a few years.

While going aboard the schooner *Katahdin*, lying at the M.C.R.R. dock in Windsor, about 11 o'clock Tuesday night, Robert Colwill, aged 76, slipped and fell into the water between the boat and the dock. His son, who is captain of the schooner, at once went to his assistance and succeeded in getting the old man out of the water after he had been in for 10 minutes. Colwill was unconscious but still alive when he was brought on the dock, but died before Dr. Casgrain, who had been hurriedly summoned, could reach him. The fight for life in the water was more than his aged constitution could stand. The body was removed to Joyce's undertaking rooms and taken to Port Hope, the family home.

The medals awarded the four members of the crew of the tug *Columbia* for their bravery in rescuing two persons at the time of the foundering of the steamer *Baltimore* off Au Sable on May 24 last have reached Detroit and will be presented as soon as the tug goes there. The medals will be given the men by M.A. Palmer, postmaster of River Rouge, to whom they were sent by Licensed Tugmen's Protective Association No. 8 of Milwaukee, of which association Thomas Murphy, one of the rescued men, was a member. The medals are of gold and present a very handsome appearance. They were made by Richard Seidel, a Milwaukee jeweller. A letter from the Milwaukee association accompanies each medal, personally thanking the crew of the tug for their bravery. The four men who will receive the

medals are Joseph Marks, captain; H.H. Hickmot, mate; Wm. Cook, chief engineer and Peter Lemonde, assistant engineer. Capt. Marks lives in Amherstburg and the balance of the crew lives in Detroit.

~~~~~

August 16, 1901

**The Pelee Cable.**—At 4:30 o'clock Tuesday afternoon connection was made with the Pelee Island cable at Leamington and communication restored. The cable was laid from 400 yards east of Scudder's dock and lands between the old dock at Leamington and Bell's Point. It is away from the anchorage in Pigeon Bay and it is expected it will be out of range of vessels coming to anchor. In the 28 days during which the old cable was taken up and the new one laid, there were only two and half days of what might be called calm weather. The work was done under great difficulties on this account. The line is now in excellent working order. Great credit is due John F. Richardson, Inspector of the C.P.R. Telegraph Service, who was in charge of the job, for the expeditious manner in which it was handled. Capt. J.S. McQueen's boat, the *City of Mt. Clemens*, carried the cable.

The *Home Rule* released the steamer *Gogebec* from Southeast Shoal yesterday (Thursday).

The gas buoy on the Southeast Shoal has been run into and the cage damaged and the top of the lamp carried away. The light is still burning but a storm may put it out. But for the fact that Capt. Dunn had the cage constructed of iron instead of wood the light would be out of business.

The steamer *Saturn*, downbound with iron ore, struck a rock near New York shoal about 3 o'clock Sunday afternoon and punctured the plates in the forepeak and starboard forward compartment in the water bottom. Both compartments filled with water and the steamer rests on the bottom at Bar Point and directly in the channel.

Capt. J.T. Hutton, formerly of the steamer *A.A. Parker*, will command the new freighter *Yosemite*. Capt. J.L. Millan, late of the steamer *Grecian*, will succeed Capt. Hutton in the *Parker*. Capt. C.C. Balfour, late of the steamer *Chas. A. Eddy*, has been promoted to the captaincy of the steamer *Venus*, the new Gilchrist freighter.

When the str. *Promise* returned to Detroit Sunday night a young woman, to try the love of her male companion, dared him to jump from the ferry deck to the wharf, a distance of about 15 feet. Love laughs at long leaps. He made the jump, but skinned his knees so badly when he fell that she had to help him to a streetcar.

A sad drowning accident occurred at Port Stanley last Friday during the Irish

picnic there. Edward Piper of Lambeth went for a row on the lake in company with a Miss Mercer of Westminster. A sudden gust of wind blew his hat off and in reaching for it he upset the boat. The pair were thrown out and the young lady went down twice before she was placed on the upturned boat. The young man was so exhausted by this time that he sank and was seen no more. The tug *Sir John*, Captain James McGuire, of Amherstburg, put out to the rescue and brought in the nearly exhausted Miss Mercer, but the body of the young man was not recovered until Sunday. Mr. Piper was a cousin of Dr. W.A. Piper, formerly of Leamington. Capt. McGuire was suitably rewarded by Miss Mercer's parents.

Harry Dunbar of the firm of Dunbar & Sullivan, Buffalo, was here the past week looking over their fleet. He has decided to have all their dredges and drills lay up here next winter and Alfred Wood has the contract for repairs for the whole fleet. Looking to this, Mr. Wood is negotiating for the Middleditch property and will fit up the old shops into a modern machine, boiler and iron working shop.<sup>10</sup> He is already negotiating for the different machinery required, such as a steam hammer, large lathe, steam drill, bolt cutter and planer. He will put in a gasoline engine to run the minor machinery, while steam will be used for the hammer and larger machines. He has the contract for building several large dippers for Collingwood, while at least three are in sight here already. He expects to have the plant in running order the latter part of September.

An unknown man fell from the promenade deck of the White Star Line steamer *Idlewild* and was drowned, just after that vessel passed Bar Point light, Lake Erie, about 8:30 o'clock Sunday night. Engineer David Maxwell of the *Idlewild* happened to be looking out at the time and when he noticed the body of a man falling headfirst into the water, he stopped his engines instantly. Very few people noticed the accident and after a general search the name of the unfortunate victim could not be found, as he had no doubt been travelling alone. There is little doubt but the man was Michael Puwalowsky, whose disappearance was reported to the Detroit police Monday. Harbormaster O'Neill was down on the tug *Oneida* to look for the body, but failed to find it. Wednesday a passing boat reported seeing a floater near the American lighthouse. Word was sent in here and the *Scotia* went

---

<sup>10</sup> In September, 1901, Alfred Woods rented the stone building next to the old Middleditch foundry, located at the northeast corner of Dalhousie and Park Streets, for the new machine shop of E. Woods & Son. (*Amherstburg Echo*, September 11, 2001, "Yesterday's News - 1901.")

out and brought the body in here. It now lies at D.M. Kemp's [undertaking rooms]. Harbormaster O'Neill, in company with Joseph Wilson, brother-in-law of the drowned man, came down yesterday (Thursday) afternoon and identified the body and took it to Detroit.

~~~~~

August 23, 1901

Commencing next Monday, August 26th, the str. *Imperial* will leave Amherstburg Monday, Wednesday and Friday mornings at 6 o'clock for Pelee Island; returning, leave Pelee at 3 p.m. On Tuesday, Thursday and Saturday mornings she will leave Amherstburg at 8 o'clock for Windsor, returning leaves Tuesdays and Thursdays at 4 o'clock and on Saturdays at 5 o'clock.

Capt. J. McQueen has had the steamer *Mount Clemens* in dry-dock in Detroit and has her in good shape for immediate use. He intends to rebuild and put her in first-class condition next winter.

The dredge *Old Glory*, working on the 21-foot channel between town and Bois Blanc Island, picked up an old flintlock rifle. It was badly twisted from coming in contact with the dredge dipper. The old rifle was sold to a junk dealer for 50 cts. There were no marks on it and it may have been used by Cadillac or in the capture of the schooner *Ann*.¹¹

~~~~~

August 30, 1901

When the barge *Crete* was released from the Lime-Kiln Crossing Saturday and her cargo of steel rails reloaded, the sheriff of this county libelled the boat on a claim of \$3500, the result of a suit for damages arising from a collision between the *Crete* and the Canadian steamer *Carmona*. The *Crete* was in tow of the steamer *Shenandoah* when the collision occurred near Sarnia in June, 1899. The plaintiffs in the case are the Georgian Bay Navigation Co. Captain James Davidson, owner of the *Crete*, was here superintending the work of the release of his boat and at once gave bonds to the Admiralty Court and had the boat released.

The big steamers *Mary C. Elphicke* and *Orlando M. Poe* came together with a crash abreast the Grand Trunk Railroad dock at Sarnia at 4:40 Monday morning and both boats suffered considerable damage. The *Elphicke* was bound down and

<sup>11</sup> Cadillac settled Detroit in 1701; the schooner *Anne* incident occurred in 1838. In between was the War of 1812. Obviously this gun could have ended up in the river at any time for any reason and probably wasn't connected to any major event!

the *Poe* was going up light. So great was the force of the collision that the *Poe* was driven into the railroad dock at Sarnia and tore up some 30 feet of it before the momentum was stopped. A hole four feet wide and 16 feet long was cut in her bow and several large steel frames were broken off. The *Elphicke* suffered a badly broken bow and will have to have 13 plates renewed above the waterline. Neither boat was damaged below the waterline. The *Elphicke's* anchor was broken off and the flukes left sticking in the side of the *Poe*. After the collision the *Elphicke* continued on her way down the river and the *Poe* tied up at Port Huron awaiting instructions. On reaching Detroit the *Elphicke* went to the Detroit Shipbuilding Co., where temporary repairs were made, and she left for Conneaut, her destination, late the same night. The *Elphicke* and *Poe* are two of the largest carriers on the lakes. The *Poe* is owned by the Pittsburg Steamship Co. and measures 470 feet, with a gross tonnage of 5657 tons, while the *Elphicke* is owned by C.W. Elphicke of Chicago, having been built in that city last spring, and measures 430 feet long with a gross tonnage of 4450 tons.

The barge *Antrim*, bound up, loaded with soft coal, went aground on the Lime-Kiln Wednesday noon and is being lightered by the *Saginaw* and *Wales*.

Capt. McKay of the Lake Carriers' Association has instructed Wrecker Quinn to blow up the wreck of the burned lightship *Smith & Post* on Southeast Shoal and to take the anchors and chains to Detroit. Quinn will get \$400 for the work.

Commencing next Monday, August 26th, the str. *Imperial* will leave Amherstburg Monday, Wednesday and Friday mornings at 6 o'clock for Pelee Island; returning, leave Pelee at 3 p.m. On Tuesday, Thursday and Saturday mornings she will leave Amherstburg at 8 o'clock for Windsor, returning leaves Tuesdays and Thursdays at 4 o'clock and on Saturdays at 5 o'clock.

On Wednesday morning Frank Couture of Quebec, while at work on the dredge *Brian Boru*, had his arm caught in the hoisting cable sheive and his left arm bruised and torn from the shoulder to halfway below the elbow and wrist. He was reaching for an oil can when some part of his clothing caught and he was being gradually pulled into the protector around the sheive. The cranesman, Ed. Monk, instantly stopped the dredge or Mr. Couture might have had his arm torn off. He was brought ashore on the tug *Shang* by Charles Snider and Wm. Goodchild drove him to Dr. W. Fred Park's office, where the arm was dressed. Several stitches had to be put in the injured arm. He will be laid up for some time.

The steamer *Frank E. Kirby* called here Tuesday morning to take on a small



party for Put-in-Bay.

The steamer *Wyandotte* will be taken off the Amherstburg and Detroit route on Sept. 8th. The *Newsboy* (Capt. King) will take her place.

~~~~~

September 6, 1901

The steamer *Rosedale* went aground at Bar Point yesterday (Thursday) morning. She was released by the *Home Rule*.

The steamer *John M. Glidden* went on the east bank at Bar Point early Tuesday morning. She was released by the *Saginaw*.

Hon. J. Israel Tarte rejected the offer of Capt. Wolvin of Duluth and his American colleagues to improve the Montreal harbor, because they asked the Dominion Government to guarantee all funds necessary at 5 per cent; to be allowed to build 10 steel barges in the U.S. to run between Port Colborne and Montreal; to have control of Windmill Basin, Montreal, which cost a million dollars, for 50 years; to give them \$500,000 to build elevators and warehouses; they asked that a pier costing \$500,000 be constructed at Port Colborne; to buy this back on certain conditions by the Dominion. Mr. Tarte turned the whole thing down.

The Government hydraulic suction dredge *Tarte* was launched at Polson's shipyard, Toronto, on Monday in the presence of Hon. J. Israel Tarte and a number of distinguished guests. The hull of the new dredge is of steel, 160 ft. in length, 42 ft. beam and 12 ft. 6 in. depth and her equipment will enable her to work to a depth of 50 ft. and discharge the material at a distance of 2000 feet. The vessel is divided into four watertight bulkheads. The main driving engines are triple expansion, with 20-, 31- and 50-inch cylinders, having 25 inches stroke and developing 1500 horsepower. Four boilers of the locomotive type with a safe working pressure of 160 lbs. furnish the power. The weight of the vessel is 1500 tons and of the piping and pontoons 500 tons.

Prosper Robior stepped off Ashley & Dustin's dock at Detroit Sunday night while waiting for the *Wyandotte* to arrive. Fortunately there was a number of people on the dock at the time who heard the splash and a lifebuoy was thrown him, to which he clung until a boat arrived from the mailboat, which was nearby, and he was taken from the water. He didn't suffer any ill consequences from his wetting and came home on the *Wyandotte* same night. It is a wonder more people do not fall over there, as the dock is left in darkness until almost boat time.

Capt. Jas. McGuire and Engineer Freeman McCaffery of the tug *Sir John*; Steward Alex. Barron, D. Ireland [and] Cranesman Gilbert Morin of the dredge

Ontario were home for Labor Day.

The steamer *Wyandotte* will be taken off the Amherstburg and Detroit route on Sept. 8th. The *Newsboy* (Capt. King) will take her place.

Gil Charette is home for a week while his boat, the *W.B. Morley*, is making a trip between Cleveland and Buffalo.

The Donnelly Contracting Company are now taking the stone which is dredged from the Lime-Kiln cut to Conneaut, Ohio, where they have a contract for crib work.

The *Pleasure* will continue her trips to Bois Blanc Island Park till September 15th.

~~~~~

September 13, 1901

The *Bolivia*, belonging to the Anchor Line Company, sank a flour-laden lighter in the Clyde [River, England] and two of the crew were drowned.

The passenger steamer *City of Buffalo*, bound for Buffalo with 2800 people on board, was disabled by the breaking of the crosshead of her high pressure cylinder when about an hour out from Cleveland on Tuesday morning. She returned to port.

Capt. F.J. Hackett of Amherstburg, formerly mate on the steamer *John Oades*, has been chosen by the Lake Carriers' Association as captain of the new lightship *Kewaunee*, to be placed on the Southeast Shoal, Pelee Passage. His three assistants have not yet been selected. The *Kewaunee* will be placed next Saturday.

The steamer *Hartford* when coming through the Welland Canal Tuesday ran into the bridge and damaged it. The superintendent of the canal gave orders to hold the steamer until the damages were paid for. Captain Barry refused to pay attention to the demand and the services of the *Petrel* were called into the affair to hold the boat. Barry's reply was to cut the lines and sail away. A wild rumor was circulated that, unless caught, the boat would be seized at the entrance to Detroit River and if the captain would not submit gracefully the boat would be sunk. However, the *Hartford* passed up yesterday (Thursday) noon without any trouble.

The launch of the new freighter *Yosemite* at the Wyandotte yards of the American Shipbuilding Co. Saturday was one of the prettiest sights ever witnessed in a shipyard. Without a hitch, without an accident, she slid down from her berth and into the slip, throwing up a wave which washed entirely across the east end of the yards. The *Yosemite* is a sister ship to the *Colonel*, recently turned over to her owners. The shipbuilding company is going to make every effort to break the record

in getting the *Yosemite* ready to be placed in commission. Within three weeks, and possibly at the end of two, she will have been completed and in the hands of her owners, ready to take her part in the ore- and grain-carrying trade of the Great Lakes. The *Yosemite* measures 356 feet between perpendiculars, 376 feet overall, 50 feet beam and 28 feet deep and will have a carrying capacity of 5300 gross tons loaded to a depth of 18 feet. In the new boat 2300 tons or 4,600,000 pounds of iron and steel were used in her construction. She will be equipped with Scotch boilers and triple expansion engines. The *Yosemite* will be controlled by the Yosemite Steamship Co. She is named in honor to the memory of the cruiser of the same name which went down off the Philippines during the Spanish-American War [in 1898]. She will be in command of Capt. J.T. Hutton of Amherstburg.

The Dominion Government steamer *Petrel* (Captain Dunn) last week seized 22 gill nets near Long Point on her way up, in which were some 500 pounds of herring. Captain Dunn is doing good work along the shore in keeping the poachers off.

~~~~~

September 13, 1901

MARINE TROUBLES.—Forest fire smoke and fog which settled down over the lakes and Detroit River Saturday evening practically tied up all steamers, and several thousand pleasure seekers were obliged to spend part of the night on board the open vessels, trying to keep warm and waiting for the fog to lift. Between 2400 and 2500 pleasure seekers came to Bois Blanc Park on the steamers *Promise* and *Pleasure* Saturday morning and afternoon, and 1400 of these did not get home until early Sunday morning. The steamer *Promise* left as early as possible and succeeded in getting through all right, arriving at Detroit about 8:45. The str. *Pleasure*, Capt. Wilkinson in command, did not leave until 6:45, the usual hour, however, and by that time the smoke had settled down over the water so that it was impossible to see ahead at all. In rounding Grassy Island the steamer ran aground and although she was going slowly at the time, the soft mud held her fast. There was nothing for the passengers to do but dance, and this many of the young people did to while away the time and keep from worrying. It was fully 10 o'clock before word reached Detroit of her predicament and at once President Campbell despatched the *Promise* down to get the passengers. A tug was sent to pull the *Pleasure* off. They reached Detroit at 3 o'clock Sunday morning. The str. *Wyandotte* reached Wyandotte considerably late on her last trip from Amherstburg to Detroit. She went on the head of Fighting Island and did not get into Detroit until nearly 4 o'clock in the morning.

Amherstburg passengers who waited for the late trip arrived home at 6 o'clock Sunday morning. The *City of Chatham* went aground off Belle Isle with 200 passengers on board.

It was at the mouth of the St. Clair River where most accidents occurred. Five boats went aground on the west shore of Lake Huron at the entrance of the Fort Gratiot rapids and one, the *Amaranth*, loaded with lath, will be a total wreck. It was a unique chain of circumstances that led to the wholesale wrecking. The steam barge *Pauly* with the *Amaranth* in tow, both laden with laths, were bound down and approaching Port Huron when the thick smoke settled down. A close lookout was kept and presently a light was seen over the starboard bow. The *Pauly* approached it slowly and keeping her whistle going. Behind her was the steam barge *Wawatam* with barge 202, Capt. J.D. Barron of Amherstburg, in tow. The *Wawatam* couldn't see the light but followed the *Pauly*'s whistle. The latter steered for a railroad light and went hard aground. The *Amaranth*, in tow, was warned in time to slide by her stern and also struck bottom. To the port of these two came the *Wawatam* and barge 202, which also went high and dry. The *Lafayette* and *Quito* supposed the other boats were tied up to a dock and nosed their way on the sand alongside. The tug *Sarnia* was sent out to assist the *Gladiator*, which had a raft in Lake Huron, and she too joined the procession on the beach. The steamer *John F. Eddy*, towing the *Pennington*, got mixed up with the *Gladiator*'s raft and the *Pennington* ran into her, smashing her aftercabins. The *Wawatam* and *Quito* were released Sunday morning.

~~~~~

September 13, 1901

The Canadian Minister of Marine and Fisheries has notified Capt. Geo. P. McKay of the Lake Carriers' Association that as soon as the Government obtains permission from property owners, the trees which now obscure the light on Middle Island, Lake Erie, will be cut down. The Government communicated with the property owners some time ago but received no word from them. A further communication has been sent to them.

Col. G.J. Lydecker, United States Engineer at Detroit, has just awarded three contracts for Hay Lake channel improvements (St. Mary's River) that involve an expenditure of \$500,000. The channel will be widened from the upper end down the river for a distance of 21,000 feet; the total amount of excavation reaches 2,742,250 cubic yards. The work is in three sections, the first being hardpan and gravel; the second in clay and gravel; and the third in sand, clay and gravel. Hickler Bros. of Sault Ste. Marie secured the first contract with a bid of 56 cents per cubic

yard, which means for them a job worth \$155,456. S.O. Dixon of Milwaukee took the second section on a bid of 11.4 cents, making the contract worth \$175,340. Hingston & Woods got the last section at 15<sup>3</sup>/<sub>8</sub> cents, making the contract worth \$142,434. The work must be done in two years. When completed the channel will be sufficiently wide to prevent a recurrence of the *Douglas Houghton* trouble of two years ago.<sup>12</sup>

The tug *Home Rule* was taken to Detroit Friday and underwent a thorough overhauling as to her steel &c. to put her in shape for fighting ice and other rough work that may be necessary this fall.

The summer excursion business practically closes with this week. The steamer *Pleasure* will make her last trip to Bois Blanc Sunday. The *Wyandotte* and *Frank E. Kirby* have already been laid up.

The tugs *Home Rule*, *Peter Gorman* and *L.P. Smith* towed the Smith drill that was sunk at the Lime-Kiln Sunday to the upper slip, Canadian side, and landed her in 14 feet of water, where she will be pumped out and righted.

The steamer *Newsboy*, Capt. King, arrived here Monday night and is now running regular trips in the str. *Wyandotte*'s place. She leaves here at 7 a.m. every morning for Detroit and, returning, leaves Detroit at 4 p.m., except on Saturdays, when she leaves at 5 pm.

Harvey E. Mack is clerk on the *Newsboy*.

The passengers who were detained in Detroit on Saturday night by the steamer *Wyandotte* being caught in the smoke feel very grateful to the manager of the steamer *Kirby*. When that boat arrived up shortly after midnight, Capt. Fox invited the ladies in the belated party to take possession of the berths on the *Kirby*. They promptly accepted the kind invitation and under the circumstances put in a fairly good night, and it was quite a change from watching and waiting on the dock at the foot of First Street for four hours. The ladies passed the manager a vote of thanks for his kindness and thoughtfulness.

~~~~~  
September 20, 1901

Forty-six firemen of the steamer *Southwark* have been arrested at Southampton on a charge of refusing to obey orders.

¹² The steamer *Douglas Houghton* sank in the St. Mary's River in September, 1899, completely blocking navigation for several days. (See Vol. V(1), pp. 34-35.)

Another break in the Welland Canal occurred about 7 o'clock on Saturday evening when the steamer *F.H. Prince* of Ogdensburg carried away the two upper gates of Lock 13.

Deputy Sheriff Rumball of Windsor Friday seized the steamer *Hiawatha*, owned by the Gilchrist syndicate of Cleveland, at Bar Point on a warrant issued by J.F. Hare, district deputy registrar of the Exchequer Court of Canada, at the instance of Henry Winam Jr. of Detroit, who claims \$2500 damages as the result of a collision May 10, 1900, with the *J.F. Carr*. The collision occurred during a fog in Lake Huron. The necessary bond was given and the steamer was released.

The steamer *Hadley* went aground at Bar Point Saturday night. The tugs *Saginaw* and *Wales* lighted her. She was out 12 inches forward. The steamer *Empire City* was also aground this side of Bar Point for some time but was released the same evening.

Will Martin has gone as wheelsman on the new steamer *Yosemite*, Capt. Hutton.

The steamer *Imperial* could not make her trip to Pelee Island Monday, it being too stormy.

The cabin steam yacht *Captain Dave*, named in honor of Capt. D. Girardin and built by Samuel Graham, Detroit, called at the 'Burg Sunday and took out some friends for a trip to the lake.

Yesterday (Thursday) was observed in the United States as a day of mourning for the late President.¹³ All the dredges and drills on the river work here ceased work.

~~~~~  
September 27, 1901

**STEAMER HUDSON LOST.**-News has been received of the loss of the str. *Hudson* with a crew of 25 men on Lake Superior Monday of last week in a terrible storm which swept the lake from the westward. The boat was last seen off Eagle River by the str. *Nicol*, Capt. McLean, and was then lying about eight miles northwestward of Eagle River, headed out from shore with a heavy list to starboard. The steam was apparently gone and the crew were clinging to the port rail. Distress signals were flying and it seemed that the ship had not long to live in the wild gale

---

<sup>13</sup> U.S. President William McKinley was shot September 13th at the Pan-American Exposition in Buffalo and later died.

sweeping Lake Superior from the west. However much the calls of humanity might demand an attempt to rescue, the *Nicol* had to keep on her way, leaving the work of rescue to another steamer sighted to the west and believed to have been the *Gilchrist*. The *Nicol* finally succeeded in getting to shelter under the peninsula with three feet of water in her hold. So confident was Capt. McLean that the crew of the *Hudson* had been taken off by the *Gilchrist* that he was greatly moved when he learned that the *Gilchrist* had not seen the doomed boat at all. It is not deemed possible that the crew could have been taken off by some other ship not yet heard from. The *Hudson* was one of the strongest ships on the lakes. She was built in 1888 for the Western Transit Company at Detroit and was 2297 tons measurement. Her value was about \$200,000; her cargo was probably worth \$100,000. Her sister boat, the *Harlem*, was lost on Lake Superior just across the lake from where the *Hudson* is supposed to have foundered.<sup>14</sup>

~~~~~

October 4, 1901

The big steel barge *A.W. Thompson* of the D.R. Hanna fleet, in tow of the *Rudolph Warriner*, took a sheer while coming over the Lime-Kiln Crossing Sunday afternoon and went hard aground on the east bank in the same spot where so many of the big barges have grounded this season. The *Thompson* was bound up, loaded with coal. The wreckers *Saginaw* and *Wales* went to her assistance the same night and lightered her cargo. After lightering nearly 1200 tons of her coal cargo, the barge *Thompson* was floated off the rocks at Lime-Kiln Crossing and towed to the Detroit dry-dock by the wreckers *Saginaw* and *Wales*. The *Thompson* is leaking badly and it is thought she has sustained a heavy bottom damage. She returned here yesterday and is now unloading 600 tons of her cargo.

The Donnelly Contracting Co. proposes to test Deputy Collector Smith's ruling that limestone from the Lime-Kiln Crossing for use in American breakwaters is dutiable. Monday the big raft-towing tug *Mocking Bird*, belonging to Capt. James Davidson and manned by Capt. Riley Burington, arrived down under contract with the Donnelly company to tow scows of the Lime-Kiln rock from the channel to Ashtabula to be used in the breakwater there. It is probable that when the rock reaches Ashtabula the custom authorities will attempt to collect duty. Supt. Wilson

¹⁴ The *Harlem* was stranded on Isle Royale, Lake Superior, in the fall of 1898. (See Vol. V(1), pp. 12-13.) She was pulled off in June of 1899 and one year later was back on her regular route (*ibid.*, pp. 45-46 and 75).

Skinner of the company doesn't believe duty can be collected. He claimed that no duty was charged on Canadian stone used in the Buffalo breakwater. He contends that the stone to be taken to Ashtabula is really from an American channel, as the American government has practically control of the Lime-Kiln Crossing and that, furthermore, the stone is not to be brought ashore but left out in the lake. On the other hand, Deputy Collector Smith is positive that the stone is dutiable, just as long as it is to be used for any American work. If the decision goes against the company it would not pay them to haul the stone at all.

The small tug *Empire*, formerly owned by Frank Harris of Pelee Island, was burned to the water's edge on Friday afternoon. The tug had been sold to Daniel Odette of Windsor and Capt. George Odette went down on Wednesday night and brought her up. At noon he, with Walter Hunt as engineer, started for Windsor. When off Grosse Île the engineer noticed the tug on fire forward. He assisted the captain from the pilothouse and with a monkey wrench on the tiller headed her for the island. Forest W. Avery came out from Grosse Île and rescued the two men and the tug brought up in three feet of water. She will be almost a total loss. Frank Harris was up yesterday looking over the wreck and expects to recover the engine. He will likely build a boat suitable for his business. He valued the *Empire* at \$850.

The new west dock [on Pelee Island] is completed and Manager Stewart and men left for Hamilton on Monday night.

Col. Anderson, chief engineer of the Public Works Department, and Mrs. Anderson were on [Pelee] Island on Monday. The Col. was inspecting the new lighthouse. Their son Hugh returned home with them.

~~~~~

October 11, 1901

The new steamer *Yosemite* of Detroit, M.E. Farr, manager, Capt. J.T. Hutton, loaded her first cargo at Escanaba a few days ago - 5657 tons gross of ore.

The steamer *Merrimac* and barge *Granada*, which went aground at the Lime-Kiln, were released Sunday morning when the water came up by the tug *Home Rule*.

The steamer *O.J. Flint* went hard aground on the head of Bois Blanc Tuesday evening. She was in bad shape and a steam pump had to be put on to keep her afloat. She was pulled off by the *Saginaw* and *Home Rule* yesterday.

The big steel barge *A.W. Thompson* of the D.R. Hanna fleet is still unloading coal at the dock here. She had on 4500 tons of bituminous coal for Marquette and the whole cargo will be put off here. J.G. Mullen, manager of the Pittsburg Coal

Co., states that it is the largest cargo ever discharged at the Amherstburg docks and it taxed their docking facilities to receive so much. Every dock was filled and about 100 feet in the rear of the ferry dock was levelled off to receive a pile. The barge had several watertight compartments in the bottom stove in and will be taken to Cleveland for repairs.

~~~~~

October 18, 1901

The schooner *Mont Blanc* came to grief about two miles inside of the Bar Point light Saturday night and it is a miracle that her crew of four did not all perish from exposure or drowning. The *Mont Blanc*, laden with 660 tons of coal for Port Huron, was towed over the lake from Toledo by the schooner *John Kilderhouse*. About 5 o'clock Saturday night they both came to anchor about 2 miles e.n.east of the Detroit River light. By nine o'clock that night the wind had risen to such a pitch that the *Kilderhouse* cast off the line and the *Mont Blanc* began at once to drag her anchor. They paid out all the chain they had and a huge wave coming over the bow washed the other anchor so far back on the deck that they couldn't get it out. From that time on it was a case of wait till she foundered, which she did about midnight. The crew, consisting of Capt. Little and wife and two men, took to the rigging which remained above water and managed to cling to it until daylight, though they were nearly exhausted. They were seen from the lighthouse and a boat struck out bravely to their rescue. They were got off about 8 o'clock and put on the tug *Cheboygan*, which brought them here. After getting dinner they were put on board the *Gladiator* and taken to Detroit. Captain Little was master and part owner of the *Mont Blanc*, which was a schooner of the old class. She carried no insurance and the crew saved nothing but the clothing they wore. When it was reported at Duff & Gatfield's that the crew were in danger, the D.G.S.¹⁵ *Petrel* went out from here, arriving there just after the crew were taken off. Hon. C.W. Martin, U.S. Consul, took charge of the crew upon their arrival here and showed them every kindness.

~~~~~

October 18, 1901

The steel barge *Antrim* was aground for a short time at the Lime-Kiln Crossing Friday morning. She was released by the *Wales* and *Home Rule*. The *Antrim* has just come from dry-dock after having a damaged bottom repaired, which

<sup>15</sup> Dominion Government steamer

was caused by her grounding on the same spot a few weeks ago. The steamer *Britannic* was also aground at the crossing Friday but was released without damage.

The announcement is made that the four steamers of the Northwestern Transportation Co., the *Northwestern*, *Northtown*, *Northeastern* and *Northman*, which were put on a trans-Atlantic route this spring, will now be sent to the ocean for the winter months to go in the ocean trade. In the spring they will come back to the lakes and if insurance rates will not permit a continuance of the Chicago-European route they will be placed in the ore and grain trade.

The steamer *Oscar T. Flint*, which was aground on the head of Bois Blanc Island, was released and arrived at Detroit Friday. She was accompanied by the wreckers *Wales* and *Saginaw*, each of which had on 400 tons of the *Flint*'s coal. The steamer was leaking badly. Several hundred tons of coal had to be lightered at the dry-dock yards in order to bring the *Flint* to 50 [sic] feet draft so that she could get into the dry-dock. For thirty feet forward on the starboard side the planks on the bottom are scraped and broken and several frames are badly cracked.

*Marine Review*:-"Several members of the Lake Carriers' Association took a trip to Southeast Shoal, Point au Pelee passage, on Sunday morning of last week on the gunboat *Hawk* and inspected the lightship *Kewaunee*, which is being maintained by the Lake Carriers. Everything on board the lightship was found to be in a most satisfactory condition. The lightship carries three lamps so arranged as to make a single blended light visible from all points of the compass. She is equipped also with a powerful whistle for signalling in foggy weather. The lightship is anchored in 6 or 7 fathoms of water and all vessels should pass to the south of her. A few have passed to the north but have come so close as to nearly foul her anchor chain. There is good water all about her to the south and there is no reason why vessels should attempt to hug her in passing. The fitting out and purchase of this vessel has cost the Lake Carriers' Association about \$14,000 so far. Its maintenances exclusive of repairs is costing about \$1250 per month. The United States Lighthouse Board is now considering the advisability of building either a lighthouse or maintaining a lightship upon this shoal and thus relieving the Lake Carriers from supporting what is purely a Governmental burden. Capt. George P. McKay, chairman of the committee on aids to navigation, has furnished the Government officials with all the necessary facts in the case. A lighthouse would, of course, be preferable to a lightship upon this shoal, but there is some question as to whether the nature of the bottom would permit a foundation to be built upon it. The passage is in Canadian waters, which explains the indifference manifested by



the United States Government to its dangers. However, as the Canadian Government already maintains lights in American waters frequented by its ships, the American Government should maintain a light upon this passage, as the commerce which utilizes it is almost wholly American."

C.W. Martin Jr. has arrived home from his cruise on the str. *Yosemite*.

The old schooner *John Miner*, which has had trouble enough in her day to do up several good boats, was out all alone on Lake Erie with 600 tons of stone aboard during the big blow Saturday night. She managed to get into the river, however, without damage, but for awhile the captain thought it was all up with the old hulk. The *Miner* was built in Detroit in 1866.

The tug *Mocking Bird* left for Ashtabula Friday with two stone scows of limestone for the breakwater. One of the scows broke away off Fairport and went on the beach. Wreckers have been sent to pull her off.

The Buffalo Dredging Co. are through their drilling contract but the drill will lay by, in case there are any places to be re-drilled.

The barge *Athens*, in tow of the str. *P.P. Pratt*, went on the east bank of the Lime-Kiln Crossing Wednesday and sank. Two steam pumps were put aboard and she was pumped out. The *Home Rule*, *Saginaw* and *Wales* are still working at her.

The high winds Saturday night played havoc with the water levels all along the river. The most startling drops were registered by Duff & Gatfield's at Amherstburg, where the water dropped a foot in an hour. At midnight the water showed 18.2; at 12:15 it was 18 feet; 12:20 it was 17.10; at 12:30 it was 17.08; at 12:55 the level was 17.06; and at 1 o'clock the register marked 17 feet three inches.

*Tribune*:—"Capt. J.W. Westcott has a couple of curious and very interesting relics from the bottom of the river. They are an old flintlock rifle and small cannonball about the size of a baseball. They were picked up by a diver from the wrecker *Wales* when she was working on the steamer *Flint*, aground on the head of Bois Blanc Island last week. The rifle is in good shape with the exception of the lock, which is gone, and from the looks of the stock it was removed to make the gun useless, as the screw holes are not damaged as they would be had the lock been torn or rusted off. Capt. Westcott is now trying to figure out how long the rifle and cannonball had laid on the bottom of the river. Not wishing to detract from any pleasure the captain may feel over the possession of his "relics," we would just mark in passing that there isn't a boy in town but would feel he was making a good thing in selling them for a quarter. Such finds are so common around here that they fail to excite interest.

~~~~~  
October 25, 1901

The barge *Biwabik*, in tow of the steamer *Gogebic*, took a sheer while coming over the Lime-Kiln Crossing last Wednesday night and is aground on the east bank. The *Biwabik* is bound up, loaded with coal. She is owned by Henry McMorran at Port Huron.

Capt. W.T. Harlow, father of Capt. Harlow, drowned on the tug *Christian*, was here on Monday. He had a diver examine the wreck but no trace of the bodies could be found. He will make a search of the shore until the bodies are recovered. He requests that all persons on and along the shore keep a look out and notify him.

The damage done to the steamer *City of Cleveland* by Sunday's accident will amount to at least \$25,000. The *Home Rule*, *Saginaw* and *Wales* lightered her of everything unnecessary and it required five steam pumps to remove the water. The hole in her will have to be plugged from inside before she could be raised. The compartments at both bow and stern are dry, but the pumps cannot lower the water in the centre of the boat. She was released yesterday and taken to Detroit at 3 p.m.

The steamer *Lily Smith* unloaded 258 thousand feet of lumber and 40 thousand lath for J.R. Park this week.

The D.G.S. *Petrel* has moved the southeast gas buoy and placed it one-third of a mile northeast of the Detroit River light, to be used as a turning buoy.

The Duluth Dredge & Dock Co. have put their dredge *No. 5*, with the tug *Adams*, on Government work in the Detroit River. She arrived Tuesday.

The str. *Newsboy* will make her last trip to Detroit on Monday, Oct. 28th. She will make a regular trip on Sunday as usual. Capt. Geo. King.

~~~~~

October 25, 1901

**SERIOUS MARINE DISASTERS.-The Big Passenger Steamer *City of Cleveland* Runs on the Rocks and Sinks.**-The big D. & C. side-wheeler *City of Cleveland* sank in 12 feet of water on the middle ground between the Canard channel and the main channel of the Detroit River, where she struck a rock, Sunday morning about 6:30 o'clock. The *Cleveland* was bound up and had about 176 passengers aboard and 500 tons of freight. Just after getting in the river, a heavy fog came up and after picking his way through the narrow channels for about five miles, Capt. McLachlan, who was on the bridge himself, decided to get out of the channel and anchor. This was at 5:30 and after lying at anchor for an hour the fog lifted enough to enable the captain to see the channel and he decided to come on up the

river. He gave the signal to back and almost immediately there was a grating sound and the boat stopped. At first it was not thought the boat had hit anything, but as soon as an effort was made to move her it was seen that she had hit and was fast. By this time the water had commenced to come up through the dining room floor and word was at once sent to the captain that the boat was sinking. Capt. McLachlan, deciding to keep her where she was, ordered the anchors out again and the big side-wheeler slowly settled to the bottom in 12 feet of water. Up to this time the passengers, except those who were awake, knew nothing of the trouble the boat was in and it was a very surprised crowd that piled out of the staterooms in hurry-up costumes when they were called by the crew of the boat. There was no excitement whatever. The passengers coolly stood on the deck and watched the big boat settle to the bottom.

Word was at once sent to Amherstburg and the little steamer *Newsboy*, Capt. George King, went up and got alongside the *Cleveland*. The *Newsboy* took the passengers off and carried them to Detroit. Word was also sent from Amherstburg to David Carter and other officials of the line, who at once took steps to send boats to the *Cleveland's* assistance. The wrecker *Saginaw*, with two steam pumps, was sent down and reached the stranded boat about noon. When the *Saginaw* reached her, the *Cleveland* was lying on the bottom with a decided list to port and her stern compartments full of water. The dining room and galley were filled so that everything was floating, but outside of these two compartments no water was taken in until later, when the bulkhead doors between the galley and engine room were opened with the aim of giving the wreckers a better chance to free the boat of water. As soon as General Manager Carter heard of the accident he ordered the *City of Alpena*, which was lying at the foot of Walker St., being stripped for winter, to be put in commission and sent to the assistance of the *Cleveland* to take off the freight. The boat was raised Monday and taken to Detroit.

**The Tug *Christian* Cut in Two.-Three Lives Lost.**-Early Saturday morning when the steamer *Albright* was bound up the Detroit River opposite Grosse Île, making 14 miles an hour, she crashed into the tug *Christian* amidships and cut her completely in two, sinking her in less than a minute and before Capt. William R. Harlow, the cook and fireman had time to leave the table at which they were eating supper. The *Albright* was keeping about 400 feet to the westward of the ranges at the head of Grosse Île in order to give plenty of room to downbound boats which had been tied up by low water at the crossings. Capt. M.P. Parsons of the *Albright* was on the bridge. He saw the *Christian* and blew two whistles, keeping his course.

The *Christian* blew a cross signal and started to pass in front of the big steamer. The next moment the boats came together with an awful crash. The tug was completely cut in two and the schooner *Senator*, whose line was still on the tug, swung around and came full on into the side of the *Albright*. Boats were at once lowered from the *Albright* to assist the drowning men, while the *Home Rule*, which was towing the *Conemaugh*, cast off the line and also started to the work of rescue, catching engineer John Fletcher, who was floating down the river on an icebox. A fireman, Louis Gruetter, was also picked up and taken on board the schooner *Senator*. The wreck of the *Christian* lies in 40 feet of water and an effort will be made to raise her. She had been engaged nearly the whole season towing the barge *Senator* from Toledo to Detroit with coal for the waterworks station.

The steamer *Swallow*, laden with lumber, foundered in Lake Erie off Long Point in the gale which swept Lake Erie Friday night. The crew of the steamer launched their lifeboat and escaped to the barge *Manitou*, which the *Swallow* had in tow. The *Manitou* drifted about the lake for 39 hours, having lost her sail, and was picked up at 9 o'clock Sunday morning by the steamer *Walter Scranton*. The steamer loaded lumber at Emerson on Lake Superior and cleared for Buffalo Oct. 13th. The *Manitou* was taken in tow at Sault Ste. Marie. The boats had favorable weather until Friday night on Lake Erie, when the gale proved too much for the *Swallow's* old timbers and she foundered 10 miles off Long Point. The crew comprised 11 men.

~~~~~

November 1, 1901

The steamer *Yosemite* left the Lorain dry-dock Friday after having a temporary patch put on the hole in her bottom caused by her hitting at the Soo. Permanent repairs will be made during the winter months.

The work of dismantling the White Star Line steamer *Greyhound* was commenced last week at the Orleans Street dock. She was formerly the steamer *Northwest* and for years ran on the Detroit-Cleveland route.

The cabin of the sunken tug *Samuel J. Christian* came to the surface Thursday of last week and floated ashore near the Indian burying ground at Amherstburg.¹⁶ Capt. Watt of the wrecker *Saginaw* sent a couple of men to examine it in hope of finding some of the bodies that went down with the tug, but none were

¹⁶ at the end of Middle Sideroad in Anderdon Twp., just north of Amherstburg

found.

Capt. Alfred Mitchell of Mitchell & Co., Cleveland, owners of the steamer *J.J. Albright*, which cut the tug *Christian* in two last Saturday night, Oct. 19th, was in Detroit Friday. Mr. Mitchell said he considered Capt. M.P. Paterson, master of the *Albright*, one of the most careful captains on the lakes and that he did not think he was in any way responsible for Saturday night's collision.

The schooner *Biwabic* was released from the Lime-Kiln Crossing on Sunday, apparently not badly damaged.

On Wednesday the steamer *Henry J. Johnson*, bound down with ore, broke her steering gear and drifted over on the edge of Stoney Island reef.

Work on the Canadian lighthouse has again been resumed, a carload of iron for the main body having arrived at Kingsville this week, sufficient to erect a height of 20 feet. It is expected that the tower and lantern will be completed this fall.

The big steel barge *Amazon*, while rounding to in a heavy fog at the upper end of the Lime-Kilns Tuesday morning, ran aground. She was out 15 inches forward but was released that afternoon by the tugs *Home Rule* and *Columbia* without lightering. She was able to proceed on her voyage. This makes 10 big ships that have suffered from bad strandings at this spot in the last two months. The damage which the underwriters will be called upon to pay, together with the wrecking bills, will exceed \$150,000.

~~~~~

November 8, 1901

"It is odd," said a marine man in Detroit, "that nothing has yet been heard of the bodies of Capt. Harlow and the other two men who were drowned when the tug *Christian* was sunk down the river two weeks ago last night. If the men had jumped overboard, as claimed by the two survivors, the bodies would have surely come to the surface before this. To my idea the men are still in the hull of the tug, as the general report is that they were at supper when the tug was hit. The fact that the cabin and engine room have broken from the tug and drifted ashore empty makes me think the men will be found in the pantry, where they were probably eating supper at the time of the accident. While the owners have sent divers down to the tug to look for the bodies, I still believe the bodies will be found in the wreck."

The total number of vessels on the register books of the Dominion on December 31, 1900, was 6735, measuring 659,534 tons register tonnage, being an increase of 37 vessels and a decrease of 19,818 register as compared with 1899.

The number of steamers on the registry books on the same date was 2101, with a gross tonnage of 293,096. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada on December 31st would be \$19,786,030. The number of new vessels built and registered in Canada during 1900 was 297, measuring 22,329 tons register tonnage. The foregoing figures were not received by the Marine Department until well into the present year and are now published for the first time.

Norman Pouget returned yesterday (Thursday) after spending the season sailing.

John Sorenson met with a painful and serious accident while working on dredge No. 9 last Wednesday. He was assisting to shift an anchor when it slipped, breaking both bones of his right leg between the knee and ankle, the large bone being broken in two places. He was taken to Dr. W.F. Park's, where the limb was attended to.

A body drifted ashore on Chas. Barron's beach, Lockhart's Island, Malden,<sup>17</sup> yesterday (Thursday) morning. Charles Kemp brought it to D.M. Kemp's undertaking establishment, where it now lies. It is supposed to be the fireman off the tug *Christian*, which was cut in two off Grosse Île Saturday, Oct. 26th last.

~~~~~

November 15, 1901

The schooner *Peoria*, bound from Charlevoix, Mich., with a cargo of lumber, is ashore at Bailey's harbor and will be a total wreck. The crew of six men were saved.

On Monday and Tuesday last the heavy northwest gale lowered the water on the Lime-Kilns to less than 17 feet and a big fleet was detained. The water came up Wednesday morning and all got away.

The severest storm of the season swept the lakes on Monday and Tuesday and many disasters are reported. The steamer *Porter Chamberlain* and consort *H.J. Webb*, lumber laden, are on the rocks on Darch Island, Georgian Bay, and may be total wrecks. The crews are safe.

The steamer *D.F. Rose* and consorts *Thomas Holland*, *Marine City* and *Bahama*, all loaded with pulpwood from Blind River to Detroit, went ashore on

¹⁷ Charles Barron lived on Lot 57, Concession 6, which is along the shore of Lake Erie, near the east end of the "Caldwell Marsh". A small area of higher ground in the marshland is referred to as "Lockhart's Island," half of which is in Lot 57 and half in Lot 56.

Scarecrow Island. All were released but the *Marine City*, which will likely go to pieces. Her crew, consisting of five men and a woman, were taken off by the life-savers from Thunder Bay Island.

The barge *Keyes* and her crew of two men is missing and it is feared that they have been lost. The *Keyes* was in tow of the tug *Mystic* when she broke down in mid-lake Sunday. The tug was picked up and towed into Houghton, but the whereabouts of the barge is a mystery. The barge *Connelly Bros.* is ashore at Sand Point, four miles from Munising. The waves were washing over the boat and it is feared that she will be badly damaged.

The steamer *Paliki* went aground Sunday morning on Boston shoal. She was released by the *Home Rule* about noon and proceeded on her way. The steamer is slightly damaged.

The schooner *Emily Taylor* was wrecked at Heizer Bay, 20 miles north of Menominee, Saturday evening and the crew, consisting of Capt. Charles Stone, his wife, two children and two sailors, spent a perilous night on the wreck before they were released by fishermen.

Orders already received will make the coming shipbuilding season the heaviest in the history of the lakes, and there are more orders expected. There are now 31 steel vessels under order with the shipbuilders for delivery between the opening of navigation and July 1, and their aggregate cost is \$7,763,000.

The report on commerce through the American and Canadian ship canals at the Soo for the month of October shows that again all monthly traffic records have been broken. A total of 4,174,545 tons of freight have been carried through. It exceeds the traffic of the corresponding month last year by nearly a million tons. The commerce each month during the last five has exceeded the four million mark and the total for the season at the end of October amounted to 24,543,610 tons, which is within 100,000 tons of last year's figures.

The steamer *Imperial* is carrying a full cargo of produce every trip [to Pelee Island]. She came down on Sunday and took over a load of grain for Barron & Co. and potatoes and grain to Amherstburg. She came down again on her trip on Monday.

The body found on Chas. Barron's farm, Malden, Thursday of last week proved to be that of the fireman of the tug *Christian*. Relatives of the drowned man came from Toledo Friday and took the body there for burial.

Captain Harlow of Toledo was here last Saturday. He has not yet given over the search for the body of his son, Capt. Harlow, who was drowned off Grosse Île

Oct. 19th last by the sinking of the tug *Christian*. A reward of \$25 has been offered for the recovery of the body. Should anyone make the discovery he is to communicate with Hon. C.W. Martin, U.S. Consul, Amherstburg.

On Tuesday last a telegram was received announcing the death of Edward Kolfage, a well-known resident of Amherstburg, at Sault Ste. Marie on Tuesday. Ed. was employed as a wheelsman aboard the steamer *Tacoma* and died on the boat while she was in shelter at the Soo. He was born in Amherstburg about 35 years ago and had been sailing ever since he was a small boy. He was a son of the late John G. Kolfage, ex-mayor. His sisters are Mrs. (Capt. D.) Nicholson of Detroit; Mrs. Kruse of New York; his brothers are Thomas H. and Walter S. of Amherstburg, S.S. of Chatham and John of Essex. No particulars have been received as to the cause of this death. The remains will be brought to Amherstburg and they will be interred in the family plot in Rose Hill Cemetery.

~~~~~

November 22, 1901

David Carter, general manager of the Detroit & Cleveland Navigation Co., has been confined to his home for the past three weeks suffering from congestion of the lungs and his friends are somewhat alarmed.

Fred Chase, deckhand, fell from the hurricane deck of the steamer *W.H. Stevens* as the vessel lay at the foot of Brush St., Detroit, Saturday evening and before any assistance could be rendered was swept away by the current and drowned.

The barge *Chickamauga*, in tow of the steamer *Mitchell*, took a sheer when opposite Murray St. dock last Friday noon and almost reached the dock before she grounded. The *Home Rule* pulled her off Saturday. The steamer *Mack* also went on in the channel and the *Home Rule* released her.

Owing to the shortage of Canadian vessels to carry grain, shippers at Winnipeg and Montreal have asked the Government to allow American bottoms to carry grain from Fort William to Georgian Bay ports till close of navigation. Owing to bad weather on the lakes, Canadian tonnage for grain is reduced at least 1,200,000 bushels for the season. The Canadian vessel owners do not appear to have any objections. A million bushels of wheat was shipped from Fort William in 48 hours this week. The Government has refused to grant the request. One of the strongest arguments brought to bear against the application was the injury that would be sustained by the Canadian mercantile interests by American competition at the present stage of growth of Canada's lake tonnage.

*Porter Chamberlain* and barge *Webb* were burned while aground in Georgian Bay. The *Chamberlain* was rebuilt nine years ago, being then valued at \$12,000. The *Webb* was valued at \$7000. Both were insured.

There can be no longer any doubt regarding the fate of the four men who were aboard the schooner *Marine City*, which broke adrift from her anchorage off Goderich during the terrific gale Thursday night. The dead are:-James Halpin, second engineer, Kingston, Ont.; Anthony Cerush, mate, Garden Island, Ont.; James Connelly, fireman, Kingston, Ont.; Frank Lawrence, sailor, Kingston, Ont. The lost schooner first went ashore on Scarecrow Island Monday of last week and was abandoned by her crew. Soon afterward she floated off by a rise in the stage of water and drifted off into Lake Huron, where she was sighted by the *India*. The men lost were part of the crew of the Canadian steamer *India*, which picked up the abandoned wreck of *Marine City* on Lake Huron on Wednesday. In order to tow the schooner the men were sent from the *India* in a small boat to the derelict and succeeded in passing a towline. The *India* towed the *Marine City* for 40 miles north of Thunder Bay to Goderich but during the night the schooner disappeared from her anchorage.

There is a great fuss being made over the heavy insurance rates charged by the companies on vessels running between Montreal and Great Britain, and the route is being killed thereby. There have been numerous accidents and wrecks and the true cause has not been located. The Marine Department blames the pilots and the pilots blame the poor lights. At this distance it is hard to judge. But if the pilots are at fault, we would suggest taking a few of our masters and mates from the Great Lakes, who as pilots are simply wonders. Who handle their 7000-ton steamers safely through narrow channels and shallows in all kinds of weather. The lake mariner is level-headed, brave, careful, sober and up-to-date. He's got to be or get ashore. As there is only one remedy - that is for Hon. James Sutherland, the new Minister of Marine, to clean all the old fossils out and replace with young, active men with modern ideas who have pride in their country and would not only think of what they can get out of the Department for themselves and have a soft time but who would think of the comforts and safety of the mariners. The Department has for years been known as the slowest thing above earth and certainly is not a credit to Canada or Canadians.

The Donnelly Contracting Co.'s drills are laid up and most of the men have returned to their homes at Buffalo.

The schooner *Azov* discharged a cargo of 240,000 feet of lumber and 50,000

lath for John Fraser.

The scow *Annie* loaded a deckload of stone at the quarry dock [in Anderdon Township] Sunday.

Invitations are out for the first annual reception and ball given by the Union Tugmen, Shipmasters' Association and Drill and Dredgemen in the Fraser hall, Amherstburg,<sup>18</sup> next Monday evening. Zeikel's orchestra will be in attendance and a very pleasant time is looked for. Capt. D. West is in charge and he invites all the Amherstburg ladies to come and welcome. All he asks is that they assist in decorating the hall. The tickets are placed at \$2, which includes supper for one gentleman and two ladies.

~~~~~

November 29, 1901

PELEE COUNCIL.-Special meeting of the council called for the purpose of considering matters in connection with the procuring of a steamboat for the island service. All members present. Alex. Cowan of Kingsville addressed the meeting in regard to a scheme he had been promoting offering to put on the route the steamer *Lincoln* of Toronto, costing \$12,000 if the township would grant a bonus of \$8000. The matter of the authority for the council taking any action in bonusing a steamboat was fully discussed and a letter from J.A. Auld, M.P.P., was submitted stating that if the township wanted a Bill passed by the Legislature to legalize any action they might take in the matter, he was of the opinion that the Legislature would pass such a Bill and that he would do what he could to assist the township. Moved by Mr. Wilson, seconded by Mr. McCormick, that a bylaw be prepared and submitted for a vote of the ratepayers for the purpose of granting by way of aid a bonus of \$4000 to the proposed company, to be known as the "Pelee Island Navigation Company, Ltd.," as represented by A. Cowan and others for the purpose of purchasing a steamboat for Pelee Island service and also for taking stock in the said proposed company to the amount of \$4000; and in the event of the said bylaw receiving the assent of the ratepayers, a Bill be presented to Legislature to legalize the same. Car[ried]. Mr. Cowan was requested to have a bylaw prepared and forwarded to the council.

SPECIAL MEETING.-Wednesday, Nov. 20th.-Special meeting of the Council held this day for the purpose of considering Bylaw No. --, being a bylaw to

¹⁸ southwest corner Murray and Ramsay Streets

aid and assist the Pelee Island Navigation Co., Ltd., to be incorporated as a joint stock company in the establishment and maintenance of steamboat communication between Pelee Island and convenient ports on the main shore of the County of Essex and to raise by way of loan the sum of \$8000 for that purpose. All members present, except Mr. Harris. Communications were submitted from W.A. Smith, solicitor, Kingsville, and Alex Cowan in connection with this matter. Moved by Mr. Piper, seconded by Mr. Wilson that having on due investigation found that the procedure in regard to bonus bylaw did not appear to be in conformity with the statutes therefore no action be taken on the resolution of the last meeting until petitioned for as the law seems to require.-Carried. Council adjourned.

~~~~~

November 29, 1901

David Carter, secretary and general manager of the Detroit & Cleveland Navigation Co., died at his residence, 1000 Woodward Avenue, at 2 o'clock Thursday afternoon of last week, after an illness of three weeks of pulmonary congestion of the lungs. All hopes of his recovery were given up Tuesday night. Up to five years ago Mr. Carter enjoyed the best of health, but at that time he suffered an attack similar to the present one and had never been quite the same since. Mr. Carter was 69 years old and had been connected with the D. & C. line for 50 years.

W.C. McMillan has been appointed the new general manager of the Detroit & Cleveland Navigation Co., succeeding the late David Carter.

L.S. Sullivan abandoned the sunken tug *Christian* to the U.S. Government and they gave the wreck to the str. *Mary Groh*. Work of raising her is now going on.

The Donnelly Contracting Co.'s dredge No. 5 has taken out more rock on the Lime-Kiln Crossing this year than was ever taken out before in any previous year.

Donnelly's drill *Erie* and derrick scow are laid up for the winter at Gordon, and the L.P. Smith Co.'s drill and derrick scow are laid up at the upper car ferry dock at Gordon.

Capt. Jas. McGuire, cook Alex. Barron and cranesman Gil. Morin of the dredge *Ontario* arrived home Thursday evening of last week, having laid up the tug *Sir John* and dredge *Ontario* at Rondeau harbor. David Ireland will remain there all winter looking after the fleet. Freeman McCaffrey arrived home yesterday.

The Ontario Fishery Department has granted four Canadian fishermen licenses to fish with nets in the vicinity of Bass and Sister Islands, Lake Erie. The

licenses were granted after representations had been made to the Government that American fishermen were continually fishing in Canadian waters. The Ontario fishermen will patrol the waters and see that none of their American cousins come over to the Canadian waters to fish.

The steamer *Sanilac* went hard aground on the east bank of Grosse Île in the fog last Saturday. She was out two feet and was released Monday.

The whole of the Donnelly Contracting Co.'s fleet expect to winter at Gordon. The laying up of so many dredging fleets at Amherstburg means a whole lot for this town.

The Buffalo Dredging Co.'s new steel dredge passed down last Saturday in tow of the tug *Champion*, bound for Buffalo to receive her machinery. It is the largest steel dredge on the lakes.

The Detroit, Belle Isle & Windsor Ferry Co. has let a contract with the Detroit Shipbuilding Co. for the construction of a steel passenger propeller for the Detroit and Bois Blanc route, to be finished June 15, 1902. The new boat is to be about twice as long as and to have twice the beam of the *Pleasure*, the newest and largest boat of the line at present. This will make the new boat about 256 feet long. It will have a passenger capacity equal to that of the *Pleasure*, *Promise* and *Sappho* combined. The new boat will be a four-decker, the *Pleasure* being a three-deck boat and she will have a sharp prow and generally more sharp lines than the *Pleasure*. A double steel bottom will make the boat practically non-sinkable, and the hull will be divided into six watertight compartments. Trimming tanks will be used on the new boat. She will have about 2000 horse-power and will have a speed of about 18 miles.<sup>19</sup>

The Union Tugmen's Ball under the management of Capt. David West, announced for the Fraser Hall Monday night, did not materialize, as the crowd expected has not arrived yet. Zeikel's Orchestra were in attendance and a good time would have been enjoyed, but the fast yacht from Chicago has not been heard of since her departure for Amherstburg Sunday night. It is feared an awful catastrophe has happened and the marine men not reported it. Capt. West has now taken charge of the tug *J.L. Miner*.

~~~~~

¹⁹ This vessel was named the *Columbia* and sailed on the Detroit-Bois Blanc Island route until 1991.

December 6, 1901

The steamer *Hiawatha* went on the east bank of Bar Point yesterday (Thursday) morning and was pulled off by the tug *Home Rule*.

The barge *B.W. Parker*, in tow of the str. *Gilchrist*, took a sheer Saturday night and went aground on the Boston shoal. She was released Sunday morning by the *Home Rule* and *Albany* and was uninjured.

The tug *Christian* was towed to Port Huron Sunday by the wrecker *Mary Groh*. It took a large pontoon lashed to each side of the tug to keep her afloat and it is not thought she is worth repairing. It is probable her boiler will be taken out and the hull abandoned. A rigid search was made for the last bodies but none were found in the wreck.

The barge *D.K. Clint*, in tow of the steamer *Chauncy Hurlbut*, downbound, loaded with iron ore from Escanaba to Cleveland, struck a boulder off the Bois Blanc ferry dock yesterday (Thursday) morning. When it was seen she was filling, the towline was cut and she was allowed to beach at the foot of Bois Blanc, where she now lies full of water and badly listed. The *Hurlbut* continued to Cleveland and the owners are making arrangements with Detroit parties to have the *Clint* raised.

Capt. Dunn of the steamer *Petrel* has a grievance with American vesselmen who, he says, have wantonly destroyed a Dominion Government light which he removed from the Southeast Shoal and placed at the end of the cut below Bois Blanc Island, Detroit River. He says it was placed there at the solicitation of Capt. George P. McKay, secretary of the Lake Carriers' Association, as a turning buoy. Since Oct. 21 the light has been destroyed four times. He has recommended to the Department that the light not be replaced. The last time the light was knocked out the \$200 lamp floated down the lake but was recovered by Capt. Hackett of the tug *Home Rule*. The light is of use only for large vessels that frequently go aground there. Captains of smaller vessels wantonly destroy the light and the large freighters get into trouble.

~~~~~

December 6, 1901

The Bar Point gas buoy was carried away last Friday night.

A sailor named Macauley was washed overboard off the schooner *White Oak* on Lake Huron Friday morning. The schooner was bound from Chatham to Port Elgin.

The steamer *Parnell* went hard aground at Bar Point Friday night. The wreckers *Saginaw* and *Home Rule* lightered her cargo. The steamer *Amazonas*,

bound down Thanksgiving night, took a sheer at the Lime-Kilns and went on the east bank. She was released by the *Home Rule*.

Knapp's roller boat demonstrated its ability to roll at Ogdensburg Monday. In a blinding snowstorm with a stiff north wind, it rolled from Prescott across the St. Lawrence River to Ogdensburg but missed the channel to the upper harbor and rolled into the soft mud on a bar abreast the city and settled hard, surrounded by snow and ice. Efforts to tow the boat by long hawsers into the deep water were unsuccessful and she may not be released until spring. The inventor and stockholders who were on board were taken off in small boats. The inventor claims success. The boat is 110 feet long and 22 feet diameter. An engine is suspended in a car in the centre. The motive power is applied in the form of a climbing engine. Mr. Knapp says he will now build an ocean roller boat 800 feet long and 200 feet in diameter with a capacity of 4,000,000 bushels of wheat and a speed of 12 knots an hour.<sup>20</sup>

The steamer *Louise* made her last trip to [Peele] Island on Sunday.

Essex County fishermen have had this year the most successful season in years. Overseer Peter Lamarsh of Wheatley reports to the Department of Fisheries that the fishermen west of Pelee Island have not had such good fishing for six years as this year, nor fish of such good quality, the herring averaging three-quarters of a pound in weight.

~~~~~

December 6, 1901

Death of James Gordon.—The *Echo* is again called upon this week to record the death of another of our oldest residents in the person of Jas. Gordon, who passed away at the residence of his brother-in-law, Capt. F.B. Hackett, riverfront, on Sunday afternoon at 2 o'clock in the 71st year of his age. Deceased was born in Inverness, Scotland, on 5th April, 1830, and came to Amherstburg in 1852, accompanied by his sister, Mrs. Hackett, and lived here continuously up to the time of his death. Deceased was never married. He was an engineer by trade and for several years had charge of the tug *Minnie Morton*, of which he was half-owner. He quit sailing in 1872 to take charge of the lightship placed on Colchester Reef by Hackett Bros., which he remained in charge of until the Dominion Government assumed the responsibility of keeping a lightship there, which was afterwards

²⁰ See Appendix II on page 116 for more information.

replaced by the present lighthouse. Mr. Gordon was a nervy man and his pluck and bravery was put to a very severe test while stationed on this very treacherous and dangerous point. In 1876 the lightship was carried away from her station and he was rescued by Capt. J. Laframboise and Capt. F.B. Hackett with the tug *Erie Belle*,²¹ but the ship was never heard of after. He was afterwards carried away by the ice and again rescued. For about 10 years he stuck to his post and kept the lights burning to warn the mariner to keep away from the dangerous shoal. He was also keeper of the Bar Point lightship for five years until the U.S. Government assumed the responsibility of keeping the lightship there. During this time he had a paralytic stroke which slightly affected his speech and which naturally made him more reserved and distant. Since then he had three slight strokes. He was sick only two weeks and Bright's disease was the immediate cause of his death. Never before was he confined to his bed through illness. During his life he was never separated from Mrs. Hackett; raised together in Scotland, they came to Canada together and he always made his home with her and received the kindest attention. Deceased leaves three sisters - Jennie, wife of Capt. F.B. Hackett of Amherstburg; Annie, wife of J. Howard Hunter, the well-known Inspector of Insurance and Registrar of Friendly Societies and Loan Corporations of Ontario, of Toronto; and an elder sister, Mrs. Garrow of New Zealand. The funeral took place from the residence of Capt. F.B. Hackett on Tuesday afternoon to Rose Hill Cemetery, services being conducted by Rev. T. Nattress, B.A., at the house. The following gentlemen officiated as pallbearers:-Police Magistrate McGee, ex-mayor Fraser, James Wilderspin, Andrew Gibb, D. Bailey and P.B. Leighton.

The steamer *Petrel* was up to Windsor for inspection on Monday. The steamer will likely go into winter quarters this week.

J.J. Cree and George Girardin are in charge of the new light on the middle ground. They will remain until the 10th of December.

One day last week the steamer *Imperial* took 47,000 pounds of dressed hogs at \$6.00 per cwt. for A.J. Green of Windsor. Henry Mickle paid out \$2700 that day. On Monday last she took 14,500 lbs. at \$7.00 per cwt.

Forest Free Press:-"The schooner *Azov* discharged a cargo of 240,000 feet of lumber and 50,000 lath for John Fraser at Amherstburg last week. After unloading, the *Azov* was stripped and laid up for the winter at Sandwich. Capt.

²¹ This actually occurred in November of 1879. (See Vol. in(4), p. 107.)

Munro came to Forest on Friday and remained overnight with John Shaw, owner of the *Azov*. The captain reports a very profitable season. He was accompanied by Miss Munro, his daughter, and left for his home at Tiverton on Saturday morning. Mr. Shaw is offering the *Azov* for sale."

Detroit Tribune:-"Samuel Beattie and James Cahill of Wyandotte had a horrible time of it Tuesday night on the river and for nearly two hours sat shivering on the upturned bottom of their boat, yelling for help. When rescued by the men on a tug who were attracted by their cries, Cahill was so weak from the cold and exposure that he had to be pulled to the deck of the tug by means of a boat hook twisted in the back of his overcoat. The two men left Amherstburg about 4:30 o'clock for home. When in the middle of the river one of them stood up in the boat for the purpose of spelling the other at the oars. The boat upset and both men were pitched into the river. When they attempted to get in the boat, it sank under them. Then they managed to turn the boat bottom side up and climbed up, the air in the boat keeping them afloat. Both men were taken to one of the dredges working at the Lime-Kilns and kept there for the night."

Capt. F.B. Hackett has been confined to his bed for several days, but yesterday was able to be up and around the house. Capt. Jas. Tobin is in command of the tug *Home Rule*.

The tug *Albany* and Donnelly's drill was laid up at Gordon Wednesday. This completed the laying up in winter quarters of the Donnelly fleet, with the exception of one dredge, which will remain out until forced to quit by floating ice.

Thomas Scott, fireman on the *Brian Boru*, left Tuesday morning to spend the winter at his home in Woodstock.

Captain Patterson of the tug *Albany*, Engineer Gleason and wife and Albert Gleason leave tomorrow (Saturday) for Buffalo for the winter. The winter can pass none too soon to welcome these worthies back to our 'Burg again.

~~~~~

*December 13, 1901*

The little steamer *American Eagle* that for years ran between Put-in-Bay and Sandusky has been bought by the Sullivan Co. of Toledo and will be converted into a tug.

An exchange has this to say of Capt. Hutton's new boat:-"The *Yosemite*, one of the most modern equipped and elegantly fitted boats which are engaged in carrying ore from Ashland, was in port Sunday. It is owned by members of the Naval Reserve at Detroit and was only launched last month. It carries over 6000

tons of ore and is on its maiden trip. It is finished throughout with mahogany and is equipped with all modern conveniences. A *Daily Press* representative paid a visit to the boat Sunday and under the guidance of Captain Hutton was shown all through the boat. Captain Hutton was formerly in command of the steamer *Parker*, but when the *Yosemite* was put into commission he was offered the command of her, which he accepted."

No. 6, the new dredge owned by the Buffalo Dredging Company, which passed here last week, has arrived in Buffalo. She is the biggest dredge with the biggest dipper ever built. Its cost complete is \$135,000. The dredge was built in Ferrysburg, Mich. The dredge's machinery will be installed at once. There are seven engines. Each of the mammoth spuds will have its own engine and the backing chain also will have a separate engine. The dredge looks like a great floating steel house, 115 feet long and 40 feet wide. It has a depth of thirteen feet. Without an ounce of machinery in it, the dredge weighs over 400 tons. The two big arms or spuds are unique for their magnitude. They came from Oregon and each is 54 feet long and 40 inches square. Each weighs over 11 tons.

**Pelee Council.**-Wednesday, Dec. 4th.-Special meeting of Council to consider proposition of Colin Wigle, Amherstburg, with regard to placing a suitable steamboat on the route between here and the main shore. Present, all the members. Mr. Wigle's proposition as follows-wants loan of \$7000.00, repayable \$1000 yearly without interest, for the purchase of str. *Lincoln*, which he guarantees to run for 7 years and will give security to the satisfaction of the Council. Moved by Messrs. Wilson and Piper that a bylaw be submitted to a vote of the ratepayers to loan to Colin Wigle of Amherstburg the sum of \$7000 to assist him in purchasing the str. *Lincoln* to be repayable in annual installments of \$1000 each, without interest, providing petition lawfully signed be submitted to the Council.-Car. Council adjourned.

Saturday, Dec. 7th.-Special meeting of the Council to consider matters in connection with the proposition of Colin Wigle, Amherstburg, to place suitable steamboat on the route between Pelee and main shore. All members present. Mr. Wigle and N.A. Bartlet, solicitor, were also present. A petition signed by C.B. Quick, Charles Parsons, Henry Mickle, John Jupp and 73 others was read. Moved by Messrs. McCormick and Wilson that bylaw no. --, being a bylaw to authorize the Corporation of the Township of Pelee to aid by way of loan Colin Wigle or some other person or persons to establish a steamboat service between Pelee Island and the main shore and to authorize the issue of debentures of the Township of Pelee to

the amount of \$7000 therefor, be read a first time.-Car. Moved by Messrs. Harris and Piper that Council go into committee of the whole for second reading of bylaw, with reeve in the chair.-Car. Council resumed, chairman reported bylaw read a second time. Moved by Messrs. McCormick and Harris that bylaw no. -- having been read a second time by provisionally adopted and submitted for a vote of the ratepayers as cited in the same.-Car. Moved by Messrs. Wilson and McCormick that the bylaw be published the necessary number of times in the *Amherstburg Echo*.-Car. Moved by Messrs. Wilson and Piper that the necessary legal notice of a Bill to be presented to the Legislature be published forthwith in the *Amherstburg Echo* and *Ontario Gazette*.-Car. Council adjourned.

The Lime-Kiln lightships were removed Tuesday and navigation has now closed.

Carkin, Stickney & Cram's dredge No. 5 broke an anchor on Saturday and was towed to Detroit to lay up.

The Buffalo Dredge & Dock Company's dredge No. 5 left Saturday last for Point Edward to arrange a foundation for the Botsford & Jenks elevator. The work is under the control of the Canadian elevator.

The sailors are beginning to come home for the winter. Among the newest arrivals are Capt. J.D. Barron, Michael Mahon, Walter Girardin, George Taylor, Walter Lawler and John J. Brown.

The steamer *Ramapo* went aground at Bar Point yesterday (Thursday) noon. The *Home Rule* is working at her.

~~~~~

December 20, 1901

The Star Line steamer *Arundell* and the D. & C. steamers made their last trips Thursday of last week. The lights are out at Pelee Passage, Colchester and the Lime-Kilns. Navigation is practically closed.

Commandant Spain inspected the Government cruiser *Petrel* on Monday on her going into winter quarters at Walkerville. Everything was found in excellent condition and the work of the *Petrel* during the season quite satisfactory.

The D. & C. side-wheel passenger steamer *Eastern States* was launched at Wyandotte Saturday. She was designed by Frank E. Kirby and is said to be the most perfect model of a side-wheel boat ever put in the water.

The Union Steamboat liner *Ramapo*, Capt. McDonald, was released from Bar Point early Friday morning by the tugs *Home Rule*, *Saginaw* and *Wales*, after lightering about 300 barrels of general merchandise. She pulled up into the river

and the merchandise was replaced, she leaving in the morning for Buffalo.

The Anchor Line is having plans made for three new steamers. The boats are to be a radical departure in construction from anything now on the lakes and it is expected that when completed and running they will be the finest propeller combination freight and passenger boats on the Great Lakes. It is expected the new steamers will eclipse the *North Land* and *North West*. In length the new boats of the Anchor Line will be three feet longer than the *North West* and *North Land*, measuring 361 feet as against 358 of the existing steamers. It is planned to give the new boats about 2500 horse-power. The speed of the new boats will be about 15 miles an hour. One hundred staterooms will be provided for first-class passengers.

While the season of navigation has passed without any storms which will have a historical interest, the loss of life in navigating the Great Lakes is larger than any previous season since the coming of modern boats in lake service. The death list shows a total of 132 people, as compared with 110 lost last year; 100 in 1899; 95 in 1898; 68 in 1897; and 66 in 1896. The cause to which the greater part of the loss of life is due was foundering. In the season just closed, 59 sailors went down with their boats. Last year sinking ships carried 35 people with them. Some part of this loss, no doubt, was due to old and unseaworthy craft, but the 24 men who met death on the steamer *Hudson* in the furious storm in Lake Superior Sept. 16 had under them a ship of remarkable strength and power. Why the *Hudson* went down has passed into one of the unsolved mysteries of navigation.

The scow *Julia Miner* of Detroit brought 3050 cedar posts for John Fraser and has laid up here.

Rev. A. Isbeel will preach a special sermon to the sailors Sunday evening, Dec. 29. He will also commence his revival meetings New Year's night.

Capt. Mains of the tug *Shaughran* left Tuesday for Buffalo. Next spring the captain's family intend to move to town and will look after the jolly mariner.

The tugs *Columbia* and *Shaugran* towed the dredge *Old Glory*, the drill *Dynamiter*, the derrick scow and two dump scows to Detroit Sunday to lay up there. Sullivan's dredge *Brian Boru* and her two dump scows are laid up in the M.C.R. slip at Gordon.

Capt. James Jarmin and Fred. arrived home Wednesday night from Collingwood for the winter.

The crew of the tug *Boynton* had a hair-raising experience when trying to make Detroit through the ice on Tuesday night. They reached the Lime-Kiln cut when they ran the tug high and dry in three feet of water. The running ice tipped the

boat on its side and for a few moments nothing could be heard above the roar of crunching ice but Capt. Wescott's voice, entreating help as he cut the lashings of the life-boat. His fear, however, was unnecessary as the tug was shoved out into deep water again and made its way to Amherstburg. The captain left for Port Huron same night by the overland route. Wednesday morning the *Boynton* again attempted to buck the ice but failed, a way having to be cut back to the dock for her by the *Home Rule*, which broke her tiller in the attempt. The *Boynton* will lay up here this winter.

~~~~~  
December 27, 1901

The crew of the steamship *Mark Hopkins*, which went ashore six miles west of the lower lighthouse at Six Mile Tree, is still on board of her and are supplied with provisions from Port Rowan. A team drives from here around the beach, a distance of 30 miles, going one day and coming the next. The insurance companies sent tugs, which were unable to get close to her, and they gave her up. Now the owners propose to make a path with a dredge for her to pass into deep water. The boat lost her rudder in the lake and as she was heading for the beach the captain thought it best to put on a full head of steam and send her as high up as possible. She now lies in six feet of water.-*Port Rowan News*.

It will be proposed at the coming meeting of the Lake Carriers' Association in Detroit next month to place navigation on Detroit River from Mamajuda light to Bar Point in the hands of the Revenue Marine, the same as is done with navigation of the Soo River. The 133 losses to ships in the crowded channels between Lakes Huron and Erie during the past season of navigation has called the attention of vessel owners and underwriters to the need of Government protection to the handling of vessel property in that portion of the most important waterway on this continent, the Detroit and St. Clair Rivers. Hardly a week has passed all the season in which there has not been one or more vessels aground at the Lime-Kilns, and it is looked upon now by owners as one of the most hazardous points for passage anywhere from the Soo to Buffalo.

The tug *Boynton*, which was caught in the heavy ice here, has been stripped and her outfit stored in the Customs house warehouse. She will remain at the foot of Murray Street until the springtime.

Engineer C.Y. Dixon, in charge of the U.S. works on the Detroit River, took advantage of the cold snap last week and with a large gang finished up the work of taking soundings through the ice on Ballard's Reef. There was some quick work done in a few days that would have taken a month to do during the season of



navigation.

Col. Lydecker of Detroit, who has been engineer in charge of the U.S. works in this district, has been ordered to Cincinnati. Maj. Wm. H. Bixby of Cincinnati will take the station at Detroit, Mich., assuming charge of the work now under the direction of Col Lydecker.

James Kirtley, Philip Thomas, Charles Dunn and James Clark have returned from spending the season sailing.

Wm. Shewfelt and wife of the tug *Shaugran*, accompanied by Miss Peltier of the *Brian Boru*, left yesterday (Thursday) morning for Detroit.

Thomas Cooper arrived home Monday morning last after spending the season sailing as mate on the steamship *J.H. Wade*, in a very serious condition and suffering intense pain. He was unable to walk and had to be driven home. It was thought that he had an attack of muscular rheumatism, but it turns out that he had injured the calf of his leg, kept on working and caught cold. After undergoing the care of good nursing, he was soon out of pain and is now coming all right. A week or ten days will make him as good as new. The *Wade* is not yet laid up, being unable to unload her cargo.

Among the marine men who arrived home in time this week to eat their Xmas turkey here were:-Capt. D. Girardin Sr., Capt. Alex Callam, Capt. J.T. Hutton and John Gleason.

~~~~~

Local Residents with Marine-Related Jobs from the 1901 Census

Town of Amherstburg

In the 1901 Census, 17% (1 in 6) of employed people in Amherstburg had a marine-related occupation.

<u>Name</u>	<u>Age</u>	<u>Occupation</u>
Adams, Rallie R.	17	mariner
Alexander, Abraham	34	sailor
Alexander, Philip	50	mariner
Allen, James A.	51	mariner
Anderson, John	50	mariner
Anderson, Walter	46	mariner
Auffret, Frank	53	mariner
Badreau, James	63	dock laborer
Banks, Henry D.	25	mariner
Barron, Alex P.	29	mariner
Barron, Dennis	41	mariner
Belcoure, Andrew	67	mariner
Belcoure, Henry	44	dredgeman
Belcoure, James	36	mariner
Belcoure, Joseph	42	dredgeman
Belcoure, Lewis	33	mariner
Bernard, John	47	mariner
Bertrand, Lawrence	19	mariner
Bertrand, Louis	28	mariner
Bezair, Adolphus	36	mariner
Borland, Angus	37	marine engineer
Boxall, James	33	mariner
Boxall, Norman	26	mariner
Boyt, Charles	27	mariner
Brantford, William H.	31	mariner
Brown, John	33	mariner
Burns, Edward	38	mariner
Bush, Luther	65	mariner
Bush, William H.	42	mariner
Byron, William	27	mariner
Callam, Alex B.	36	mariner
Campbell, Joseph	37	diver

<u>Name</u>	<u>Age</u>	<u>Occupation</u>
Chance, William	29	sailor
Charette, Gilbert	27	mariner
Christian, Thomas	29	mariner
Cogier, George	75	mariner
Cole, Alphonse J.	28	mariner
Cole, Emma	27	mariner
Connell, William	24	mariner
Coyle, Herbert	30	dredgeman
Deneau, Wilson	37	mariner
Dube, Henry	18	dredgeman
Duncanson, John	78	mariner
Fortier, Richard	33	dredgeman
Foster, John	37	mariner
Fowler, Silas	37	sailor
Girardin, David J.	53	mariner
Girardin, Walter L.	23	mariner
Gordon, James	69	mariner
Graveline, Felix	43	tug capt
Green, Edmund A.	19	mariner
Hackett, Frank B.	58	mariner
Hackett, Frank J.	40	mariner
Hackett, Henry A.	32	mariner
Halbert, Simon	41	dock laborer
Halbert, Simon A.	59	dock laborer
Hall, Maxwell	25	mariner
Hall, Wallace	23	mariner
Hamilton, Francis H.	28	diver
Hammers, William	36	mariner
Holton, James	38	mariner
Horsley, George	46	mariner
Hunt, Walter	24	marine engineer
Hutton, John	57	mariner
Jackson, Ernest W.	30	mariner
Jarmin, James	57	mariner controller
Johnson, Atchison	34	mariner
Johnson, William	31	sailor
Jones, John	76	mariner
Kettle, Charley	18	mariner
Kirk, Robert	24	mariner
Kirk, William	--	mariner

<u>Name</u>	<u>Age</u>	<u>Occupation</u>
Kirtley, James	40	mariner
Laframboise, Frank	36	mariner
Laframboise, Jacques	61	mariner
Lapur, Maxim	24	mariner
Lawlor, Walter	26	mariner
Lawlor, William	20	mariner
Lewis, Elmer	25	mariner
Mahon, Joseph E.	25	mariner
Malony, Leo	21	mariner
Manson, John B.	55	lighthouse keeper
Martin, Henry	37	mariner
Matthews, Louis	29	marine engineer
McCaffrey, Freeman	31	mariner
McCormack, Eugene	51	mariner
McCurdy, George H.	48	mariner
McCurdy, Leroy	15	mariner
McDowell, Alonzo W.	17	mariner
McDowell, John H.	15	mariner
McGuire, Edward	42	mariner
McGuire, Eugene	45	mariner
McGuire, James	52	mariner
McGuire, Lambert	19	mariner
McKenney, Isaiah	66	mariner
McQueen, John S.	42	mariner
Meloche, Albert	36	mariner
Mero, Peter	30	mariner
Monroe, James	24	dock laborer
Morin, Gilbert	34	dredgeman
Nall, James A.	39	mariner
Navin, Peter	59	mariner
Nicholson, D.	50	mariner
Norvell, Walker	34	mariner
Pettypiece, Stephen	50	lighthouse keeper
Pizer, William	23	mariner
Pouget, Norman	23	mariner
Sicklesteel, Milton E.	33	marine engineer
Smith, Clarence	45	mariner
Smith, John	38	mariner
Stephens, Malachi	28	mariner
Sullivan, John	26	mariner

<u>Township of Anderdon</u>		
<u>Name</u>	<u>Age</u>	<u>Occupation</u>
Boulangie, Joseph	--	sailor
Burns, Cornelius	26	sailor
Burns, Murray	21	sailor
Burns, Oscar	23	sailor
Duff, Henry G.	59	marine reporter
Dunn, Frank	23	sailor
Dunn, John	21	sailor
Finlay, William	35	sailor
Fortier, Balfour	18	sailor
Fortier, Charles	24	sailor
Fortier, William	50	sailor
Harmon, Maurice	24	sailor
Harmon, William	27	sailor
Johnston, Conrad	34	light keeper
Jubenville, Noah	28	sailor
Sunderland, William	52	mariner
Taylor, George H.	35	mariner
Thomas, Philip	31	mariner
Thomas, Robert	24	mariner
Thompson, Gilbert	25	mariner
Thompson, Ryall	64	mariner
Tobin, Edward	18	mariner
Tobin, Gordon	24	mariner
Tobin, Richard	54	mariner
Trotter, David	68	mariner
Vanidoux, Matthew	46	mariner
Watson, Edward W.	53	capt sub-drillboat
Webb, Joseph	26	mariner
West, David	57	mariner
Wilcox, William	33	mariner
Williams, William	76	mariner
Wisdom, Richard	51	dock laborer
Young, Benjamin	34	marine cook
Young, John	25	dock laborer

<u>Township of Malden</u>		
<u>Name</u>	<u>Age</u>	<u>Occupation</u>
Beaudoin, Thomas	33	mariner
Boyle, Thomas	21	sailor

<u>Name</u>	<u>Age</u>	<u>Occupation</u>
Foster, Filo	16	mariner
Foster, George	25	mariner
Fox, John	24	mariner
Gibb, John	29	sailor
Gibb, Norman	24	sailor
Gibb, Walter	28	mariner
Gleason, John	48	mariner
Hackett, Andrew	56	lighthouse keeper
Hackett, David	28	mariner
Hunt, Ernest	21	mariner
Kelly, Charles	28	sailor
Kett, David	25	sailor
Knapp, Daniel	27	mariner
Mahon, Michael	67	sailor
Martin, Clovis	32	sailor
McKay, Donald G.	82	sailor/own means
O'Connor, Charles	33	sailor
Pouget, Andrew	31	sailor
Pouget, John	24	mariner
Ryan, Paul	30	sailor
Saunders, Leonard	44	lake cook
Tobin, James	49	sailor
Tobin, Ross	17	sailor
Warren, Ralph	22	sailor
White, Lewis T.	18	sailor
White, Mark M.	31	sailor

Knapp's Roller Boat

(see reference on page 103)

Frederick Augustus Knapp (circa 1857-1942) was a Prescott, Ontario lawyer and inventor who created the "roller boat" in 1897. His working model was cylindrical, 110 feet long and 22 feet diameter, with an outer and inner cylinder with 5 feet of space between them, divided into water-tight compartments. Engines mounted at each end rotated the outer cylinder while the inner cylinder remained stationary. Paddles attached to the outside in the middle propelled the boat. The idea was that the boat would roll over the waves as opposed to ploughing through them, which would result in a speed up to 60 miles per hour. The full-scale version would be 800 feet long and 200 feet diameter and would carry up to 4 million bushels of grain.

The contract was given to the Polson Iron Works, Toronto, for \$105,000. Later alterations and tow bills eventually added up to a cost of more than \$200,000 for Knapp. A "trial run" in October, 1897, disappointed the many spectators, as the engines and boilers were fired up but the boat did not move.

In June, 1899, the vessel was ready for a trial run between Toronto and Prescott. The engines were manned by Knapp and G.A. Farini, an inventor and tightrope artist ("The Great Farini") who was one of the principal investors. The vessel only reached a speed of 6 knots and three days later ran aground near Bowmanville when the coal supply ran out. A month later it was pulled off and towed to Prescott, where several design changes were made. The engines were relocated to the centre and paddlewheels were placed along nearly the entire length, as opposed to the 20-foot paddles used previously. The vessel could accommodate 400 passengers.

In December, 1901, Knapp and some of his investors made the trip from Prescott to Ogdensburg, New York, but the boat missed the harbour entrance and ended up on a sandbar. The next day it was towed back to Prescott. Knapp had a shaft and propeller installed, which meant the boat could make 4 miles per hour by being propelled like a conventional ship. Ninety feet were added to its length and a new engine installed at the Montreal Drydock Co. that winter. It was towed back to Toronto with some difficulty and was laid up there for some time. One night it broke loose and the steamer *Turbinia* ran into it. The steamer was awarded \$250 damages but by this time the "Knapp Ocean Navigation Company" was bankrupt and there were no owners. The roller boat lay in Toronto harbour for several years until the Harbour Commission began pushing the docks out and filling in behind them. They blew up the hull and buried it. It was salvaged for metal during World War I and then buried in the bottom of the harbour.

Sources: Morris, J.A. (ed.) Prescott 1810-1967. Prescott: The Prescott Journal, 1967.
Morris, John A.H. Morris' History of Prescott, 1800-2000. (Prescott: John A.H. Morris, 2001), Chapter 10, "Knapp's Roller Boat".

Name	Age	Occupation
Foster, Filo	16	mariner
Foster, George	25	mariner
Fox, John	24	mariner
Gibb, John	29	sailor
Gibb, Norman	24	sailor
Gibb, Walter	28	mariner
Gleason, John	48	mariner
Hackett, Andrew	56	lighthouse keeper
Hackett, David	28	mariner
Hunt, Ernest	21	mariner
Kelly, Charles	28	sailor
Kett, David	25	sailor
Knapp, Daniel	27	mariner
Mahon, Michael	67	sailor
Martin, Clovis	32	sailor
McKay, Donald G.	82	sailor/own means
O'Connor, Charles	33	sailor
Pouget, Andrew	31	sailor
Pouget, John	24	mariner
Ryan, Paul	30	sailor
Saunders, Leonard	44	lake cook
Tobin, James	49	sailor
Tobin, Ross	17	sailor
Warren, Ralph	22	sailor
White, Lewis T.	18	sailor
White, Mark M.	31	sailor

Index

Ships with names of people are listed by first letter; eg, schooner *A. Bradley* is listed under "A." **Boldface** type indicates a photograph. Shipwrecks, burnings, groundings, collisions, etc. are all listed under the heading of "accidents."

1 (dredge), 65
 1 (drill), 70
 3 (barge), 32
 4 (barge), 32
 5 (dredge), 91, 100, 107
 6 (dredge), 106
 9 (dredge), 95
 59 (lightship), 42-43, 69
 110 (barge), 48-49
 127 (barge), 48-49
 130 (whaleback barge), 61
 202 (barge), 83

A.A. Parker (steamer), 47-48, 61, 76, 106
A. Bradley (schooner), 55
A.D. Thompson (steamer), 38, 48-49
A.H. Barr (vessel), 30
A.W. Thompson (barge), 86, 87-88
Acacia (schooner), 56
 accidents, 2
 Clyde River (England), 81
 Detroit River, 15, 18, 57, 61, 70, 73, 76, 91-92, 105
 Amherstburg, ON, 10, 54, 64-65, 66, 97
 Belle Isle, 83
 Bois Blanc Island, 60, 61, 87, 89, 102
 Boston Shoal, 96, 102
 Detroit, MI, 65-66
 Fighting Island, 82-83
 Gordon, ON, 54
 Grassy Island, 6-7, 82
 Grosse Île, 87, 92-93, 93-94, 96-97, 101

accidents (*continued*)
 Detroit River (*continued*)
 Lime-Kiln Crossing, 3-4, 9-10, 11, 18-19, 20, 29, 31-32, 52, 53, 58, 61, 74, 78, 79, 84, 86, 87, 88-89, 90, 91, 94, 102-103, 108-109
 Walkerville, ON, 2-3, 8, 15-16, 24, 26
 Windsor, ON, 11-12, 43
 Lachine Canal, 49
 Lake Erie, 18, 35-36
 Bar Point, 8, 15, 49, 65, 67-68, 74, 80, 85, 88, 102, 107
 Buffalo, NY, 56
 Cleveland, OH, 2, 5-6, 7, 15, 19, 26, 35, 38, 72
 Colchester, ON, 48
 Dunkirk, NY, 26
 Erie, PA, 37, 38
 Fairport, OH, 90
 Guard, PA, 18
 Long Point, 93
 Maumee Bay, 8
 Middle Island, 18
 Peelee Passage, 13, 20, 26-27, 32-33, 47-48, 52, 54-55, 61, 63, 74, 76
 Point Pelee, 23-24
 Port Burwell, ON, 20
 Port Maitland, ON, 34
 Port Rowan, ON, 109
 Port Stanley, ON, 77
 Put-in-Bay, OH, 5
 Lake Huron, 24, 38, 62, 63, 64, 75-76, 85, 98
 Bay City, MI, 55, 56

accidents (*continued*)

Lake Huron (*continued*)

Black River, MI, 62
 Cheboygan, MI, 56
 Collingwood, ON, 28
 Darch Island, 95
 East Tawas, MI, 55, 56-57
 Scarecrow Island, 96, 98
 Lake Michigan, 54, 57
 Menominee, WI, 96
 Milwaukee, WI, 55
 Sheboygan, WI, 55
 Squaw Island, 38
 Lake Ontario, 36
 Oswego, NY, 56
 Toronto, ON, 31
 Lake St. Clair, 2, 7, 30, 55
 Fort Gratiot, MI, 7-8
 Grosse Point, MI, 54, 71
 Lake Superior, 7, 64, 108
 Blanchard Island, 24
 Eagle River, MI, 64, 68, 85-86
 Houghton, MI, 96
 Isle Royale, 86
 Munising, MI, 96
 Portage Canal, 49
 Sable Point, 30
 Stannard Rock, 38
 Menominee River, 55
 Mersey River (England), 28-29
 number of, 35-36, 63-64, 108
 St. Clair River, 9, 25, 28, 29, 47,
 49-50, 83
 Algonac, MI, 6
 Port Huron, MI, 62
 St. Clair, MI, 8
 Sarnia, ON, 64, 78-79
 St. Lawrence River, Galops Canal, 48

accidents (*continued*)

St. Mary's River, 9, 10-11, 12-13, 25,
 27, 84
 Mud Lake, 34
 Sault Ste. Marie, 61, 93
 Thames River, 69-70
 Welland Canal, 27, 81, 85
Acorn (schooner), 46
Adams (tug), 91
Albany (tug), 74, 102, 105
Albion (steamer), 40
Albright (steamer). *See* J.J. Albright
Alfred W. Mitchell (steamer), 8, 97
Algoma (steamer), 64, 68-69
 Algonac, MI, accidents at, 6
Algonquin (steamer), 61
 Alliance & Northern Railroad, 71
Althea (steamer), 68
 Altman family, 49
Alva B. (tug), 19
Amaranth (vessel), 83
Amazon (barge), 61, 94
Amazonas (steamer), 102-103
American Eagle (steamer), 105
American Giant (barge), 64
 American Iron Co., 27
 American Shipbuilding Co. (Wyandotte), 8,
 45, 65, 81-82
 Amherstburg, ON, accidents at, 10, 54,
 64-65, 66, 97
 Anchor Line, 20, 49, 81, 108
 Anderson
 August, 56
 Fred, 71
 Hugh, 87
 William P., Lieut.-Col., 4, 13, 16, 19,
 25, 52-53, 87
 William P., Mrs., 87
Anne (schooner), 78
Annie (scow), 99
Annie Laurie (steamer), 49
Antrim (barge), 79, 88
Arabian (steamer), 66

Index

Ships with names of people are listed by first letter; eg, schooner *A. Bradley* is listed under "A."
Boldface type indicates a photograph. Shipwrecks, burnings, groundings, collisions, etc. are all listed under the heading of "accidents."

1 (dredge), 65

1 (drill), 70

3 (barge), 32

4 (barge), 32

5 (dredge), 91, 100, 107

6 (dredge), 106

9 (dredge), 95

59 (lightship), 42-43, 69

110 (barge), 48-49

127 (barge), 48-49

130 (whaleback barge), 61

202 (barge), 83

A.A. Parker (steamer), 47-48, 61, 76, 106

A. Bradley (schooner), 55

A.D. Thompson (steamer), 38, 48-49

A.H. Barr (vessel), 30

A.W. Thompson (barge), 86, 87-88

Acacia (schooner), 56

accidents, 2

Clyde River (England), 81

Detroit River, 15, 18, 57, 61, 70, 73,

76, 91-92, 105

Amherstburg, ON, 10, 54, 64-65,

66, 97

Belle Isle, 83

Bois Blanc Island, 60, 61, 87, 89,

102

Boston Shoal, 96, 102

Detroit, MI, 65-66

Fighting Island, 82-83

Gordon, ON, 54

Grassy Island, 6-7, 82

Grosse Île, 87, 92-93, 93-94,

96-97, 101

accidents (*continued*)

Detroit River (*continued*)

Lime-Kiln Crossing, 3-4, 9-10, 11,

18-19, 20, 29, 31-32, 52, 53,

58, 61, 74, 78, 79, 84, 86, 87,

88-89, 90, 91, 94, 102-103,

108-109

Walkerville, ON, 2-3, 8, 15-16, 24,

26

Windsor, ON, 11-12, 43

Lachine Canal, 49

Lake Erie, 18, 35-36

Bar Point, 8, 15, 49, 65, 67-68, 74,

80, 85, 88, 102, 107

Buffalo, NY, 56

Cleveland, OH, 2, 5-6, 7, 15, 19,

26, 35, 38, 72

Colchester, ON, 48

Dunkirk, NY, 26

Erie, PA, 37, 38

Fairport, OH, 90

Guard, PA, 18

Long Point, 93

Maumee Bay, 8

Middle Island, 18

Pelee Passage, 13, 20, 26-27,

32-33, 47-48, 52, 54-55, 61,

63, 74, 76

Point Pelee, 23-24

Port Burwell, ON, 20

Port Maitland, ON, 34

Port Rowan, ON, 109

Port Stanley, ON, 77

Put-in-Bay, OH, 5

Lake Huron, 24, 38, 62, 63, 64, 75-76,

85, 98

Bay City, MI, 55, 56

Archer, Anna (Drake), 46
Argo (steamer), 23-24
Argyle (tug), 50
Armenia (steamer), 11, 13
 Armstrong & Co. (England), 40
 Arnold Line, 72
Arrow (steamer), 20
 Arthur
 Peter, 57
 Thomas, 57
Arthur (schooner), 32
Arundell (steamer), 107
 Ashley, __, Capt., 37
 Ashley & Dustin, 20, 66, 80
Athens (barge), 53, 90
 Auld, J.A., 99
Australasia (vessel), 31
 Avery
 Forest W., 87
 Waldo A., 45
Azov (schooner), 98-99, 104-105

B.W. Parker (barge), 102
 Bacon, __, Mrs., 25
Bahama (vessel), 95-96
 Bailey, D., 104
 Bailey's harbor, accidents at, 95
Baldwin (steamer), 67
 Balfour, C.C., Capt., 76
 balls, 99, 101
Baltimore (propeller). *See City of New
 Baltimore*
Bannockburn (steamer), 47
 Bar Point
 accidents at, 8, 15, 49, 65, 67-68, 74,
 80, 85, 88, 102, 107
 buoys, 102
 Bar Point Lighthouse. *See Detroit River
 Lighthouse*
 Bar Point Lightship, 42-43, 62, 104
Barlum (barge), 49
Barr (barge), 49. *See also A.H. Barr*

Barron
 Alex., 64, 80-81, 100
 Charles, 95, 96
 J.D., Capt., 60, 83, 107
 Barron & Co., 96
 Barry, __, Capt., 81
 Bartlet, N.A., 106
 Bay City, MI, accidents at, 55, 56
Bayfield (steamer), 60, 63, 71
 Beattie, Samuel, 105
 Beatty, __, 27
 Beaubien Ice Co., 2, 7
 Becker, Abigail, 45-46
 Bell Engine Works (Buffalo), 41
 Belle Isle, accidents at, 83
 Bensette, Michael, Capt., 43
 Bernard, Jacques Jr., 69
 Bertram Engine Works (Toronto), 34
 Bessemer & Lake Erie Railroad, 71
 Bessemer Steamship Co., 6
Bissell (barge), 74
Biwabic (schooner/barge), 70, 91, 94
 Bixby, William H., Major, 110
 Black River, MI, accidents at, 62
 Blanchard Island (Lake Superior), accidents
 at, 24
 Bois Blanc Island, accidents at, 24, 60, 61,
 87, 89, 102
 Bois Blanc Lighthouse, 46, 66
Bolivia (vessel), 81
Bon Voyage (steamer), 49, 64
Boscobel (vessel), 61
Boston (steamer), 57
 Boston shoal (Detroit River), accidents at,
 96, 102
 Botsford & Jenks, 107
Boynton (tug), 53, 108-109
 Bradley, Charles, 64
 Brethren, Michael, 56
Brian Boru (dredge), 79, 105, 108, 110
 Bridge, John, Capt., 37

bridges
 Detroit River, 44
 St. Mary's River, 50-51
Britannic (steamer), 89
Brockway (tug), 7
 Brown
 John, 12
 John J., 107
Brown (vessel). *See Harvey Brown*
 Buffalo, NY, accidents at, 56
 Buffalo Dredging & Dock Co., 65, 70, 90,
 101, 106, 107
 buoys, 2, 14
 Bar Point, 102
 Detroit River, 91
 Lime-Kiln Crossing, 24, 25
 Pelee Passage, 12, 17, 24, 76
 Burlington, Riley, Capt., 86
 Burton, ___, Congressman, 13
 Butchart, D.M., 48
 C. & B. *See* Cleveland & Buffalo Transit
 Co.
C.B. Lockwood (steamer), 3-4, 9-10
C.H. Hackley (schooner), 57
C.H. Ketcham (steamer), 64
 C.P.R. *See* Canadian Pacific Railway
C.T. Tower Jr. (steamer), 19
C.W. Moore (steamer), 55
 cable, Pelee Island, 63, 66-67, 74, 76
 Cadillac, Antoine Laumet de Lamothe, 78
 Cahill, James, 105
 Calderwood, Hugh, 72
 Caldwell
 Frank, 46
 John, 46
 Callam
 Alex., Capt., 110
 Alex., Mrs., 69
 Campbell
 ___, 82
 ___ (diver), 59
Canada (steamer), 40

Canada-Atlantic Line, 15
 Canadian Marine Dept., 4, 19, 52, 53, 59,
 60, 71, 83, 95, 98
 Canadian Pacific Railway, 66, 76
 canals, 47. *See also* under specific names
Captain Dave (steam yacht), 85
 Carkin, Stickney & Cram, 107
Carmona (steamer), 78
 Carnegie Steel Co., 28
 Carter, David, 92, 97, 100
 Casgrain, ___, Dr., 75
 Cerush, Anthony, 98
Champion (tug), 15, 101
 channel work, 32, 72-73, 90
 Detroit River, 2, 31, 72-73, 91, 105
 Lime-Kiln Crossing, 60, 72, 100
 Port Colborne, ON, 27
 Rond Eau, 43
 St. Mary's River, 36
 Hay Lake, 83-84
 Sarnia, ON, 20
 Sault Canal, 48
 Charette, Gil., 81
Charles Foster (schooner/barge), 36, 37, 38
Chas. A. Eddy (steamer), 76
 Chase, Fred, 97
Chauncy Hurlbut (steamer), 102
 Cheboygan, MI, accidents at, 56
Cheboygan (tug), 88
Chicago (steamer), 2
Chickamauga (barge), 97
Chippewa (steamer), 72
Choctaw (vessel), 8
 Christenson, P., Capt., 18
Christian (tug). *See Samuel J. Christian*
City of Alpena (steamer), 92
City of Baltimore (steamer). *See City of*
New Baltimore
City of Buffalo (steamer), 51, 81
City of Chatham (steamer), 83
City of Cleveland (steamer), 12, 30, 91-92
City of Detroit (steamer), 15, 30
City of Erie (steamer), 44-45, 51, 60

City of London (steamer), 15
City of Mackinac (steamer), 34
City of Mt. Clemens (steamer), 54, 67, 69,
 73, 76, 78,
City of New Baltimore (steamer), 55, 56-
 57, 62, 63, 64, 75-76
City of Parry Sound (steamer), 28
City of the Straits (steamer), 20
 Clark, James, 110
 Clergue, F.H., 49, 58, 68
 Cleveland & Buffalo Transit Co. (C. & B.),
 51
 Cleveland, OH, accidents at, 2, 5-6, 7, 15,
 19, 26, 35, 38, 72
 Clyde River (England), accidents in, 81
 Cockerell Works (Belgium), 58, 59
Codorus (steamer), 74
 Colchester, ON, accidents at, 48
 Colchester Lighthouse, 5, 69
 Colchester Lightship, 103-104
 Collingwood, ON, accidents at, 28
 Collingwood Shipbuilding Co., Ltd., 27, 68,
 72
Colonel (steamer), 81
Colorado (steamer), 64
Columbia (tug), 25, 56, 57, 63, 73, 75-76,
 94, 108
 Colwill
 ___, Capt., 75
 Robert, 75
Comet (vessel), 46
Conductor (steamer), 45
Conemaugh (vessel), 93
Conestoga (steamer), 49
Conger (steamer). *See Omar D. Conger*
 Connelly, James, 98
Connelly Bros. (barge), 96
 Connelly dock (Pelee Island), 21
Constance (tug), 55
 Cook, William, 63, 76
 Cooper, Thomas, 110
 Corliss, ___, Congressman, 36, 37
 Cornwall, John, Capt., 2

Corrigan
 Ida, 6, 15
 James, Capt., 2, 5-6, 7, 15, 26, 37, 38,
 72
 James, Mrs., 38
 Jane, 6, 26
 John, 26
 Cottrell, Joseph P., Capt., 41
 Counselman syndicate, 45
 Cousins, ___, 46
 Couture, Frank, 79
 Cowan
 Alex., 99, 100
 M.K. (M.P.), 67
 Cram. *See* Carkin, Stickney & Cram
 Cree, J.J., 104
 Creighton, A.J., 48
Cressell (tug), 3
Crete (barge), 78
 Cronk, Elmer, 50
 Cruikshank, ___, Col., 70
Cuba (steamer), 23
 Cuddy, Loftus, 28
 Cuddy-Mullen Coal Co., 28
 Cuniff, James, Capt., 73
Curry (steamer). *See S.S. Curry*
 customs laws. *See* under international
 relations
Cypress (yacht), 57
 D.B.I. & W. *See* Detroit, Belle Isle &
 Windsor Ferry Co.
 D. & C. *See* Detroit & Cleveland Steam
 Navigation Co.
D.F. Rose (steamer), 95-96
D.K. Clint (barge), 102
D.M. Whitney (steamer), 59
 dams
 Detroit River, 10
 Niagara River, 36-37
 St. Mary's River, 37
 Darch Island (Lake Huron), accidents at, 95
David Z. Norton (vessel), 31-32

Davidson, James, Capt., 78, 86
 Davis
 Catherine, 3
 Mary, 38
 de Wolf. *See* Jno. S. de Wolf & Co.
 Dean Richmond (steamer), 26
 Declute, ___, Capt., 32
 Denver (steamer), 13, 18, 26
 Desola, C.F., 58
 Detroit, Belle Isle & Windsor Ferry Co.
 (D.B.I. & W.), 29-30, 101
 Detroit & Cleveland Steam Navigation Co.
 (D. & C.) 15, 20, 30, 34, 45, 91, 97,
 100, 107
 Detroit River, 109
 accidents in. *See under* accidents
 bridge, 44
 buoys, 91
 channel work, 2, 31, 72-73, 91, 105
 damming of, 10
 surveys of, 109-110
 water levels, 10, 18, 34, 60, 90
 Detroit River Lighthouse, 5
 Detroit Shipbuilding Co., 43, 79, 101
 Devonia (steamer), 28
 Dixon
 C.Y., 109
 S.O., 84
 Dolders, John, 56
 Donnelly Contracting Co., 81, 86, 98, 100,
 101, 105
 Dorler, Frederick, 26
 Dorr, ___, Capt., 46
 Douglas Houghton (steamer), 10, 25, 84
 Dowd (schooner). *See* Reuben Dowd
 Drake, Anna. *See* Archer, Anna (Drake)
 Drill & Dredgemen's Assn., 99
 dry-docks, 48. *See also* shipbuilders
 Dubeau, ___, Capt., 6
 Duff & Gatfield (Anderdon), 10, 52, 88, 90
 Duluth Dredge & Dock Co., 91
 'Dummy', 13-14, 16-17, 33, 53

Dunbar
 Harry, 77
 Horace T., 41
 Dunbar & Sullivan (Buffalo), 41, 77
 Duncanson, John, Capt., 51
 Dundee (schooner), 19
 Dunkirk, NY, accidents at, 26
 Dunlap, A., Commander, 42
 Dunn
 ___, Capt., 24, 34, 73, 76, 82, 102
 Charles, 110
 Dustin. *See* Ashley & Dustin
 Dynamiter (drill), 108

 E. Woods & Son (Amherstburg), 77
 E.M. Peck (steamer), 69
 E.P. Wilbur (propeller), 29
 E.W. Oglebay (steamer), 59. *See also* N.W.
 Oglebay
 Eagle River, MI, accidents at, 64, 68, 85-86
 Earl of Powys (steamer), 28
 Eason, A., 3
 East Tawas, MI, accidents at, 55, 56-57
 Eastern States (steamer), 107, **centrepiece**
 Eberlein, John, Capt., 30
 Eliza (gunboat), 70
 Ellen (schooner), 70
 Elphicke, C.W., 79
 Emily Taylor (schooner), 96
 Empire (tug), 87
 Empire City (steamer), 85
 Empire State (steamer), 12
 Energy (steamer), 38, 44
 English, ___, Capt., 18
 Erie, PA, accidents at, 37, 38
 Erie (drill), 100
 Erie (steamer). *See* City of Erie
 Erie Belle (tug), 104
 Estell, ___, Capt., 32
 Excelsior (steamer), 11, 74

 F.A. Georger (schooner), 18
 F.E. Spinner (steamer), 27

F.H. Prince (steamer), 85
 Fairport, OH, accidents, 90
 Farini, G.A., 116
 Farr, M.E., 87
 Farrington, Harley, Capt., 71
 Favorite (tug), 44
 Fay, Charles, 71
 Featherstonehaugh, ___, Capt., 24
 Fecteau, Duff (diver), 7
 Fern (tug), 64, 68
 Fessenden (revenue cutter), 9
 Fighting Island, accidents at, 82-83
 Fisher (tug), 32
 fishing, 69, 103
 fishing laws. *See under* international
 relations
 fishing licenses, 100-101
 Fitch, W.L., Major, 72
 Fitzgerald, William E., 65
 Fletcher, John, 93
 Flint (steamer). *See* Oscar T. Flint
 fog, 30-31
 Fontana (schooner), 7, 25, 27-28, 29
 Fort Gratiot, MI, accidents at, 7-8
 Foster, ___, Capt., 30
 Fostoria (barge), 49-50
 Fox, A.J., Capt., 18, 20, 84
 Frank E. Kirby (steamer), 18, 20, 27, 29,
 30-31, 34, 43, 45, 79-80, 84
 Fraser
 John, 104, 108
 Simon, 104
 Fred Pabst (steamer), 11, **centrepiece**
 Frick (steamer), 55
 Fritz (barge), 53
 Fuller, C.E., Capt., 29

 G.T.R. *See* Grank Trunk Railroad
 Gage, ___, 41
 Gail & Martin (Cleveland), 75
 Gale, Charles, Capt., 45-46
 Galops Canal, accidents, 48
 Garfield, Morris, 70-71

Garrow, ___, (Gordon), 104
 Gatfield. *See* Duff & Gatfield
 Gavin, ___, Capt., 43
 Gen. Myers (gunboat), 70
 General O.M. Poe (steamer), 53,
 centrepiece. *See also* Orlando M. Poe
 George Davis (schooner), 55
 Georgian Bay Navigation Co., 78
 Georgian Bay Ship Canal, 50, 62-63
 Georgina (tug), 24
 Gibb, Andrew, 104
 Gilchrist, J.C., 4, 18, 59-60, 76, 85
 Gilchrist (propeller), 49, 86, 102
 Girardin
 D., Capt., 85
 D. Sr., Capt., 110
 D. Sr., Mrs., 70
 George, 104
 Walter, 107
 Gladiator (dredge), 25, **centrepiece**
 Gladiator (vessel), 83, 88
 Gleason
 ___, 105
 Albert, 105
 John, 110
 Globe Shipbuilding Co. (Cleveland), 5
 Gogebic (steamer), 76, 91
 Goodchild, William, 79
 Gordon
 ___, *See* Garrow, ___, (Gordon)
 Annie. *See* Hunter, Annie (Gordon)
 D.A., 69
 James, 46, 103-104
 Jennie. *See* Hackett, Jennie (Gordon)
 John, 40
 Louis, 46
 Gordon, ON, accidents at, 54
 Gordon Campbell (steamer), 44
 Gorman (tug). *See* Peter Gorman
 Graham, Samuel, 85
 Graham & Morton Line, 70
 grain elevators, 58
 Granada (barge), 87

Grand Trunk Railroad (G.T.R.), 25, 43, 44
 Grassy Island, accidents at, 6-7, 82
 Great Lakes Towing Co., 24, 44
 Great Northern Railroad, 7, 42
Grecian (steamer), 54-55, 76
 Green, A.J., 104
 Greer
 Leslie, 12
 W.J., Mrs., 12
Grenada (barge), 74
Greyhound (steamer), 93
 Grosse Île, accidents at, 87, 92-93, 93-94, 96-97, 101
 Grosse Île Lighthouse, 35
 Grosse Point, MI, accidents at, 54, 71
 Grubbe, __, 33
 Gruetter, Louis, 93
 Guard, PA, accidents at, 18
 Gunderson, __, Capt., 3, 9-10

H. Rand (schooner), 54
H.D. Coffinberry (steamer), 27
H.D. Moore (schooner), 55
H.F. Pickands (steamer), 31
H.J. Webb (barge), 95, 98
 Hackett
 Alexander, 46
 F.J., Capt., 81
 Frank B., Capt., 32, 33, 44, 45, 46, 102, 103, 104, 105
 Henry, 45, 46
 Henry, Mrs., 46
 James, Dr., 46
 Jennie (Gordon), 103
 Joseph, 46
 Robert, 45, 46
 Hackett Bros., 103
Hadley (steamer), 61, 85
 Haines, Edward, 2
 Hall, William R., Capt., 12
 Halpin, James, 98
 Hamilton, __, Collector, 12

Hanna
 D.R., 86, 87
 James H., Capt., 62
 Hare, J.F., 85
Harlem (steamer), 86
 Harlow
 William R., Capt., 91, 92, 94, 96-97
 William T., Capt., 91, 96-97
 Harndon, __, Capt., 3
 Harris, Frank, 87, 100, 107
Hartford (steamer), 81
Hartnell (schooner), 58
Harvard (steamer), 5, 60, 68
Harvey Brown (steamer), 46, 70
Hawk (gunboat), 89
 Hay Lake, channel work, 83-84
Hayes (steamer), 73
 Heckmott, Herbert, 63
 Heminger, Arthur, Capt., 64, 68
Hendrick S. Holden (steamer), 47
 Henning, Al., Capt., 66
Henry Cort (whaleback steamer), 54
Henry J. Johnson (steamer), 94
Hero (steamer), 61
Hiawatha (steamer), 85, 102
 Hickler Bros. (Sault Ste. Marie), 83-84
 Hickmot, H.H., 76
 Hill, James J., 7
 Hines, Ed., 6
 Hingston & Woods, 84
 Hodge. *See* Samuel F. Hodge & Co.
 Hoffman, Kate, 19
 Hogan, MacDonell & Co., 27
 Holmes, Charles J., Capt., 72
Home Rule (tug), 10, 11, 13, 15, 19, 23, 29, 32, 33, 38, 44, 48, 54, 59, 60, 61, 66, 69, 72, 73, 76, 80, 84, 87, 88, 90, 91, 93, 94, 96, 97, 102, 103, 105, 107, 109
 Horne & Co. (Fort William), 44
 Houghton, MI, accidents at, 96
 House Railway Committee, 50-51
Hudson (steamer), 85, 108
 Hunt, Walter, 87

Hunter
 Annie (Gordon), 104
 J. Howard, 104
 See also Swan & Hunter
 Hurley
 J., 32
 Timothy, 32, 42
Huron (ferry), 43, 44
Huronic (steamer), 72
 Hutchinson, J.T., 6
 Hutton, J.T., Capt., 61, 76, 82, 85, 87, 105-106, 110

 ice, 35, 37, 43-44, 47, 52, 108-109
 ice breakers, 39, 40-41, 42
Idler (yacht), 2, 5-6, 7, 15, 26, 35, 38, 72
Idlewild (steamer), 77
Imperial (steamer), 30, 66, 78, 79, 85, 96, 104
India (steamer), 98
 Ingram, __, Capt., 41
 Inman, B.B., Capt., 39, 42
 insurance rates, 98
 Inter-Lake Transportation Co. (Detroit), 52
 International Deep Waterway Commission, 36
 international relations
 customs laws, 12, 14, 68, 74, 86-87, 97
 fishing laws, 82, 100-101
 Ireland, David, 80-81, 100
Ireland (barge), 54
Iron Duke (vessel), 37
Iroquois (steamer), 30, 71-72
Isaac Ellwood (steamer), 8, 34
 Isbeel, A., Rev., 108
 Isle Royale, accidents at, 86

J.F. Carr (vessel), 85
J.G. Deshler (brig), 45
J.H. Outhwaite (steam barge), 30
J.H. Wade (steamer), 110
J.J. Albright (steamer), 92-93, 94

J.L. Miner (tug), 101. *See also* John Miner (schooner); Julia Miner (scow)
J.P. Clark (tug), 40
J.S. Richards (schooner), 2-3, 8, 15, 24, 26
J.W. Moore (steamer). *See* John W. Moore
James Fisk (steamer), 54
James Watt (steam barge), 6-7
 Janson, Peter, 3
 Jarmin
 Fred., 108
 James, Capt., 108
 Jarrett, __, Capt., 5
 Jarvis, Fred, Capt., 11-12
 Jenks. *See* Botsford & Jenks
Jenny (barge), 53
Jesse Farwell (vessel), 69
 Jno. S. de Wolf & Co. (Liverpool), 51
John B. Lyon (steamer), 18, 35
John Craig (steamer), 65
John F. Eddy (steamer), 83
John Kilderhouse (schooner), 88
John M. Glidden (steamer), 19, 80
John Martin (barge), 25, 28, 29
 John McGibbon Lumber Co. (Sarnia), 3
John Miner (schooner). *See also* J.L. Miner (tug)
John N. Glidden (steamer). *See* John M. Glidden
John Oades (steamer), 81
 John Piggott & Sons (Windsor), 62
John W. Moore (steamer), 3, 15-16
 Johnson, Frank, 64
 Joyce's undertaking rooms (Windsor), 75
Julia Miner (scow), 108. *See also* J.L. Miner (tug)
 Jupp, John, 106

Kaliyuga (steamer), 29
Katahdin (schooner), 75
Kearsarge (steamer), 47
 Keeley, __, 63
 Keena, M., 70

Kelly
 John, 3
 William, 37
 Kemp
 ___, 46
 Charles, 95
 D.M., 78, 95
 Kent (steamer), 46
 Kevill, ___, 73
 Kewaunee (lightship), 81, 89
 Keyes (barge), 96
 Kilbourn, G.T., 48
 Kilderhouse, John, 6
 King, George, Capt., 55, 80, 81, 84, 91, 92
 Kingfisher (schooner), 7-8
 Kirby, Frank E., 10, 68, 72, 107
 Kirby (steamer). *See* Frank E. Kirby; S.R. Kirby
 Kirk, John, 7
 Kirtley, James, 110
 Knapp, Frederick A., 103, 116
 Kolfage
 ___ *See* Kruse, ___, Mrs.
 ___ *See* Nicholson, D., Mrs.
 Edward A., 97
 John G., 97
 John Jr., 97
 Thomas H., 97
 Walter S., 97
 Kraeger, F., 56
 Kruse, ___, Mrs. (née Kolfage), 97

 L.C. Waldo (steamer), 13, 64-65
 L.P. & J.A. Smith Co., 84, 100
 L.P. Smith (tug), 84
 Lachine Canal, accidents in, 49
 Lafayette (vessel), 83
 Laframboise, J., Capt., 104
 Lafranier, Louis, 56
 Lake Carriers' Assn., 2, 4, 8-9, 19, 24, 44, 52, 62, 64, 73, 74, 79, 81, 83, 89, 102, 109

Lake Erie
 accidents in. *See under* accidents
 ferry across, 70-71
 water levels, 52
 Lake Forest (vessel), 3
 Lake Huron
 accidents in. *See under* accidents
 survey of, 71
 Lake Michigan, accidents in. *See under* accidents
 Lake Ontario, accidents in. *See under* accidents
 Lake St. Clair, accidents in. *See under* accidents
 Lake Superior, accidents in. *See under* accidents
 Lamarsh, Peter, 103
 Larkin, P., Capt., 15
 Laughlin, ___, Capt., 6
 Lawler, Walter, 107
 Lawless, John, Capt., 25
 Lawrence
 C.H., 5
 Frank, 98
 Ledyard, H.B., 68
 Lee, Rudolph, 25
 Leggatt, Amy, 70
 Lehigh Valley Co., 7
 Leighton, P.B., 104
 Lemonde, Peter, 63, 76
 Leyland Line, 28
 Licensed Tugmen's Protective Assn., 63, 75
 licenses, steamboat, 41
 life-saving stations
 Buffalo, NY, 42
 Point Pelee, 33-34
 Lighthouse Board, 89
 lighthouses, 66
 Bar Point. *See* Detroit River Lighthouse
 Bois Blanc Island, 46, 66
 Colchester Reef, 5, 69
 Detroit River, 5

lighthouses (*continued*)
 'Dummy', 13-14, 16-17, 33, 53
 Grosse Île, 35
 Muskegon Lake, 65
 Peelee Passage, 4-5, 13-14, 16-17, 53, 55, 59, 66, 69, 73, 89-90, 94, 104
 lights, 19, 107
 Peelee Passage, 102
 lightships
 Bar Point, 62, 104
 Colchester Reef, 103-104
 Lime-Kiln Crossing, 11, 53, 107
 Peelee Passage, 62, 63, 64, 81, 89
 Lily Smith (steamer), 91
 Lime-Kiln Crossing
 accidents at, 3-4, 9-10, 11, 18-19, 20, 29, 31-32, 52, 53, 58, 61, 74, 78, 79, 84, 86, 87, 88-89, 90, 91, 94, 102-103, 108-109
 bridge at, 44
 buoys, 24, 25
 channel work, 60, 72, 100
 lightships, 11, 53, 107
 stone from, 86-87
 water levels, 29, 31, 52, 74, 95
 Lincoln (steamer), 99, 106
 Little, ___, Capt., 88
 Lockhart
 Albert, Capt., 50
 Anne, 50
 Lockhart's Island, 95
 Lockwood (steamer). *See* C.B. Lockwood
 Long Point
 accidents at, 93
 telephone at, 19
 Lorman (tug), 54
 Louise (steamer), 32, 103
 Lulu Beatrice (schooner), 20
 Lutz (tug), 54
 Lydecker, G.J., Lieut.-Col., 13, 31, 36, 72, 83, 110

M.A. Hanna (steamer), 10
 M.C.R. *See* Michigan Central Railroad
 M.L. Breck (schooner), 3-4
 Macauley, ___, 102
 Maccamawa (steamer), 27
 MacDonell. *See* Hogan, MacDonell & Co.
 Mack, Harvey E., 84
 Mack (steamer), 97
 Macy (steamer). *See* S.J. Macy
 Magnet (schooner), 18
 Mahon, Michael, 107
 Mahoning (steamer), 20
 Maida (barge), 10-11, 12-13, 25
 Mains, ___, Capt., 54, 108
 Manda (barge), 6
 Manhattan (steamer), 38
 Manitou (barge), 93
 Manson
 Gus, 69
 John, 69
 Marceaux, P., 56
 Mardin & Co. (France), 41
 Maria Martin (barque), 75
 Mariel (tug), 49
 Marine City (schooner), 95-96, 98
 Marine Dept. *See* Canadian Marine Dept.
 Marion Teller (tug), 2, 7
 Mariposa (vessel), 29
 Maritana (steamer), 13
 Mark Hopkins (steamer), 109
 Marks, Joseph, Capt., 57, 63, 76
 Martha (schooner), 29
 Martin
 C.W., Hon., 88, 97
 C.W. Jr., 90
 Will, 85
 See also Gail & Martin
 Martin (schooner). *See* John Martin
 Maruba (steam barge), 6-7
 Mary (steamer), 49
 Mary C. Elphicke (steamer), 78-79
 Mary Groh (steamer), 100, 102
 Matoa (vessel), 10

Maumee Bay, accidents in, 8
Maumee Valley (schooner), 32-33, 35-36
Maurice P. Grover (steamer), 25
 Maxwell, David, 77
 May
 ___, Mrs., 37
 Anthony T., Capt., 3
 McCaffrey, Freeman, 64, 80-81, 100
 McCauly, William, 38-39
 McCormick, ___, 99, 106, 107
 McDonald, ___, Capt., 107
 McDougall
 ___, Judge, 16
 Alex, Capt., 27
 McEvoy, W.H., 69
 McGee, Samuel, 104
 McGibbon. *See* John McGibbon Lumber Co.
 McGinnis, George A., 56, 63
 McGregor
 ___, Capt., 43
 Robert, 46
 McGuire, James, Capt., 77, 80-81, 100
 McIntyre
 ___, Mrs., 73
 Rena, 73
 McKay, George P., Capt., 2, 4, 12, 15, 24, 62, 64, 73, 79, 83, 89, 102
 McKinley, William, President, 85
 McLachlan
 ___, Capt., 91-91
 Malcolm, 15
 McLean, ___, Capt., 85, 86
 McLeod
 ___, Capt., 57
 John, 51
 McMillan, W.C., 100
 McMorran, Henry, 91
 McQueen, John S., Capt., 44, 54, 67, 69, 73, 76, 78
Mecosta (steamer), 60
Melbourne (steamer), 60, 73
 Mendel, Walter, 25

Menominee, WI, accidents at, 96
 Menominee River, accidents in, 55
 Mercer, ___, Miss, 77
Merida (steamer), 59
Merrimac (steamer), 87
 Merritt Elevator Co., 47
Michigan Central (steamer), 68
 Michigan Central Railroad Co. (M.C.R.), 40, 68
 Mickle, Henry, 104, 106
 Middle Ground. *See* Pelee Passage
 Middle Island
 accidents at, 18
 trees on, 83
 Middleditch property (Amherstburg), 77
 Midland Navigation Co., 42
 Miesel, Daniel, Capt., 40
 Millan, J.L., Capt., 76
 Millen, Sidney J., 41
 Mills Transportation Co. (Port Huron), 62
 Milwaukee, WI, accidents at, 55
 Milwaukee Lodge of Tugmen, 63
 Minch Transit Co., 19
 Minnesota Steamship Co., 6-7, 10, 13
Minnie Morton (tug), 103
 Mitchell, Alfred, Capt., 94
Mitchell (steamer). *See* Alfred W. Mitchell
 Mitchell & Co. (Cleveland), 94
Mocking Bird (tug), 86, 90
 Moisan, Anthime, Capt., 2, 7
Monarch (vessel), 27
 Monk, Ed., 79
Monkshaven (steamer), 49
Monohansett (steam barge), 15, 18
Mont Blanc (schooner), 88
Montana (steamer), 18
Montmorency (schooner), 55
Montreal (steamer), 34
 Montreal, PQ
 grain elevators at, 58
 harbor improvements, 80
 Montreal Dry-dock Co., 116
 Mooney, Ed., Capt., 18

Moore
 John W., Capt., 3, 40
 W.L., Chief, 63
Moore (steamer). *See* C.W. Moore; John W. Moore
 Morden, Lucien, 39
 Morin, Gilbert, 80-81, 100
Morris B. Grover (steam barge), 61
 Morton. *See* Graham & Morton
Mt. Clemens (steamer). *See* City of Mt. Clemens
 Mud Lake, accidents in, 34
 Mullen, J.G., 63, 66, 87-88. *See also* Cuddy-Mullen Coal Co.
 Munising, MI, accidents at, 96
 Munro
 ___, Capt., 104-105
 ___, Miss, 105
 Murphy, Thomas, 56, 63, 75
Myles (steamer), 14
Myron Butman (schooner), 67-68
Myrtle M. Ross (steam barge), 11-12, 30
Mystic (tug), 96

N.W. Oglebay (propeller), 49. *See also* E.W. Oglebay
 navigation
 closing of, 27, 34, 38, 84, 100, 101, 105, 107
 opening of, 44
 in winter, 39-40
 Nellis, Ed., B., 69
 Newman, ___, 44, 51
Newsboy (steamer), 55, 80, 81, 84, 91, 92
News-Trib (launch), 71
 Niagara River, damming of, 36-37
Nichol (steamer), 85-86
 Nicholson
 D., Capt., 30
 D., Mrs. (née Kolfage), 97
Nipigon (steamer), 60
No. *See* under actual number (at beginning of index)

Noble, W.H., 4, 5, 66
 Norden Bros. (France), 42
 North American Bent Chair Co. (Owen Sound), 48
North Land (steamer), 2, 20, 108
North Star (steamer), 48
North Town (steamer), 58, 89
North West (steamer), 9, 20, 65-66, 72, 93, 108
Northeastern (steamer), 89
 Northern Navigation Co. of Canada, Ltd., 72
 Northern Steamship Co., 66
Northman (steamer), 65, 89
Northtown (steamer). *See* North Town
Northwest (steamer). *See* North West
Northwestern (steamer), 45, 48, 65, 89
 Northwestern Steamship Co., 58
 Northwestern Transportation Co., 89
 Norvell, Dallas, 70

O.C. Reynolds (steamer), 54
O.J. Flint (steamer). *See* Oscar T. Flint
 Oades' shipyard (Detroit), 65, 70
 Obrey, Oliver, 2
 Odette
 Daniel, 87
 George, Capt., 87
Oglebay (steamer). *See* E.W. Oglebay; N.W. Oglebay
Ogonta (steamer), 5
Old Glory (dredge), 31, 78, 108
 O'Leary, James, 20
Olga (schooner), 15
Omar D. Conger (steamer), 62, **centrepiece**
Onaping (tug), 30
Oneida (tug), 77
 O'Neill, ___, (harbormaster), 77, 78
Ontario (dredge), 43, 64, 80-81, 100
 Ontario Fishery Dept., 100-101, 103
Orlando M. Poe (steamer), 78-79. *See also* General O.M. Poe
Oscar T. Flint (steamer), 87, 89, 90

Oswego, NY, accidents at, 56
Ottawa (steamer), 15
 Owen, Edward, 56
Owen (steamer), 59
 Owen Sound Portland Cement Co., 48

P.P. Pratt (steamer), 90
Page (schooner), 37
Paliki (steamer), 96
 Palmer, M.A., 75
 Park
 John R., 46, 91
 W. Fred, Dr., 79, 95
 Park & Co., 46
 Parker
 —, 51
 William M., 56
Parker (steamer). *See A.A. Parker*
Parnell (steamer), 102
 Parry Sound Railway, 34-35
 Parsons
 Charles, 106
 M.P., Capt., 92
Pasadena (steamer), 18
 Patenaude, O., Capt., 66
 Paterson, M.P., Capt., 94
 Patterson, —, Capt., 105
 Pattinson, Richard, 70
Pauly (steam barge), 83
 Pearson, G.W., Capt., 48
 Peavey Terminal elevator (Duluth), 27
 Pelee Island
 cable for, 63, 66-67, 74, 76
 dock at, 21-23, 73, 87
 steamer for, 106-107
 Pelee Island Lighthouse, 87
 Pelee Island Navigation Co., Ltd., 99-100
 Pelee Passage, 139
 accidents in, 13, 20, 26-27, 32-33,
 47-48, 52, 54-55, 61, 63, 74, 76
 buoys, 12, 17, 24, 76
 lights in, 102
 lightships in, 62, 63, 64, 81, 89

Pelee Passage (*continued*)
 survey of, 60-61
 See also Point Pelee
 Pelee Passage Lighthouse, 4-5, 13-14,
 16-17, 53, 55, 59, 66, 69, 73, 89-90,
 94, 104
 Peltier, —, Miss, 110
Pennington (vessel), 83
Peoria (schooner), 95
Persia (steamer), 31
Peter Gorman (tug), 84
 Petersen, —, Capt., 58
 Peterson
 —, Capt., 60
 William, 35
Petrel (steamer), 4, 24, 33, 69, 73, 81, 82,
 88, 91, 102, 104, 107
Pewaukee (steamer), 56
 Phillip, H., Capt., 8
Picton (schooner), 36
 Piggott. *See* John Piggott & Sons
 Piper
 —, 100, 106, 107
 Edward, 77
 W.A., Dr., 77
 Pittsburg Coal Co., 52, 69, 73, 74, 87-88
 Pittsburg Steamship Co., 5, 54, 68, 79
 Place
 Martin H., Capt., 56, 57, 62
 Martin H., Mrs., 56
 Playfair, James, 42
 Playfair & Co. (Montreal), 24
Pleasure (steamer), 81, 82, 84, 101
 Point Pelee
 accidents at, 23-24, 61
 life-boat at, 33-34
 See also Pelee Passage
 Polson Iron Works (Toronto), 64, 68, 80,
 116
 Port Burwell, ON, accidents at, 20
 Port Colborne, ON
 channel work, 27
 grain elevators, 58

Port Huron, MI, accidents at, 62
 Port Maitland, ON, accidents at, 34
 Port Rowan, ON, accidents at, 109
 Port Stanley, ON, accidents, 77
 Portage Canal, accidents in, 49
Porter Chamberlain (steamer), 95, 98
 Pouget, Norman, 95
Pretoria (schooner), 5, 11
 Procter, Henry, Gen., 70
Promise (steamer), 76, 82, 101
Protector (tug), 29
 Pulling, W.J., 11, 13
Puritan (steamer), 70, *centrepiece*
 Put-in-Bay, OH, accidents at, 5
 Puwalowsky, Michael, 77-78

Quebec Board of Trade, 39
Queen of the West (steamer), 6, 53
 Quick, C.B., 106
 Quinn
 — (wrecker), 79
 —, Capt., 61
 William, 12
Quito (vessel), 83

R.C. Broton (schooner), 61-62
R. Halloran (schooner), 38
 races, 44-45, 51, 60
 railways
 Alliance & Northern Railroad, 71
 Bessemer & Lake Erie Railroad, 71
 Canadian Pacific Railway, 66
 Great Northern Railroad, 7, 42
 Grand Trunk Railroad, 25, 43, 44
 House Railway Committee, 50-51
 Michigan Central Railroad Co., 40, 68
 Parry Sound Railway, 34-35
 Wheeling & Lake Erie Railroad, 71
Ramapo (steamer), 107-108
 Randall
 Maud, 71
 Pearl, 71
Rappahannock (steamer), 11, 35

Reliable (vessel), 61
Rensselaer (steamer), 5
 Republic Iron Co., 13
Reuben Dowd (schooner), 32, 33, 42
 Revenue Marine, 109
Rialto (vessel), 46
Richards (schooner). *See J.S. Richards*
 Richardson
 John F., 66-67, 76
 W.C., 30
 Richelieu & Ontario Navigation Co., 34
 rifles, flintlock, 78, 90
 Ripley, Joseph, 60
 River & Harbor Committee, 8-9, 11, 14, 36,
 72
Roberta (steam yacht), 5
 Robior, Prosper, 80
 Rockefeller family, 9, 38, 53
 roller boat, 103, 116
 Rond Eau, channel work, 43
 Rondot, Guy, 70
 Rose, Fred, 12
Rosedale (steamer), 80
Rosemount (steamer), 63
 Ross, William, 25
Rover (barge), 34
 Rubidge, —, 47
Rudolph Warriner (schooner), 52, 86
 Rumball, —, Deputy Sheriff, 11, 15, 85
 Rutley, Charles, 74

S.J. Macy (steamer), 52, 54
S.R. Kirby (vessel), 58
S.S. Curry (steamer), 61
 Sable Point, accidents at, 30
Sage (schooner/barge), 2, 6, 53
Saginaw (tug), 4, 11, 15, 23, 24, 29, 44, 49,
 52, 53, 54, 58, 60, 61, 79, 80, 87, 85,
 86, 89, 90, 91, 92, 93, 102, 107
Sailor (schooner), 56
St. Andrew (steamer), 24
 St. Clair, MI, accidents at, 8

St. Clair River, accidents in. *See under* accidents
 St. Lawrence Navigation Co. of Canada, Ltd., 39-40
 St. Lawrence River, accidents in, 48
 St. Louis (steamer), 56
 St. Mary's River
 accidents in. *See under* accidents
 bridge, 50-51
 channel work, 36, 83-84
 damming of, 37
 Sainte Marie (ice crusher), 68
 St. Paul (steamer), 38
 Samuel F. Hodge & Co. (Detroit), 29, 58, 72
 Samuel J. Christian (tug), 91, 92-93, 93-94, 95, 96-97, 100, 102
 Samuel Marshall (steamer), 7-8
 Sanilac (steamer), 101
 Sappho (steamer), 101
 Sarnia, ON
 accidents at, 64, 78-79
 channel work, 20
 Sarnia (tug), 83
 Saturn (steamer), 76
 Saucy Jim (tug), 54
 Sault Canal, 26, 68, 96
 channel work, 48
 tonnage, 9
 Sault River. *See* St. Mary's River
 Sault Ste. Marie, accidents at, 61, 93
 Sault Ste. Marie Ferry Co., 64, 68
 Sawyer, 'Nitchie', 66
 Scanlan, Harry, Capt., 32-33
 Scarecrow Island (Lake Huron), accidents at, 96, 98
 Schlett, William, 50
 Schultz, Barney, 57
 Scotia (vessel), 15, 77-78
 Scott
 George W., 56
 Thomas, 105
 Scudder dock (Pelee Is.), 73, 76

Sears, W., 56
 Seidel, Richard, 75
 Selkirk, J. McR., 66
 Selkirk (barge), 63, 69, 73
 Semore, D., 12
 Senator (schooner), 93
 Seymour, Edward, 29-30
 Shafer, A.H., Capt., 64, 73
 Shang (tug), 79
 Shaugraun (tug), 54, 108, 110
 Shaw, John, 105
 Sheboygan, WI, accidents, 55
 Shelden, ___, Rep., 37
 Shenandoah (steamer), 74, 78
 Shewfelt, William, 110
 Shields
 W.H., 38-39
 W.H., Mrs., 38
 shipbuilders
 American Shipbuilding Co., 8, 45, 65, 81-82
 Collingwood Shipbuilding Co., Ltd., 27, 68, 72
 Detroit Shipbuilding Co., 43, 79, 101
 Gail & Martin, 75
 Graham, Samuel, 85
 Montreal Dry-dock Co., 116
 Oades, 65, 70
 Polson Iron Works, 64, 68, 80, 116
 Shipmasters' Assn., 41, 99
 shipwrecks. *See* accidents
 shipyards. *See* shipbuilders
 Shuler, William, 71
 Simon J. Murphy (steamer), 27, 47
 Sir John (tug), 77, 80, 100
 Sitka (steamer), 31
 Skinner, Wilson, Supt., 86-87
 Smeaton (barge), 53
 Smith
 ___, Capt., 34
 ___, Deputy Collector, 86-87
 Henry C., 13, 35
 Norman, 64

Smith (*continued*)
 Stanley B., 52, 74
 W.A., 100
 William, 32 (*Maumee Valley*)
 William, 64 (*Fern*)
 Smith & Post (schooner), 62, 63, 64, 74, 79
 smuggling, 48
 Snider, Charles, 79
 Sorenson, John, 95
 Southeast Shoal. *See* Pelee Passage
 Southwark (steamer), 84
 Spaen, J. Harry, 32
 Spain, ___, Commandant, 107
 Specular (steamer), 13, 18, 26-27, 61, 63
 Spokane (steamer), 68
 Squaw Island, accidents at, 38
 Standard Oil Co., 38
 Stannard Rock, accidents at, 38
 Star Line, 107
 steamboat licenses, 41
 Steel Trust Co., 53-54
 Stewart
 ___, 87
 Charles A., 24
 W.J., 60
 Stewart (lighter), 34
 Stickney. *See* Carlin, Stickney & Cram
 Stimson (steamer), 74
 Stone, Charles, Capt., 96
 Stone (vessel), 38
 Strathcona (steamer), 10
 strikes, 24, 44, 53-54
 Strouble, Walter, 50
 Sullivan
 ___, (D.A.), 72
 L.S., 100
 M., 25, 27-28, 57, 108
 See also Dunbar & Sullivan
 Sullivan Wrecking Co., 29, 54, 105
 Sunday laws, 70

surveys
 Detroit River, 109-110
 Lake Huron, 71
 Pelee Passage, 60-61
 Sutherland
 D., Capt., 3
 James, Hon., 98
 Swallow (steamer), 93
 Swan & Hunter (England), 58, 59

 Tacoma (steamer), 7, 97
 Tarte, J. Israel, Hon., 49, 58, 67, 80
 Tarte (dredge), 80
 Tashmoo (steamer), 29, 44-45, 51, 60
 Taylor, George, 107
 Taylor (schooner), 74
 Tecumseh Historical Society (Chatham), 69
 Texas Landing, 70
 Thames River, shipwrecks in, 69-70
 Theo. Voges (schooner), 74
 Thomas, Philip, 110
 Thomas F. Park (schooner), 51
 Thomas Holland (vessel), 95-96
 Tobin, James, Capt., 105
 Toronto, ON, accidents at, 31
 Traveller (tug), 56
 Trenton, MI, channel work, 31
 Trotter, David, Capt., 57, 75
 Tug Trust, 44
 tugmen's associations, 63, 75, 99, 101
 Turbinia (steamer), 116
 Turville, Susie, 70
 Twin Sisters (barge), 65

 U.S. River & Harbor Committee. *See* River & Harbor Committee
 Union Steamboat Co., 107
 Union Tugmen's Assn., 99, 101
 United Empire (vessel), 27
 United States Lighthouse Board, 89
 United States Steel Co., 59
 Ure, Alex., Capt., 42

V.H. Ketchum (steamer), 18
Venus (steamer), 76
Veritas (steamer), 28
Vessel Owners' Assn., 62
vessels, number of, 94-95, 96
Victoria (steamer), 30
Viola (steam yacht), 48

W.B. Hall (steamer), 24
W.B. Morley (steamer), 18-19, 20, 81
W.B. Parker (vessel), 61
W.H. Stevens (steamer), 97, **centrepiece**
W.H. Stone (tug), 66
Wabaunash (vessel), 13
Wacouta (steam yacht), 7
wages, 23, 24, 43
Waldo (steamer). *See L.C. Waldo*
Wales (tug), 4, 15, 19, 20, 29, 48, 52, 54, 58, 60, 79, 85, 86, 88, 89, 90, 91, 107
Walkerville, ON, accidents at, 2-3, 8, 15-16, 24, 26
Walter Scranton (steamer), 93
War of 1812, 69-70, 78
Wardroper, ___, Mrs., 66
Warriner (schooner). *See Rudolph Warriner*
water levels, 36-37
 Detroit River, 10, 18, 34, 60, 90
 Lake Erie, 52
 Lime-Kiln Crossing, 29, 31, 52, 74, 95
Watt, Isaac, Capt., 24, 43, 93
Watt Wrecking Co. (Windsor), 74
Wawatam (steam barge), 83
Webb (barge). *See H.J. Webb*
Welland Canal, 34-35, 44
 accidents in, 27, 81, 85
Weller, J.S., 35
West, David, Capt., 99, 101
Westcott, J.W., Capt., 90, 109
Western Transit Co., 86
Wheeling & Lake Erie Railroad, 71
White Oak (schooner), 102
White Star Line, 51, 60, 77, 93
Whitney estate, 60

Wigle, Colin, 106-107
Wilcox (schooner), 4, 9
Wilderspin, James, 104
Wilkinson, ___, Capt., 82
William Peterson Ltd. (England), 35
Williams, ___, Capt., 68
Wilson
 ___, 99, 106, 107
 Joseph, 78
Wilson fleet, 19
Winam, Henry Jr., 85
Windsor, ON, accidents at, 11-12, 43
Windsor (steamer), 24
Wining, Herbert, 56
Wire Trust, 8
Wismer, George Y., 36-37, 62-63
Wm. Edwards (steam barge), 37
Wolvin
 ___, Capt., 80
 A.B., 54
Wood, Robert, 37
Woods
 ___ (diver), 29
 Alfred, 77
 See also Hingston & Woods
Woods machine shop, 77, **centrepiece**
Wright, ___, Capt., 71
Wyandotte (steamer), 8, 55, 64, 66, 70, 73, 80, 81, 82-83, 84

Yates, George, 74
Yosemite (steamer), 76, 81-82, 85, 87, 90, 93, 105-106
Yosemite Steamship Co., 82
Yuma (vessel), 25

Zeikel's Orchestra, 99, 101
Zenith City (steamer), 71

~~~~~  
*Indexed by Jennifer MacLeod*

## Glossary

- air pump** to increase steam engine efficiency, the steam from the engine is exhausted into a vacuum, thereby using all of the pressure of the steam and most of the heat. This vacuum is created by the use of an air pump connected to the engine's condenser.
- arches** as wooden steam vessels became longer (over 200 feet) their hulls tended to sag along their length. This effect was referred to as "hogging." To counter this, "hogframes" or arches were structured into the hull to give it rigidity. They resembled the arched trusses of a bridge and were installed one to each side of the vessel, running nearly the entire length.
- barge** a vessel having the hull shape of a regular ship but towed by another vessel, such as a tug or a steamer. Can refer to a **schooner barge**.
- bobstay** part of the forward rigging that holds the bowsprit downward.
- bucket** the single blade of a ship's propeller.
- bulwarks** the sides of the hull that are built higher than the main deck.
- capstan** an apparatus used to raise an anchor or take up slack on a line. Similar to a winch, which lies horizontal, the capstan stands vertical and is man-powered with long wood handles.
- centreboard** small, shallow-draft sailing vessels used a centreboard which could be lowered below the keel for stability. This board or plate swings vertically from a pivot through the centre line of the keel and is adjustable. It is still used in some modern sailboats.
- consort** a vessel being towed by another vessel. There can be more than one vessel (consort) in a complete tow.



**covering boards** short, flat planks fitted flush to the outer edge of the deck between the timberheads (hull frame tops) and stanchions, sometimes thicker than the deck planking.

**crosshead** a large, hinge-like fitting on a steam engine that joins together the piston rod and connecting rod to allow the vertical motion of the piston rod to translate itself to the rotating motion of the crank shaft by way of the connecting rod.

**deadwood** located at the sternmost part of the keel, those timbers that give strength to where the keel and sternpost are joined.

**draft/draught** the amount of water needed to float a vessel, usually measured from the lowest part of the keel to the loaded waterline.

**fore and after** refers to a type of schooner with two masts. **Three and after**, three masts, etc.

**keelson** the keel of a vessel was often strengthened inside the hull by additional timbers or straps of steel called keelsons, running lengthwise and fastened to the keel.

**knighthead** two heavy timbers built vertically deep into the bow to hold the bowsprit from slipping sideways.

**leadline** (pronounced *led*); a lightweight line marked off in fathom (6 feet) increments with a lead weight attached to the end for heaving overboard and "sounding" the bottom for depth of water.

**lightship** a manned vessel rigged with a bright light(s) mounted on a tall mast to warn of navigational hazards. They were anchored in one position at the beginning of the season and were recovered at the end of navigation for maintenance. This was thought to be less costly than building a permanent lighthouse.

**oakum** material used to caulk or fill the seams between the hull planks for water tightness of the hull.

**propeller** refers to a steam-powered vessel driven by a propeller.

**rabbit** a small propeller steamer with all cabins and machinery situated aft.

**range lights** a pair of tall structures with lights or beacons placed on top, arranged in line with the end of a channel so that a ship keeping these two light towers exactly one in front of the other will be able to navigate within a narrow channel without straying outside the channel and running aground.

**schooner** refers to a specific type of sailing craft having two or more masts.

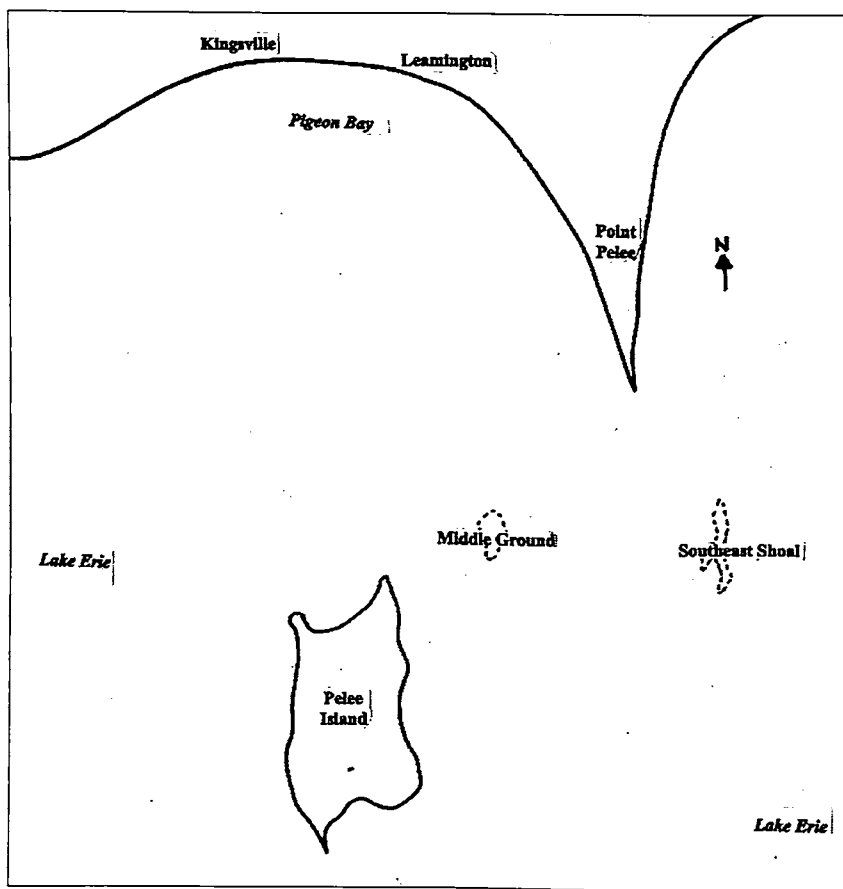
**scow** a flat-bottomed vessel of shallow draft. Schooner were often designed with a flat bottom to reach into a shallow port (**schooner-scow**).

**spiles** most likely refers to the dock pilings which were timbers driven vertically into the riverbed close to the wharf for protection to the wharf.

**steam barge** a large, steam-powered hull designed to carry loose cargoes (grain, stone, etc.). Both rabbits and bulk freighters are sometimes referred to by this term.

**steamer** originally referred to a steam-powered vessel driven by side-wheels. In the latter part of the 19th century the distinction became blurred, as there were more propeller vessels being built than side-wheeler types. The term applies to both freighters and passenger carriers.

**wheel** usually refers to a ship's propeller and occasionally the paddle-wheel of a side-wheeler.



Sketch of the Pelee Passage, showing locations of Middle Ground and Southeast Shoal.

